Installation Instructions for CP Electronic Ignition - CB/CL-72/77

Thank you for your purchase; we are confident you will enjoy the enhancement this will bring to your riding experience. Please feel free to contact us if you have any questions regarding installation. Also, please be advised that for optimum performance we HIGHLY recommend installing a regulator/rectifier and upgrading your coils with 5ohm high output coils. Please contact us directly for specific recommendations regarding these parts.

Please watch the installation and timing videos at: http://www.youtube.com/user/CharliesPlaceLA

1. Begin by removing your existing points and condensers.
2. Position the rotor as pictured. Please note: the magnet is facing outwards (compared to the set screw). This means the set screw should be closer to the motor than the magnet. The end of the rotor and the point cam should be flush. Set screw should be just to the right of the hash mark on the end of the point cam.
3. Install your new ignition by centering it in place of the points plate & lightly fastening it into place. Note: use only the top screw to secure the plate. Make sure it is secure!
4. Hook up all the wires for the ignition: Yellow into Left side coil, Blue into Right side coil.
5. Disconnect the Black lead from the Left coil where it plugs into the wiring harness.
6. Plug the Black power wire (coming from the Left coil) into the female "pig tail" coupler on the wire branching out from the ignition (Black) wire.
7. Plug the male coupler of this same wire (coming from the ignition) into the female coupler coming from the wiring harness.

Next, follow the instructions on the next page in order to correctly set the timing of your new electronic ignition!

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TIMING YOUR NEW CP ELCTRONIC IGNITION – CB77

1. With the power still off, connect a test light in series with the blue wire for the right coil. Be sure this wire is still plugged into the coil.
2. Ground the other side of the test light to the motor by clipping it to an unpainted surface.
3. Check to ensure that the magnet on the rotor is not facing either pick up before turning power on.
4. Turn the power on. Note: At this point, you will see a light come on. This is normal.
5. Rotate the rotor that's on the end of a crank shaft with a 14mm wrench to check the timing. The test light will stay on until just before the magnet reaches the trigger on the ignition. Then, the light will go off or very dim. When the light comes on bright again, check the position of your "F" mark on the crank shaft rotor. This is the point at which you should set your timing. The light should come on at the "F" mark. If adjustment is necessary, loosen the set screws on the pick up with the provided allen wrench and carefully reposition it.
6. Check the timing for the left pick up using the same method. The test light now plugs into the yellow side, and the light should come on at the “LF" mark. If adjustment is necessary, loosen the pick up and carefully reposition it.
7. After your timing is set, carefully reinstall your points cover, being extra careful not to pinch the ignition wires between the cover and the cylinder head. If it does not seem to be fitting well, don't force it. Breaking the trigger cover or pinching the wires will compromise the integrity of the unit and void any warranty.

Please note: It may be necessary to change the position of the small golden rotor on the end of the cam shaft in order to ensure that your timing is "Dead on." However - you should not move the plate at any time after installation. It should remain centered.

VIDEO LINKS:
https://www.youtube.com/watch?v=54GLo_gi8hw

https://www.youtube.com/watch?v=1hxdGzC_qG8