



30819

Jeep CJ Duraspark II Ignition Harness

This Duraspark II Ignition Harness is designed to connect the components in Ford electronic ignition systems using the "Blue Strain Relief" ignition module. It can be used with both the large cap and small cap early electronic distributors.

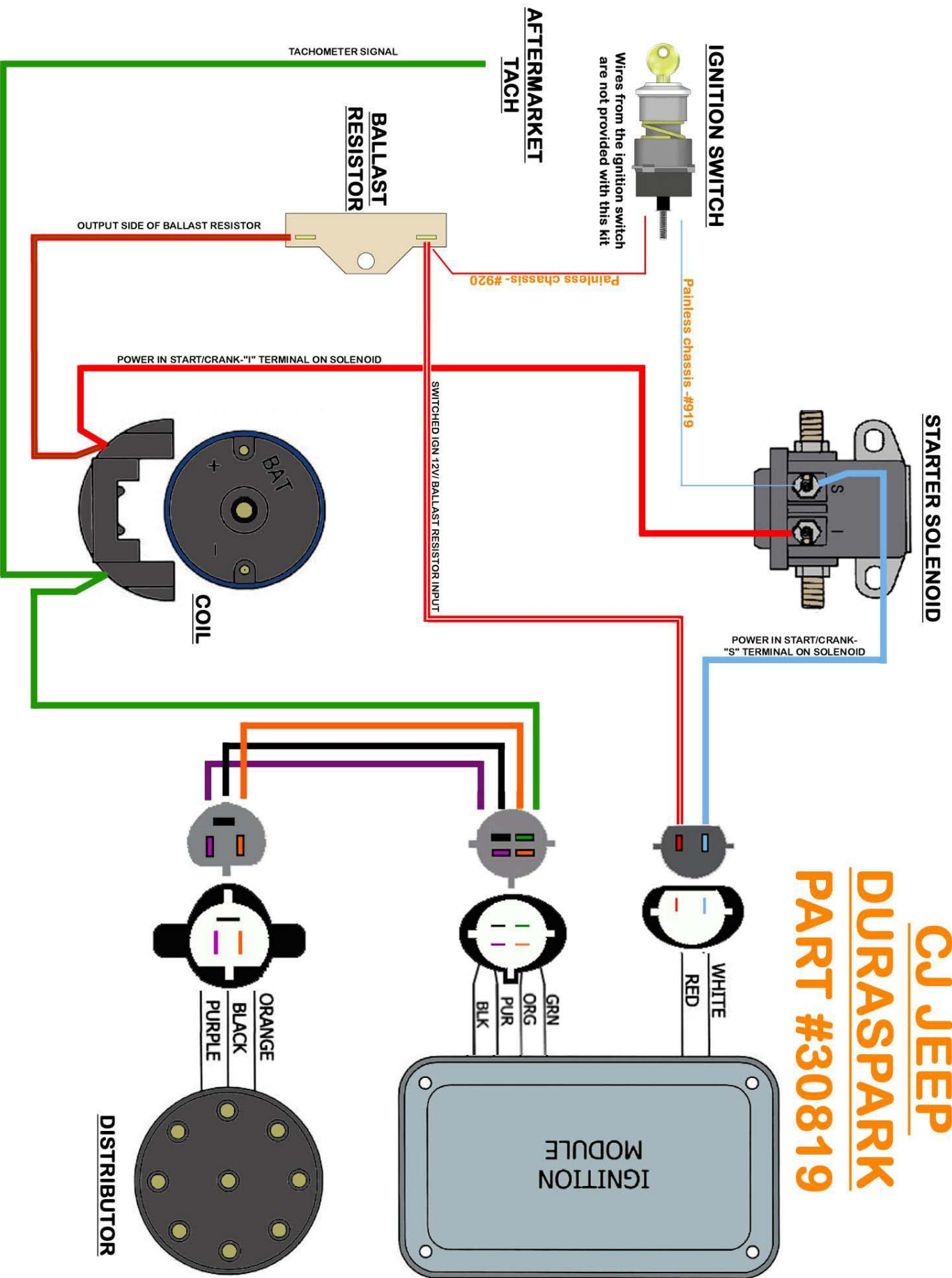
1. **Disconnect the negative battery cable.**
2. Connect the three pin and four pin ignition module connectors to the module, mounted on the driver side wheel well. Note: This harness has **ONLY** been tested for the "Blue" and "Yellow" ignition modules.
3. A) Remove your ignition coil from its bracket. Look to see if there are printed instructions on the coil that read something to the effect of "EXTERNAL RESISTOR REQUIRED". If so, the provided ceramic ballast resistor will be needed, see part B. If your coil states something to the effect of "NO RESISTOR REQUIRED", you will not need the ballast resistor.

B) Using the provided self tapping screw and flat washer, mount the ballast resistor to the fire wall. This will require an electric drill and a ¼" nut driver/socket. It can also be mounted utilizing a bolt holding the coil bracket as seen in the photo to the right. Please be aware the resistor will get very hot when the ignition switch is in the ON/RUN position. In some instances it may even smoke during the first couple heat cycles due to oils from hands during packaging and installation.

As seen in the diagram on the next page, a switched ignition power wire from the ignition switch (*not supplied with this kit*) will need to connect to one side of the ballast resistor, it does not matter which side. Jeeps factory equipped with a Duraspark ignition, this can be sourced from the large gauge red/white wire coming from the bulkhead. Those using this kit in a Jeep with a Painless chassis harness, this switched 12v source can be sourced by the red/white #920 wire found in the Engine/Coil Ignition section of the chassis harness.

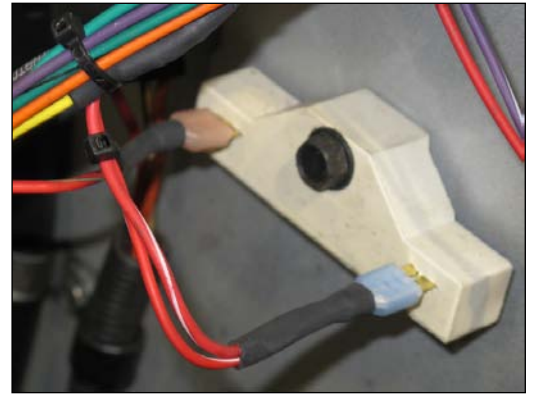


CJ JEEP DURASPARK PART #30819



Use the diagram on the previous page as a guide to make the following connections

4. Connect the Red/White wire, printed "**SWITCHED IGN 12V/BALLAST RESISTOR INPUT**" wire to the same side of the ballast resistor as the switched ignition power source from step 3. If a resistor is not being used, connect this wire along with the Red/Green wire (outlined in step 5) to a switched ignition power wire from the ignition switch (not supplied with this kit).
5. Connect the Red/Green wire, printed "**OUTPUT SIDE OF BALLAST RESISTOR**", to the opposite side of the ballast resistor of the Red/white wire and the switched 12v source. If a ballast resistor is not being used, this wire was connected in step 4.



6. Next connect the light blue wire, printed "**POWER IN START/CRANK-"S" TERMINAL ON SOLENOID**" to the "S" terminal on the starter solenoid. As seen in the diagram, a wire from the ignition switch (not supplied with this kit) will also connect to this "S" terminal. Those using this kit in a Jeep with a Painless chassis harness, this switched 12v source can be sourced by the light blue #919 wire found in the Engine/Starter Solenoid section of the chassis harness.



7. Connect the red wire, printed "**POWER IN START/CRANK-"I" TERMINAL ON SOLENOID**" to the "I" terminal of the starter solenoid. This wire will provide what is known as a "Ballast Bypass" to provide the coil a full 12v source at start up.
8. The green wire, printed "**TACHOMETER SIGNAL**" is the signal for a factory 4 cyl tachometer (factory 6&8 cyl tachs receive signal from the ignition switch) or an aftermarket tachometer. If one is not being used, tape-up and stow this wire. If this harness is being installed into a Jeep with a Painless chassis harness, connect this yellow wire to the purple #923 wire found in the engine section.
9. Route the coil connector and distributor connector to their appropriate components, using caution not to run it over an exhaust header or manifold. Be sure to leave enough slack in the harness for engine torque. Slide the coil connector firmly onto the coil and plug-in the distributor connector.
10. Reconnect the negative battery cable and test start the vehicle.