PREPARATION AND CHECKING

ERL–F Rev. Limiters are factory set as requested.

ERL–V Rev. Limiters are set at 5,500 rpm. on 4 cylinder engines. This is equivalent to 3,667 rpm. on 6 cylinder engines and 2,750 rpm. on 8 cylinder engines.

Further adjustment is made by rotating the screw on the side of the Rev. Limiter.

Turning clockwise increases the limit speed and anti clock decreases the limit speed.

Test the rev. limiter on vehicle by approaching the set limit with care. If the unit was set using a separate tachometer there may be some discrepancy between this and the on-car unit.

If the engine rev. limiter is incorrectly set we cannot accept liability for consequential damage that could occur to engine or vehicle.

TECHNICAL SPECIFICATION

Fixed and variable types:

Supply Voltage:	11 to 16 volts Negative Earth.
Temperature Range:	−40°C to +85°C.
Stability:	±0·02% per °C.
Accuracy of fixed version:	±50 rpm.
Hysterisis:	<1% of set speed.
Ranges Covered:	4 cyl.– 4,500 to 18,000 rpm.
	6 cyl.– 3,000 to 12,000 rpm.
	8 cyl.– 2,250 to 9,000 rpm.

Nominal Setting of Variable:
4 cyl.– 5,500 rpm.

Not for use with Capacitive Discharge, Multispark systems, Magneto or Flywheel ignition.

FAULT FINDING

The unit is sealed for life. If a fault is suspected check all wiring connections and terminal fixings, especially earth/ground connections.

It is recommended that periodic checks are carried out to ensure correct operation at all times.

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Lumenition®

ENGINE REV. LIMITER

FITTING INSTRUCTIONS

Read carefully all sections before proceeding with any fitting

A BRITISH INVENTION

Lumenition

Division of **Autocar** Electrical Equipment Co Ltd

49-51 TIVERTON STREET
LONDON SE1 6NZ. ENGLAND

Lumenition

ENGINE REV. LIMITER

How it works

The Lumenition engine rev. limiter (ERL) is designed to be used with inductive contact breaker and electronic ignition systems with fixed or variable dwell, with or without ballast resistors and with standard or high energy ignition coils.

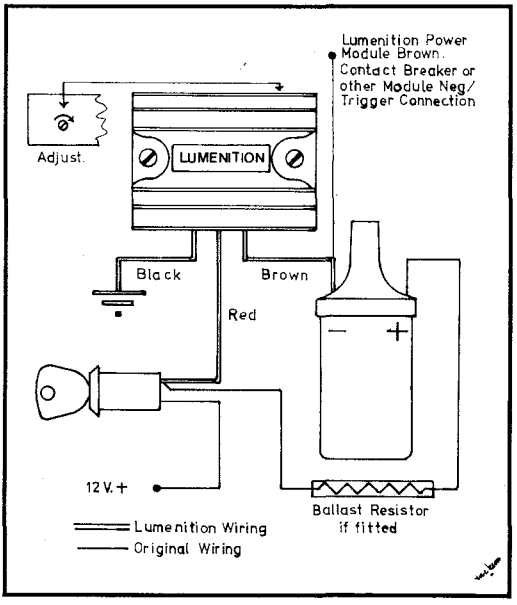
The rev. limiter functions by monitoring the voltage pulses at the coil negative terminal. When the engine speed reaches the set limit, the amplitude of the coil drive voltage is clipped and prevents sufficient secondary voltage being generated in the coil, thus inhibiting the firing of the spark plugs. As the engine speed drops the voltage limit is removed and normal coil function resumes.

The patented design ensures that no mistimed sparks are possible.

THE FIXED VERSION (ERL–F)
These units are factory calibrated to limit at the required speed and no further adjustment is recommended.

THE VARIABLE VERSION (ERL–V)
The limiting speed is pre-set during production at 5,500 RPM on 4 cyl. operation. This speed may be either increased or decreased after installation to obtain a limiting speed within the ranges listed. The accuracy and stability of the speed setting selected will depend on the accuracy of the tachometer used for reading the engine speed. The rev. limiter should be used to prevent the engine from exceeding its safe maximum speed and not as a 'cruise control'.

FITTING PROCEDURE



1. Remove battery negative terminal.
2. Select a flat position as near to ignition power module, coil and distributor as possible. Drill 2 holes 9/64"/3·5mm diameter to mount Rev. Limiter and secure with self tapping screws supplied, at same time place one screw through eyelet of black earth (ground) wire before fixing.
3. If Rev. Limiter is mounted on fibre glass/plastic panel an additional heavy duty earth wire or strap should be used from the mounting screw already carrying the fixed earth wire direct to the battery NEGATIVE terminal or other GOOD earth point.
4. Connect brown wire to coil negative terminal.
5. Contact red wire to ignition switched terminal (not between ballast resistor and coil positive).
   As with ignition, this should not be fused therefore best points of connection are ignition switch input to ballast resistor, ignition switch input to fuse box or ignition-switched supply terminal.