



HRR688 Ignition Module



www.FBOIgnition.com

Congratulations, you now own the most accurate and dependable Ignition Control Module, Made in America and backed by a **5 Year Limited Warranty**

EVERY HRR688 Ignition Box is tested before it leaves assembly. You must have a good ground from the engine to the firewall and the box must be grounded to the firewall- **CHECK ALL GROUNDS**

You must jumper or hard wire to eliminate the Ballast Resistor. The engine will probably start with the ballast, but it will deliver a low voltage signal to the ECU/Coil and prolonged running will cause failure. The voltage to the ECU should be at or just below battery voltage with the key in the run position 12.5-13V usually.

We also recommend a small amount of dielectric grease on each pin to help prevent any corrosion buildup in the plug. **Do Not Over Tighten the plug lockdown screw! USE ONLY screw provided.** Only use DOT Approved Cross-Link wire for your Ballast Jumper or any wiring on your car.

REV Limiter at 0 is 5200 RPM, each click is 200 RPM to 9 which is 7000 RPM.

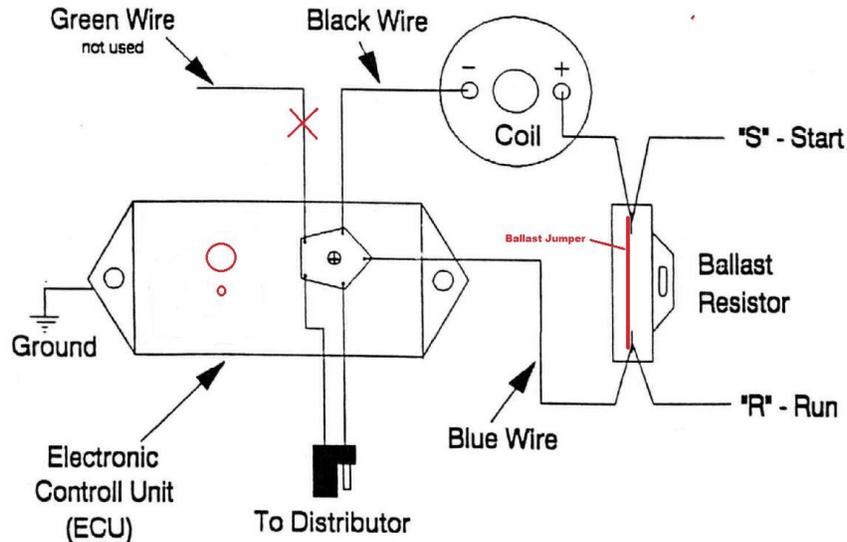
No matter how good the Control Module is, you still need to have the distributor curved for optimum performance.

<p>Mopar Mechanical Limiter Disc to limit your total advance and allow for more initial timing.</p> <p>0-10-12-14-16 or 18*</p>  <p>J-685</p>	<p>Use Jumper to Bypass Ballast or solder the wires together and eliminate Ballast. Included in every kit.</p>  <p>BJ-1</p>	<p>Using MSD or Daytona Billet distributor with Bushing style advance limiter? Order our 10 and 14* limiter bushing kit to get more initial without exceeding mechanical advance limits.</p>  <p>LB-1</p>
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If you have any product questions contact us by phone: 541-942-5920, or email: sales@FBOIgnition.com for more information.



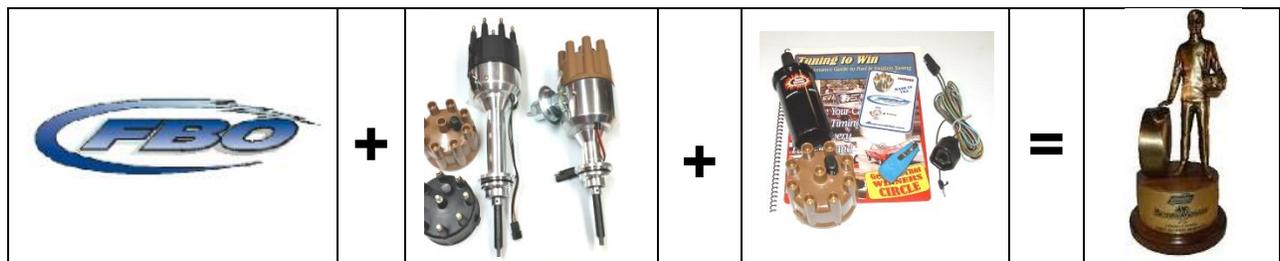
We recommend a 032-036 Plug gap on standard plugs. Excessive plug gaps cause erratic combustion and overload components with no enhancement to ignition performance. High compression and race engines using a Race Plug may require even tighter plug gaps, follow plug/cylinder head manufactures recommendations.



Do **NOT** take this ECU to any Parts House or shop for testing; it is a computer-based unit and can **NOT** be tested with a conventional ECU tester of any type, no matter what they tell you. There are **NO** transistors in this unit to test. No modifications to the processor programming can be accomplished; if there were any modifications to the program that may improve its performance, we would have already updated it. Incorrect testing may cause catastrophic failure and is not covered by the warranty.

Tech Line: Call or Text 541-942-5920. We will try to answer your questions during reasonable hours, business hours are 8a-3p Mon-Thur PACIFIC TIME ZONE

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Cut a Light... Run the Number... Be a Winner!