



Congratulations on your purchase of WeaponX's X-Factor Ignition Enhancer! We are sure you will enjoy your high quality purchase for years to come.

## FEATURES

- advanced electronic device for reduced interferences when used with any automotive related electronic device
- perfect integration with ignition amplifiers, high output ignition coils and spark plugs
- enhanced voltage regulation and transient voltage control for added performance
- high quality plastics, epoxies and components
- enhanced RFI and EMI protection
- twin interference reduction and filtering design

The X-Factor is the complete solution to all your automotive performance needs and is a total balanced package that makes no sacrifices in material or signal quality. Top notch construction ensures you won't have any broken components due to inferior material quality and no electrical issues due to improper installation. Allowing to successfully reduce interference levels to OEM specifications while reliably controlling your systems voltage regulation and output the X-Factor increases system performance all while enhancing the reliability of any connected components.

This system reliably tests and adjusts to voltage changes and filters out harmful EMI / RFI energy entering or exiting your electrical devices meaning it is perfect for all electronic applications where clean signals are required allowing for flawless operation, improved ECU performance and improved ECU / engine response.

## INSTALLATION

### PLEASE READ

This installation procedure will detail installation basics and tech tips on how to reliably improve your vehicles ignition system with WeaponX's X-Factor Ignition Enhancer. It is imperative to follow these steps or proper performance will not be realized.

#### Step 1

Mount the X-Factor to an ignition coil located closest to the battery terminals using the supplied tie wraps.

#### Step 2

Locate your positive and negative wires feeding the electronic device or system you would like to enhance the power output of and prevent electrical disturbances in. Use a volt meter to find the appropriate positive and negative power wires feeding the device. Most ignition coils have a + (can be found by turning accessory power on but leaving the engine off) and – (can be found by measuring continuity, or zero ohms, to the chasis or negative battery terminal)

#### Step 3

The white and red wires (twisted pair) extending from the box must now be tied to battery +(red) and - (black)

#### Step 4

Please note that it is very important to **ground the heavy black ground wires to the negative battery terminal or use a solid chasis ground using as little of the wire as possible. Improved performance will be realized by reducing this wire length so it is recommended to trim this wire to fit your application. A supplied eyelet is given and should be crimped on the two ground wires wire once it is trimmed to fit your application.**

#### Step 5

Connect the white wires to the ignition coil positive. In wasted spark applications one channel can be used per channel, which operates two cylinders. In order to find ignition wire positive the ignition can be turned on, with the engine off, and measure the two wires at the ignition coil. One will have a constant 12 volts. That is the wire that must be tapped into.

Installation notes.

- a) Prevent wrapping / twisting and sharp bends of the main ground wire. Do not place kinks or extremely tight bends on the wire.
- b) If possible trim excess wire to improve the response of the internal circuitry.

## FAQ

### **Why are non-suppressor spark plugs suggested for use?**

The interference eliminator can now electronically eliminate interferences which allow for the use of a non-suppressor style spark plugs not typically used in an OEM applications. Non-suppressor spark plugs have many benefits that can be utilized with the use of our ignition coils including higher horsepower and better engine response. Essentially the new technology eliminates the weak link in the ignition while still providing protection to the electrical devices in the vehicle. The only way to technologically accomplish this is to implement one of our patent pending electrical systems which allows for the use of non-suppressor spark plugs. Using a suppressor style spark plug only diminishes the gains that can otherwise be achieved with the WeaponX system. Goto [www.weaponxperformance.com](http://www.weaponxperformance.com) for more detailed information.

### **What gap size should I use?**

WeaponX highly suggests to initially use a gap size that you know works. This is the first step in optimizing your ignition system. When things are operating properly it is suggested to open up gap in 0.002 increments until optimal gap size without blowout is reached then back off gap size by 0.004. It should also be noted that inoperable or poorly functioning charging systems greatly reduce the output and capability of the system and ignition coils.

#### \*WARRANTY

WeaponX guarantees this product free from defects and workmanship for a period of 1 year from the date of purchase if installed by a qualified professional. Products that fail will be replaced at WeaponX's option when product quality has been marked as the failing issue. This warranty does not include abuse, misuse, modification or improper installation of the product. Warranty is limited to the ignition coils only and shall not be liable in part or whole for any special, incidental or consequential damages or costs that may occur with this product. The foregoing is exclusive and in lieu of any other warranties either expressed or implied and is valid only to the original purchaser. During a return product must be accompanied by an RGA number and must be received within 30 days of RGA issue. WeaponX may at our discretion charge appropriate handling and shipping fees back to original purchaser if product is found to be in operating condition. Minimum \$9 handling fee on returned product to be charged for processing.