

Augment Automotive Technical Manual

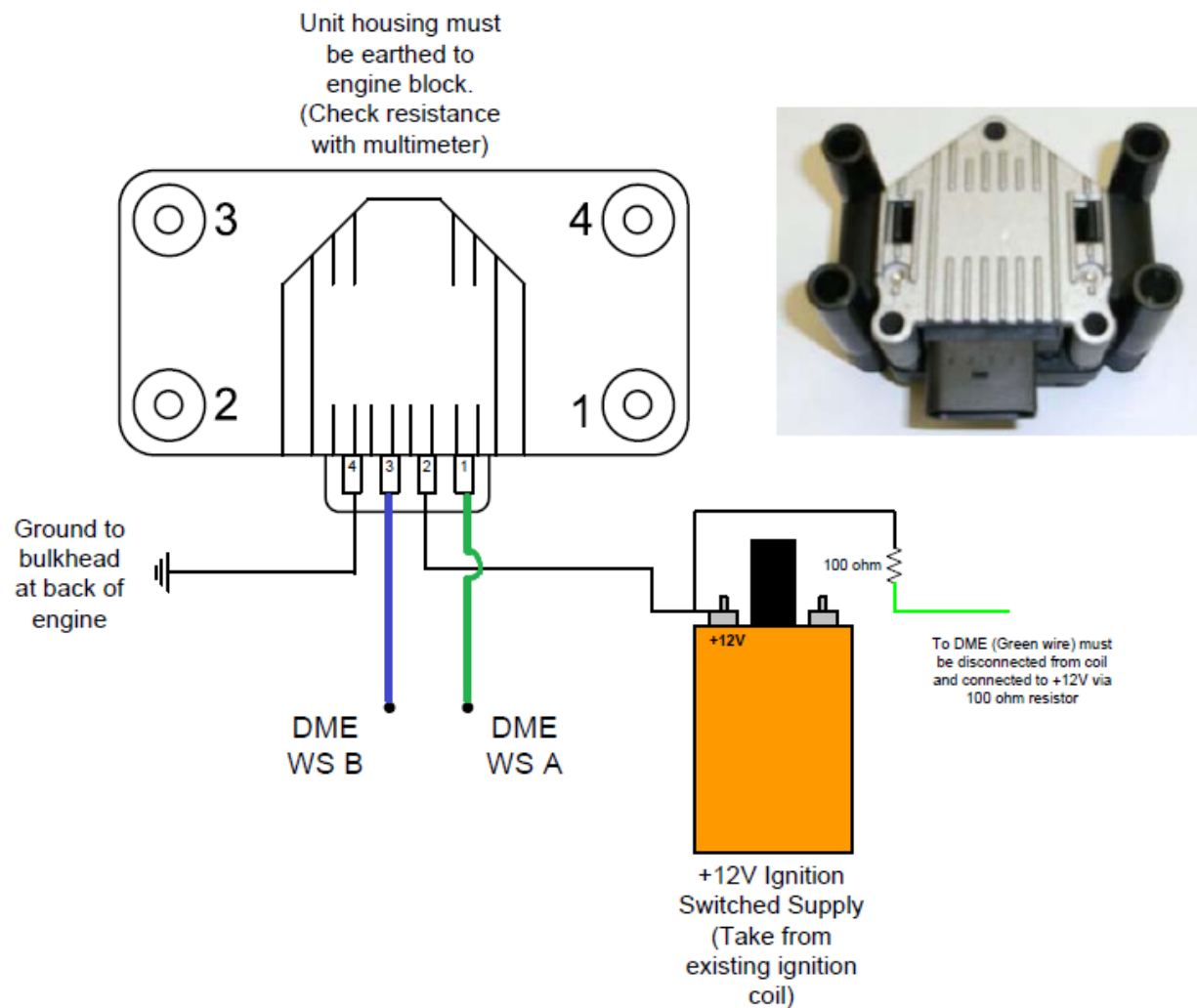
Title: AugTronic Wasted Spark Manual

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Note: On Oval dash cars simply disconnect the Green (trigger) wire on the coil and insulate the terminal. Only early dash 944 models connect the trigger wire to the positive side of the coil through a high power (~4 watts) 100 ohm resistor. This difference is due to the early cars using the ignition trigger signal to drive the rev counter directly.

NOTES:

- Coil pack must be cleanly earthed to engine block via mounting bolts or additional grounding wire.
- +12V supply can be taken from existing +12V feed to standard ignition coil. (Usually black).
- Connector earth (pin 4) should go to the bulkhead as this requires DME ground for coil pack trigger signals.
- For early dash cars the RPM Counter on vehicle dash to function the DME trigger wire (Usually green) must be disconnected from coil negative and connected via 100 ohm resistor to the +12V of the coil.
- The green DME coil trigger wire must NOT be left connected to the standard ignition coil.
- DME A + DME B are trigger signals from Augtronic DME (If these are swapped over engine may backfire when cranking!).

Wasted Spark Connector on DME

