Ballast Resistor By-Pass wiring.

Ignition system requiring a ballast resistor, primarily Contact Point systems, need a ballast by pass to give the Ignition Coil a “jolt” of 12v during the cranking cycle.

Most cars have this as part of the OE wiring, but as the car has passed through many hands, and some fiddlers, this may not be there.

The spark during cranking will be too weak to fire the fuel without this by pass.

You will need:

A relay, 4 pin, standard cube style, with a mounting bracket.
Wire, 3mm, and a short length of 4mm (Aussie spec talk here).
Terminals to suit.

1) Mount that relay where convenient. Down near the ballast and coil is getting crowded, so on the inner guard near there will do.
2) Run the 4mm wire from the battery terminal on the starter motor solenoid (the top one if confused), or the firewall +ve battery stud to pin 30/51 of the relay
3) Run a 3mm from the relay 87 terminal to the +ve of the coil.
4) Run a 3mm from the starter relay (White/RED heavy wire) to the 85 terminal of the relay. The starter relay on a S2 is on the firewall, next to the centre bolt of the guard braces.
5) Run a wire from the 86 of the relay to earth, the mounting screw of the relay is fine.

JOB DONE.

Disconnect the battery during this, as one slip and sparks and the alternator will hate you.

This relay will now be Activated when the starter motor is operating, and supply a 12V jolt to the coil to aid starting.