

Installation & Timing Instructions for Electronic Ignition on 350 Twins



INSTALLATION

1. Begin by **removing existing points and condensers.**
2. Install your new ignition by centering the unit in place of the points plate and lightly fastening it into place. Install the rotor as pictured. The smaller hole (magnet) should face toward the side of the advancer that has an arrow shown.
3. Hook up all wires for the ignition: Yellow into Left side coil, Blue into Right side coil.
4. Disconnect Black lead from the Left coil where it plugs into the wiring harness.
5. Plug the Black power wire (coming from the Left coil) into the female "pig tail" coupler on the wire branching from the ignition. This is a Black wire.
6. Plug the male coupler of this same wire (coming from the ignition) into the female coupler coming from the wiring harness.

TIMING

Do not attempt to set your timing using a dynamic timing light. It will damage the triggers if the ignition plate is loose/loosened while the bike is running. This will cause a ground failure that will short the capacitors inside the triggers. A dynamic timing light may be used to check advance only. If adjustment is necessary, turn power off before making any adjustments or loosening the screws that hold the ignition plate on.



1. With the power still off, connect a test light into the now vacant side of the dual Yellow female coupler coming from the Left coil.
2. Ground the other side of test light to motor or unpainted surface.
3. Check to ensure 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. Do NOT turn the 10mm bolt on the end of the cam shaft to do this. 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 "LF" mark on the crankshaft rotor. This is the point at which you should set your timing. The light should come on at the "LF" mark. If adjustment is necessary, rotate the entire ignition plate to set the timing for the Left side pick up.
6. Check the timing for the Right pick up using the same method. The test light now plugs into the Blue side, and the light should come on at the "F" mark. If adjustment is necessary, loosen the pick up with the provided allen wrench and carefully reposition it.
7. After your timing is set, carefully reinstall your points cover. If it does not seem to be fitting well, don't force it. Breaking the trigger cover will compromise the integrity of the unit and void any warranty.