Installation & Timing Instructions for Electronic Ignition on 160/175/200

CB160/175/200 E-Ignition INSTALLATION

1. Disconnect negative terminal at battery. Remove existing point and condenser. Carefully remove outer rotor from advance unit. Check springs on advancer to make sure they are operating properly. Lubricate or adjust if necessary. Install new rotor. Orientation is not important.
2. Install new plate with pickup already mounted. DO NOT REMOVE pickup from plate. The pick up should be on the Left side of the plate, at what would be 9 o'clock on a watch face. It may be necessary to remove the washer from the Left hand securing screw in order to make sure the plate is secure without problems.
3. Plug unit in as follows: female Blue coupler to male Blue from coil; Black female connector from unit plugs into Black male connector from coil. Black male coupler from unit plugs into Black wire at harness (previously connected to Black male wire from Coil).
4. Reconnect negative terminal at battery. Turn on power in order to static time your new electronic ignition using a 12v test light.

TIMING THE UNIT:

1.Using a 12volt test light, hook up one end to ground (on the engine) and run the other end of the test light in series with the blue or yellow wire that comes from the unit (where it plugs into the coil). Rotate the crankshaft rotor to check the timing. The light will stay on until approx. 40 degrees before the "F" mark reaches the pointer. This is the point at which you should set your timing - the light should come on exactly at the "F" mark. If adjustment is necessary, rotate the entire plate to set the timing. Note: Do not touch the pick up fastening screws or attempt to adjust the position of the pick up on the plate. Rotate the entire plate to adjust.
2.On all 160/175/200 parallel twins it is necessary to rotate the crankshaft two full revolutions in order to correctly check the timing for both cylinders. Often it is necessary to "average" the two readings, or find a setting that allows the closest timing on both cylinders. Our magnets (on the rotor) are exactly 180 degrees from each other. However, the cam chain is rarely an even length on both sides.
3.Below are links to videos that explain timing our electronic ignition. The videos focus on the CB350 twin, but might serve as a basic example of the timing process.

VIDEO LINKS:

Timing the CP electronic ignition - general instructions / version 2.5: http://youtu.be/54GLo_gi8hw
The difference in timing your new 3.0 ignition: http://youtu.be/1hxdGzC_qG8