



INSTALLATION INSTRUCTIONS CT PRO™ IGNITION CONTROL PN 9-29850

FORM 1666M 5/10

Battery

The CT PRO™ Series Ignition Control operates on any negative ground, 12 volt electrical system with a distributor. This system delivers full voltage with a supply of 10-18 volts, and operates with a supply voltage as low as 8 volts. If you crank the engine with the same battery or other accessories, such as an electric fuel pump, increase the amp/hour rating.

Coils

The only coil suitable for use with your CT PRO™ Ignition Control is Mallory's CT PRO™ Coil P/N 9-29721. During our extensive testing, no other coil from Mallory or any competitor would withstand the stress.

Spark Plugs and Wires

High quality, spiral wound wire such as Mallory Marine Promaster® Wires and proper routing are essential to the operation of the CT PRO™ Ignition Control. This type of wire provides a good path for the spark to follow while minimizing electromagnetic interference (EMI).

NOTE: Do not use solid core spark plug wires with the CT PRO™ Ignition Control.

Routing

Wires should be routed away from sharp edges, moving objects, and heat sources. Wires that are next to each other in the engine's firing order should be separated. For example, in a Chevy V8 with a firing order of 1-8-4-3-6-5-7-2, the #5 and #7 cylinders are positioned next to each other on the engine as well as in the firing order. Voltage from the #5 wire could jump to the #7 wire. This could cause detonation and engine damage.

Distributor Cap and Rotor

We recommend installing a new distributor cap and rotor when installing the CT PRO™ Ignition Control. Be sure the cap is clean inside and out, especially the terminals and rotor tip.

CT PRO™ Diagnostic LED

On the end panel of your CT PRO™ Ignition there is a small hole. Behind this hole is a red LED indicator. This serves two purposes: when you first turn on the ignition switch, the LED will flash rapidly 3 times. This indicates that the ignition system has power, and that the microprocessor is running properly. In addition, the LED will flash when receiving a proper trigger signal from the vehicle. If, after a normal power-up, the LED doesn't flash when cranking the engine, you should check your triggering circuit for problems. If the LED flashes when the engine is cranked, but there is still no spark, the problem lies somewhere else.

CT PRO™ Cylinder Selection

Your CT PRO™ Ignition comes from the factory set up for 8 cylinder operation. If you want to use this ignition with a 4 or 6 cylinder engine, rotate the "CYL" cylinder select switch to either the 4 or 6 position.

Mounting

The CT PRO™ Ignition Control can be mounted in any position. Keep it away from moving objects and heat sources. When you find a suitable location to mount the unit, make sure all wires of the ignition reach their connections. Hold the ignition in place and mark the location of the mounting holes. Use the appropriate size drill to accommodate your mounting hardware

Grounds

A poor ground connection can cause many frustrating problems. When a wire is specified to go to ground, connect it to the engine. Connect any ground wires to a clean, paint-free metal surface.

WIRE FUNCTIONS

Power Leads

The 2 pin connector delivers battery voltage to the ignition:

Heavy Red Connects directly to the battery positive (+) terminal or to a positive battery junction. It could also be connected to the positive side of the starter solenoid.

NOTE: Never connect this wire to the alternator.

Heavy Black Connects battery/ground on engine.

The 6 pin connector should be wired as follows:

A - Red - 12V Ignition power
B - Brown - Tach signal
C - Black - Coil "-" Minus
D - Orange - Coil "+" Plus
E - Green - Mag P/U "-" Minus
F - Purple - Mag P/U "+" Plus

The 1 Pin Connector is a points input that can be used for a kill switch. Grounding this lead will ground the magnetic trigger input.

ROUTING WIRES

Route all wires away from heat sources, sharp edges, and moving objects. Route the trigger wires separate from the other wires and spark plug wires. If possible, route them along a ground plane, such as the block, which creates an electrical shield. The magnetic pickup wires should be routed separately and twisted together to help reduce extraneous interference.

WARNING: The CT PRO™ Ignition Control is a capacitive discharge ignition. High voltage is present at the coil primary terminals. Do not touch these terminals or connect test equipment to them.

COMMON COLORS FOR MAG PICKUP WIRES

Distributor	Mag +	Mag -
Mallory Crank Trigger	Purple	Green
Mallory Billet Competition Distributor, Series Nos. 81 and 84	Orange	Purple
Mallory CT PRO™	Orange	Purple
MSD Violet/Black	Orange/Black	
MSD Crank Trigger	Orange/Black	
Violet/Black		

RPM Limiter Settings

The single stage CT PRO™ Rev Limiter is adjusted by using the pair of switches on the right side on the end plate labeled "RPM LIMIT". The switch nearest the diagnostic LED, the left hand switch of the pair, is used to adjust in 1,000 RPM increments and the right hand switch is used to adjust in 100 RPM increments. Example - If the left hand switch of the pair is adjusted to the 7 and the right hand switch of the pair is adjusted to the 5, the rev limiter is adjusted to 7,500 RPM.



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