

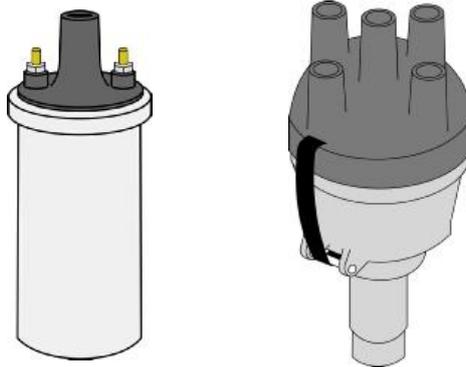
Which Rev Limiter Works with my Ignition System?

Magneto and CD ignition systems are NOT compatible.

Modern EFI engines often have rev limiters built into the engine control unit but their response is slow, causing the revs to drop considerably before reapplying power. Adding a Rev Limiter Clubman to act just before the standard rev limiter means that if you reach the rev limit you will lose far less time.

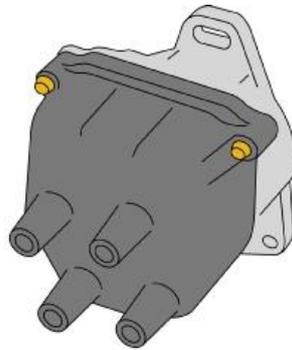
4 Cylinder

Single Coil and Distributor



A traditional "single coil and distributor" ignition system will work with an Omex Rev Limiter **Single Coil**. Note that some race ignition systems use a "CDI" ignition amplifier. Omex Rev Limiters are **NOT** compatible with CDI ignition.

Distributor with Internal Coil

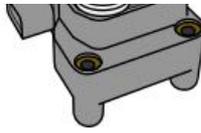


These units have the ignition coil inbuilt, often with an ignition amplifier inside too. A **single coil** rev limiter is suitable but you need to get the wiring inside to the ignition coil. This normally involves removing the distributor cap, rotor arm and flash plate, taking the wire into the unit with its other wires, and then connecting directly onto the ignition coil before rebuilding the unit. This is not a difficult job but does require some mechanical knowledge and simple tools.

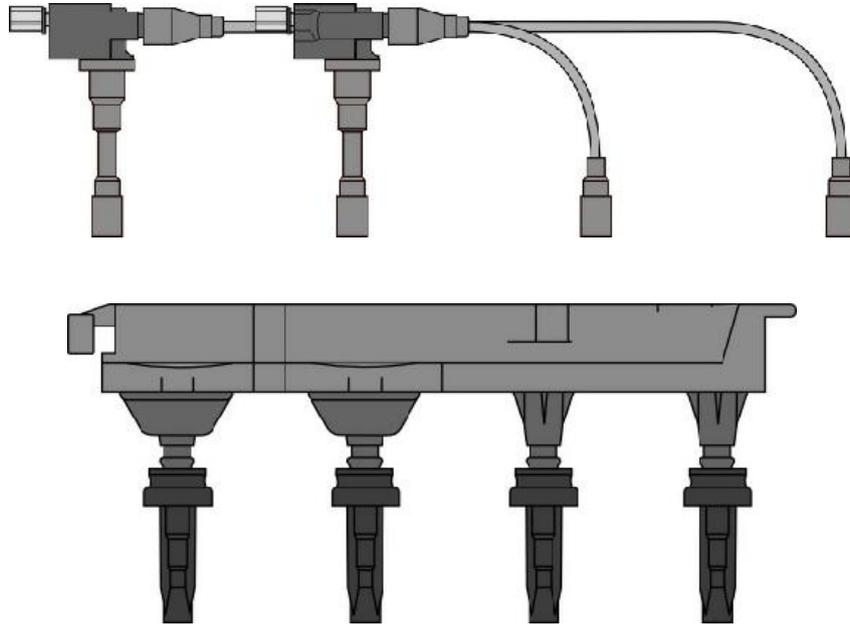
Wasted Spark Coil Pack

These are typically a single pack containing two double-ended coils with 4 HT leads coming directly from it.





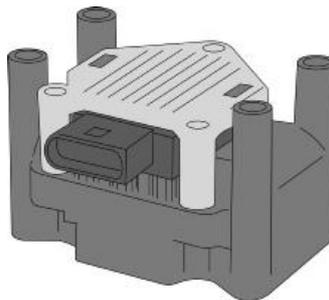
Some engines have wasted spark coil packs that look like 4 individual coils, but are still two double ended coils. Examples are some Rover K Series and some small Peugeot engines;



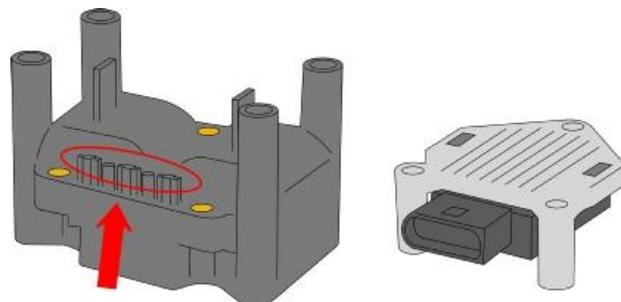
The coil must be non-amplified. You can test this by measuring with a multimeter (resistance setting). Between the 12V terminal and one of the signal terminals (also known as coil negative) a non-amplified coil will measure approximately 1Ω . An amplified coil pack will measure many thousands of ohms ($k\Omega$). An Omex Rev Limiter is only suitable for non-amplified coil packs. The correct unit for this is the Omex Rev Limiter **Twin Coil**.

Wasted Spark Coil Pack with Externally Attached Amplifier

Some amplified wasted-spark ignition coils have the amplifier built onto them externally;



Due to the amplifier the Rev Limiter cannot be connected directly to the vehicle wiring. However it is possible to remove the amplifier to gain access to the true coil negatives;

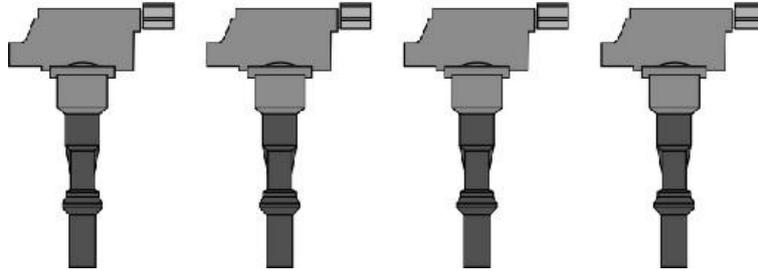


And then reinstall the amplifier after the rev limiter trigger wires are connected to the coil negatives.

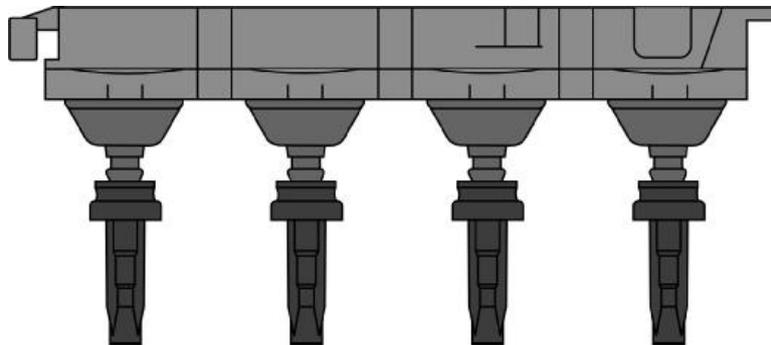
This is a fairly complex fitting and will involve modification of the coil to allow the wires to be added so should only be attempted by an appropriately experienced auto electrician. The correct unit for this is the Omex Rev Limiter **Twin Coil**.

Coil-per-Plug

Coil-per-plug can be either 4 fully individual ignition coils;



Or can be 4 ignition coils in one unit;



Omex Rev Limiters are **NOT** suitable for these ignition coil types.

“Twin Spark”

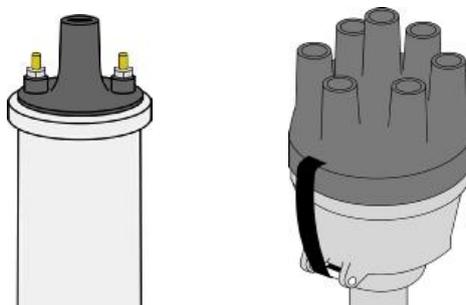
Some engines (particularly some Alfa Romeo engines) have 2 spark plugs per cylinder. Omex Rev Limiters are **NOT** compatible with ignition systems.

Rotary

Omex Rev Limiters are NOT compatible with rotary engines.

6 Cylinder

Single Coil and Distributor

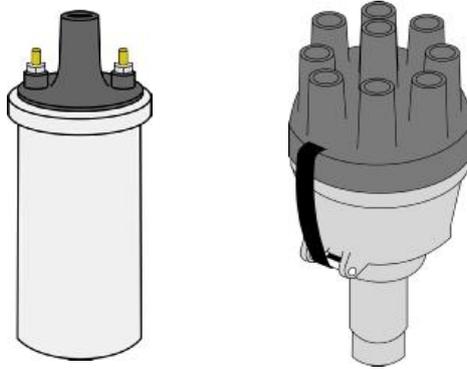




A traditional "single coil and distributor" ignition system will work with an Omex Rev Limiter **Single Coil**.
Note that some race ignition systems use a "CDI" ignition amplifier. Omex Rev Limiters are **NOT** compatible with CDI ignition.
No other ignition system type is compatible for 6 cylinder engines.

8 Cylinder

Single Coil and Distributor



A traditional "single coil and distributor" ignition system will work with an Omex Rev Limiter **Single Coil**.
Note that some race ignition systems use a "CDI" ignition amplifier. Omex Rev Limiters are **NOT** compatible with CDI ignition.
No other ignition system type is compatible for 8 cylinder engines.