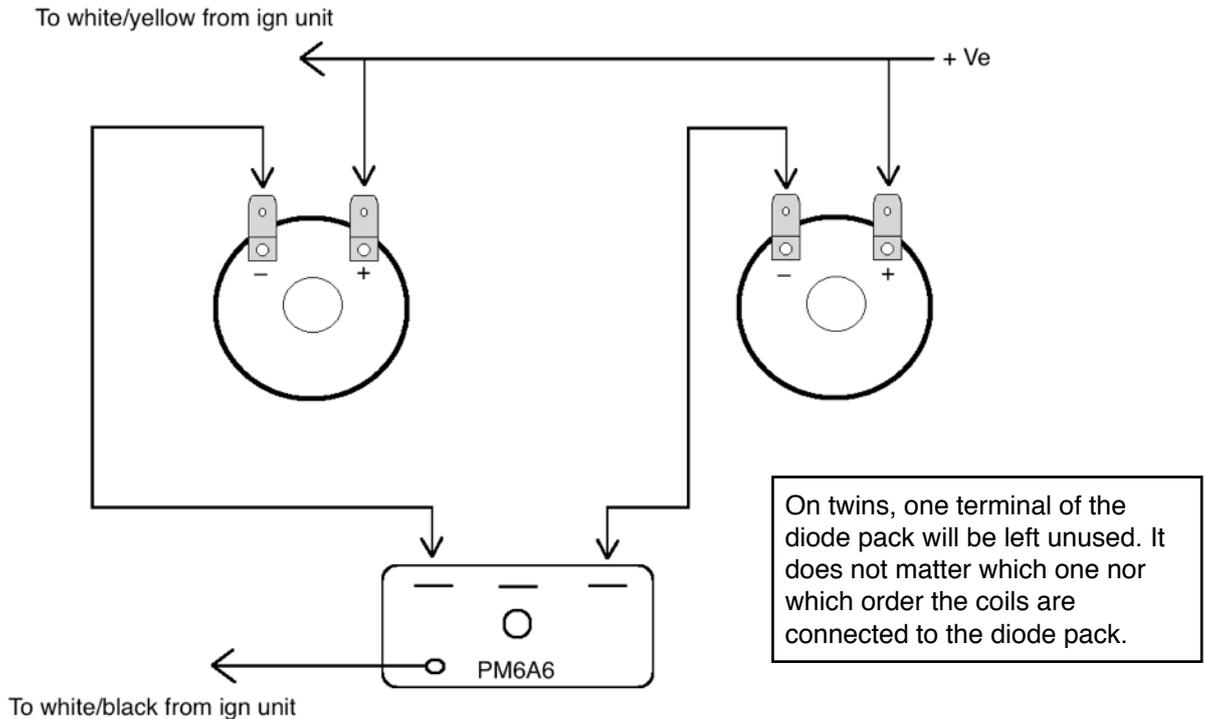




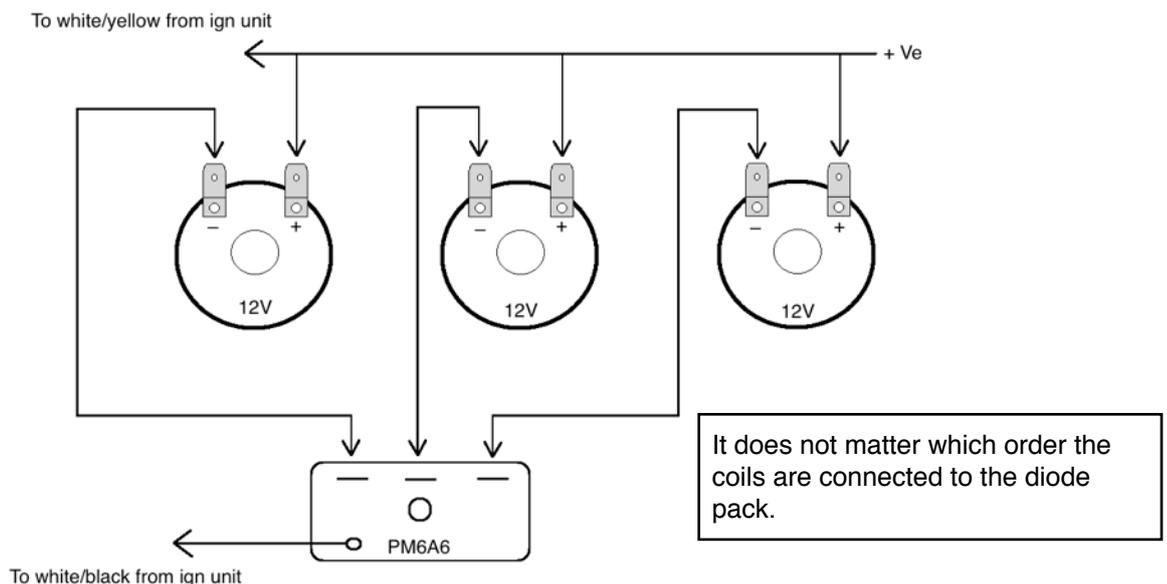
Fitting Guide for Coil Configurations With PM6A6 Diode Pack

A diode pack is usually used with two individual HT coils of the same voltage as the vehicle's system. The use of 6 volt coils on 12 volt systems can cause confusion for some owners, so a diode pack was adopted to allow the coil's voltage to be the same as that of the machine's electrical system. Using 12 volt coils on a 12 volt system gives by far the best spark performance with lowest current draw.



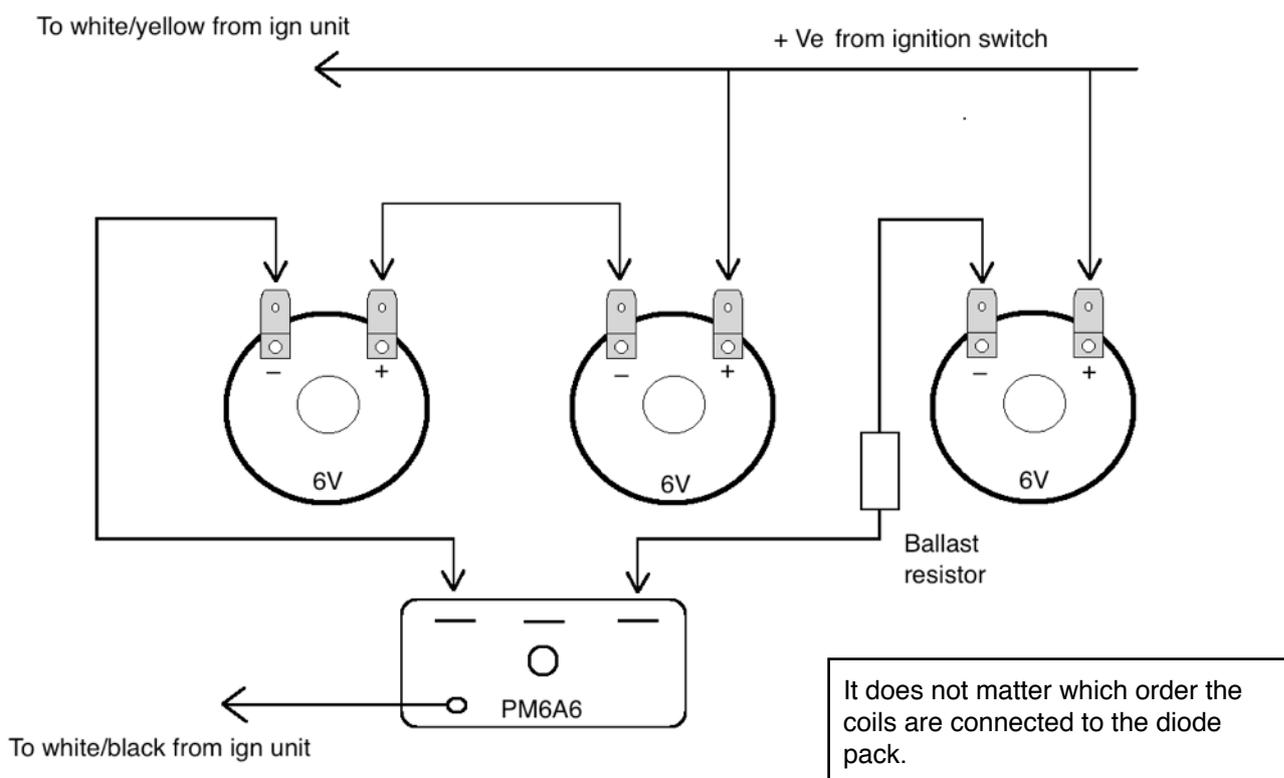
3 Cylinder Machines

By far the best configuration for British Triples using the Rita is three 12 volt coils connected via a diode pack. The system is slightly current-heavy BUT it gives the best starting and performance from the Rita unit. For owners looking for the very best system we recommend the Tri-Spark ignition. Its sequential sparking system powers and fires each of the coils in turn, giving a much lower current draw and superb running. The Tri-spark will rectify any ignition-related starting issues on the British triple models.



3 Cylinder Machines with Six Volt HT Coils

This was a factory configuration that proved it was not the best in service. You can still use this format with the Revival unit. In terms of starting and general performance you may find that the high current draw of this system causes a few starting niggles.



4 Volt Coils

The use of 4 volt coils connected in series consumes excessive current, gives very poor sparks and causes a high back voltage. This was a factory option that proved very un-satisfactory in service. Using this set up places a very high load on the electronic ignition and will cause poor starting due to high power consumption. Lucas dropped the use of 4 volt coils (and 6 volt coils) in favour for three, 12 volt coils controlled via diode pack. This final configuration gives the best from the Rita unit and is our recommended option.

Notes

Our Revival ignition is designed to bring a new lease of life to existing Rita systems through the use of modern components and design features that are standard in modern systems. To ensure it is compatible with all existing equipment we have not altered any of the running characteristics.

- As per the original system you must not leave the ignition on and the engine not running for any more than 120 seconds. Due to the high efficiency IGBT coil driver, the ignition coils will become very hot (as per the original Rita). We recommend HT coils are not subject to temperatures over 75 degrees C. Replace any that have been heated excessively for extended duration due to inadvertent omission to switch off the ignition when the engine is not running.
- Ensure that the HT has a path to earth when testing. Spark gap must not exceed 5mm during testing.
- Follow original Lucas Rita manuals for set up and adjustment of reluctor and ignition timing. Many of these are published on our technical support page.
- The case does not need to be earthed on our Revival ignition, the connection wires see to all connections needed to the ignition.

Technical support is provided by e-mail: tech@rexs-speedshop.com