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## 2.0-litre Ford Pinto Rev. Limiter Helpful Hints and Guidelines 12<sup>th</sup> June 2018 **Version 1.0 (Published)** (E&OE)

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### Introduction

BriSCA F2 is fully aware that a small number of drivers have experienced 'electrical interference' issues since fitting the mandatory 2-litre Pinto Rev. Limiter. A very small number of Rev. Limiters have been returned to the suppliers, for testing, and these have all been found to be in perfect working order. To date, it is apparent that any problems or issues experienced are NOT with the Rev Limiter itself, but the Limiter has merely highlighted another area of weakness in the ignition system.

BriSCA F2 remains committed to the use of the Rev. Limiter, as a means to even up competition and improve the longevity of the Pinto engine, and hopes that the following collection of 'Helpful Hints' will assist in tackling this issue. These hints have been assembled from both feedback received, and advice from the suppliers. It is fully recognised that much of the advice is very simple and basic, and there is no intention to be in any way condescending when offering this advice.

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### Earth Connection

- It is imperative that a good clean Earth connection is achieved.
- Drivers are advised that on cars/chassis that have been powder coated, it may be even more challenging to achieve a good clean Earth connection.
- A good Earth connection from the master cut-off switch to the chassis is essential as this is the ONLY route from the negative terminal of the battery to the chassis (and thus electrical components).
- Drivers are encouraged to check the quality, serviceability and operation of the master cut-off switch.

### Wiring

- A lot of examples of poor wiring and poor connections have been observed.
- Something as simple as a loose connection could be the cause behind some electrical malfunction.
- Wires should be routed AWAY from the HT lead running from coil to distributor, as well as the HT plug leads, and any other items that could cause interference.
- A number of drivers have been observed with the mandated wiring protected by plastic sleeving / trunking / spiral-wrap. Such protection will undoubtedly protect the wiring, and those drivers observed did not report any problems with their installation.

### Live Feed

- It is important to maintain a good battery charge to provide a strong live feed.

### Distributor

- The four "air gaps" of the distributor should be equal.

### Timing

- It is important that the engine is timed correctly.
- A note is included in the OMEX instructions regarding the wires on the plug to the distributor and the fact they can be wired either way round. Rather than needing to rotate the distributor and re-adjust the timing, thus disturbing it, it is perfectly acceptable to simply switch over the connections from the wiring harness to the plug for the distributor instead. Connections should be swapped at the join, NOT in the original OMEX plug.

### Fuel

- A by-product for some drivers who may have lost the capability to rev their engine to, say, 8,200/8,300 rpm for example, is that there may be instances of over-fuelling through the carburettor.
- Drivers should consider any need to check jetting within the carburettor.
- Drivers should also check fuel pressure.

### Amplifiers

- On 31 May, a list of the known four compatible/tested amplifiers was published. Details are reproduced here:

*Drivers and members of the BDF have been instrumental in testing the rev. limiter against the most common ignition amplifier (ignition-module / black-box) items as follows:*

*Motorcraft (Ford original)*

*Intermotor*

*Lucas*

*Generic unbranded replacement unit supplied by Randall Motorsport*

*While the original Motorcraft unit is generally considered to be the highest quality of those available, all four of the amplifiers tested (above) performed as required and are therefore suitable for use.*

### Tachometers

- Tachometers can be troublesome in causing misfires in general (with or without a rev. limiter), especially those that have their own in-built rev limiting functionality.
- Simple disconnection of the tachometer may help in problem diagnosis of a misfire.
- Drivers are encouraged to check there is no issue with a voltage drop due to the compatibility of the tachometer with a Rev. Limiter., although OMEX do advise that the limiters made for BriSCA F2 should not be sensitive to the tachometer.
- Tachometers can be very inaccurate (in the order of several hundred RPM away from a true figure) and therefore a rev. limiter that appears to be limiting at a lower or higher RPM level may well be the result of a simple tachometer reading error.

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