

VIEW
LOOKING
AT THE
BOX

8-Violet Wire= Ignition Switch. Eliminate the ballast resistor if so equipped. Power requirements are 5 Amps continuous and 50 Amps surge at 12 Volts. Use 30 Amp fuse protection, use 12 Gauge wire to extend the Violet wire if required.

7-Yellow Wire= Trigger signal to distributor pin A.

6-Black Wire= Trigger signal to distributor pin B.

5-Not Used.

4-White Wire= Optional tachometer signal for Porsche 914 2.0 L, 356 and most other automotive tachometers. Tape off if not used.

CAUTION: Do not connect a rev limiting tachometer to the white wire or damage to the 911EOS will result.

3-Brown Wire= Ground to chassis and battery minus. The Perma-Tune Brown Wire, engine and battery minus terminal must be grounded to the vehicle chassis.

NOTE: Missing or defective ground connections may result in burnt breaker points and may damage or reduce the effectiveness of the 911E.

2-Green Wire= Coil Hot signal. This is also an optional tachometer signal for tachometers that are not compatible with the signal from the Yellow or White wire.

WARNING: HIGH VOLTAGE on this wire. Disconnect battery before servicing this connection.

CAUTION: Do not connect a rev limiting tachometer to the green wire or damage to the 911E will result. Do not connect a dwell meter here or damage to the meter may result. Do not connect 12 Volts to the coil.

1-Black Wire= Coil ground.

Description

The 911E Old Style is designed to replace 1960's vintage Perma-Tune ignitions that were used on the 908 and many other rare Porsche and Ferrari track cars. It has the 8 pin connector that plugs in to the old style 911E and is designed for engines with breaker point ignition. The external aluminum shell is made from the original extrusion dies from the 60's but the internal construction is comprised of state of the art electronics.

The 911EOS compatible with all stock Porsche and aftermarket tachometers and is compatible for use with the Model SC010 Ignition Coil, Model RV020 Rev Limiter and the Model 911030 Breakerless Pickup. The 911EOS is also compatible with any electronic triggering signal that mimics breaker points ignition. On twin plug engines, one set of breaker points can be used to trigger two 911EOS modules for perfectly synchronized ignition. This ignition is available in a 6 Volt version on request.

The 911EOS increases spark energy by a factor of ten over the stock breaker points ignition. This is why spark plugs will never foul again, even when set to large spark plug gaps and will actually recover from fuel contamination. The Perma-Tune system uses the points only as a sensor so they will generally last the life of the engine. Dwell is not a factor - simply set the points to stock gap specifications and then adjust the engine timing using a timing light. Use the Model TTL Perma-Tune for the Motronic Engine Management System, Mallory Unilite distributor or other engine

management computers. Use the Model MP Perma-Tune on magnetic pulse type distributors like GM, Chrysler, Porsche 911SC and MSD or any other two wire sensor.

NOTES

Spark plug polarity may be reversed by swapping the green and black wires. Unlike other systems, Perma-Tune ignitions make no humming sounds when turned on. Replace the ignition coil if there is evidence of oil leaking from inside the high voltage tower or at the seal at the top of the coil. To check if your coil has leaked, remove it from the car and shake it. You should hear only a small amount of air splashing inside the coil, if you don't hear any splashing, or if there is a lot of air in the coil, replace it. Any quality ignition coil will work with the Perma-Tune, however some "high performance" coils may cause flash over in the distributor cap. Perma-Tune coil P/N 103 or any 12 Volt coil is recommended. Check spark plug wires, distributor cap and rotor for cracks, corrosion and short circuits. These problems become more evident after the Perma-Tune is installed due to the increased power it produces. Check fuel for water contamination, check fuel pump pressure and carburetor settings. Remove any radio noise suppressers that may be attached to the ignition coil, they are not needed

Installation Instructions

MOUNTING

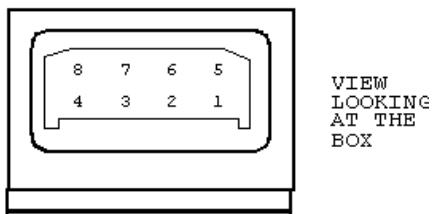
Bolt the 911EOS to a flat surface so as not to bend the mounting flanges. The flanges can be cut or drilled. Avoid mounting it near the exhaust system. If a flat surface is not available, mount the adapter bracket provided in the desired location and bolt box to the bracket. When mounting the box on a non conductive surface the box need not be grounded.

CONNECTIONS

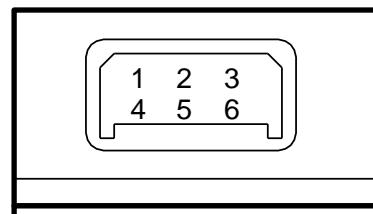
Solder and shrink tube connections are recommended. Crimp connectors of the marine variety are acceptable. Any wires not used must be insulated.

CAUTION: Damage may result to the unit if unused tachometer wires are shorted to ground.

8 pin module



6 pin connector



6 pin harness

Picture 2

For 911SC conversion

8 pin 6 pin

8.....5

7.....6

6.....3

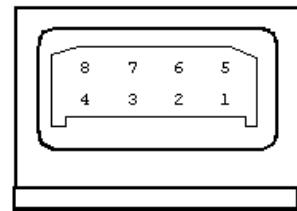
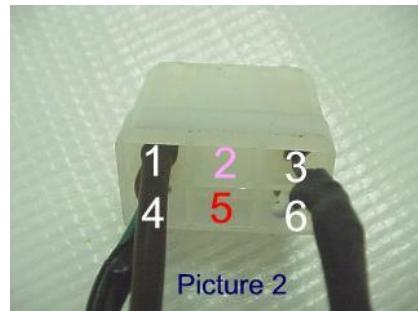
5 not used

4.....2

3.....1

2.....4

1 not used



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