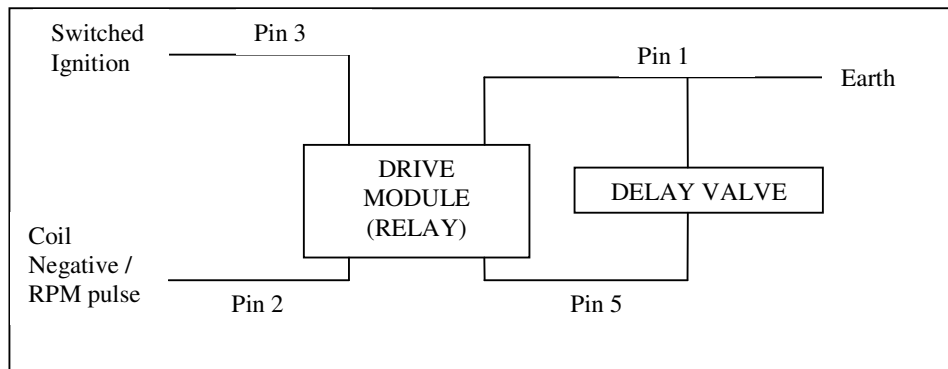


## Fitting Instructions SU Carburettors with Fully Automatic Starting Device (FASD)

### Wiring the Drive module and delay valve

This is a very simple unit to wire in and the wiring diagram below simply shows this.



The **Delay Valve** (the black unit fitted between the SU carb. and FASD unit) only has two connections, one connection is connected to the output of the Blue DRC 8039 FASD **Drive Module** (Pin 5) and the other terminal is connected to an engine or chassis earth.

On the DRC 8039 FASD **Drive Module** there are another three connects to be made. Pin 1 is a simple engine or chassis earth. Pin 2 is the trigger (input) for the **Drive Module**, this needs to be connected to the negative connection on the coil or the signal wire to the rev counter.

The final connection is the power feed to the **Drive Module** (Pin 3) this needs to have a switched ignition feed from the ignition barrel. We suggest that you take this from the ignition barrel rather than the positive side of the coil. The reason for this is that the coil is a high energy output device and you do not want to over stress the power supply to it and compromise your ignition output.

## **FASD Vacuum Connection**

The FASD unit has a large blue cover with a connection on the top of it 24mm in diameter. This needs to be connected into the original air filter box so that vacuum is applied to the FASD unit. You can do this by drilling a hole in your air filter box, or in one of the elbows and pipe a connection to the FASD unit.

