FITTING INSTRUCTIONS FOR 2 CYLINDER ALTERNATOR POWERED IGNITION SYSTEM WITH ELECTRONIC ADVANCE/RETARD.

COMPRISING:

- Ignition Electronics Box
- Stator Plate (round printed circuit board)
- Magnetic Rotor (plated steel unit with two magnets)
- One coil link wire and stator loom
- Two 1.25x0.25" BSF/UNF cap head screws
- 6x Female Spades 2x Male Spades, 6x Male Bullets, 4x Female Bullets 1x 6.5mm Ring Terminal.

You will also require 2 off 6 volt ignition coils Lucas type 17F6 or equivalent. 12 volt coils can also be used with this system.

A white light strobe lamp with a 12 volt battery or it can be powered from the red ignition box wire when the engine is running.

1) Mount the ignition box in a cool position this can be out of the air flow but not in foam rubber.
2) Wire up as per the diagram using only good quality automotive cable. Loome up all wires and run the two stator wires apart from the main wiring. (black-white/black-yellow)
3) Set the engine on its full advance timing point ie 30/40deg. Mount the rotor and stator as per fig 2 & 3 check the valves are closed and the piston is coming up to TDC as the unit fires every 180deg camshaft every 360deg crankshaft.
4) Strobe time at 4500 RPM. Adjustment of the stator advances or retards the timing. The electronic advance is approx. 20 deg. crankshaft from 1000 RPM to 4500 RPM. If strobe timing is not possible, static time and road test making small changes until the best position is obtained. This is normally as far advanced before pinking sets in.

Fig. 2

Full advance timing with the camshaft rotating clockwise

Full advance timing with the camshaft rotating anticlockwise