



# UNILITE® TEST PROCEDURE

**NOTE: IF YOU ARE USING A CD IGNITION BOX, YOU MUST BYPASS IT BEFORE PERFORMING THIS TEST!**

- 1) Remove the cap and rotor. Turn the ignition ON and test voltage at the NEGATIVE side of the coil (black lead of meter to ground and red lead of meter to coil NEGATIVE post). Voltage should read 12 volts.
- 2) If battery voltage is present, place a credit card, driver's license, business card or similar and block the photo optics of the module. The voltage should drop to 2 volts or less (1 to 2 volts). If this test is positive, then the module is working.
- 3) If the test results are as follows:
  - a) Voltage does not drop, module is open and must be replaced. This may have been caused by a power surge, high resistance in the plugs or plug wires, or improper ground. Possible charging system load dump.
  - b) Voltage always stays below 2.0 volts. The module has been spiked by high voltage or amperage, lack of ballast resistor, or improperly wired.
  - c) Voltage only drops to 3-4 volts could produce a weak spark.

Possible causes are:

- Faulty charging system (stuck or shorted regulator/alternator)
- Faulty starting system (starter drag)
- Non-suppression spark plug wires (copper or stainless core wires). Spark plug wires must be carbon core or spiral wound plug wires.
- Large amperage alternator
- High amp stereo equipment
- CB radio
- Direct shorts in the ignition or electrical system
- Trying to start motor with battery charger hooked up
- Welding on the vehicle with the distributor hooked up (disconnect 3-wire plug of the distributor before welding)
- Faulty or improper ground of module

If you must replace the module, replace it with Mallory Part No. 605.

If after completing the test and you are not sure of the results, 216-688-8300 EXT 5

**FIGURE 1**



**FIGURE 2**

