

Installation & Timing Instructions for Electronic Ignition on 450/500 Twins

A



INSTALLATION

1. Begin by **removing your existing points and condensers**.
2. At this point you can observe your spark advancer. Check the number on the base of the spark advance unit. After removing the existing steel rotor, remove any shim washers at the base of the advancer shaft as shown in **figure A**. Orient the new rotor on “CB450” type advancers as shown in **figure B**. Orient the new rotor on “292” or “375” advancer types as shown in **figure C**.
3. Install the new ignition pickup plate as shown in **figure D**.
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 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 where the left coil was plugged in

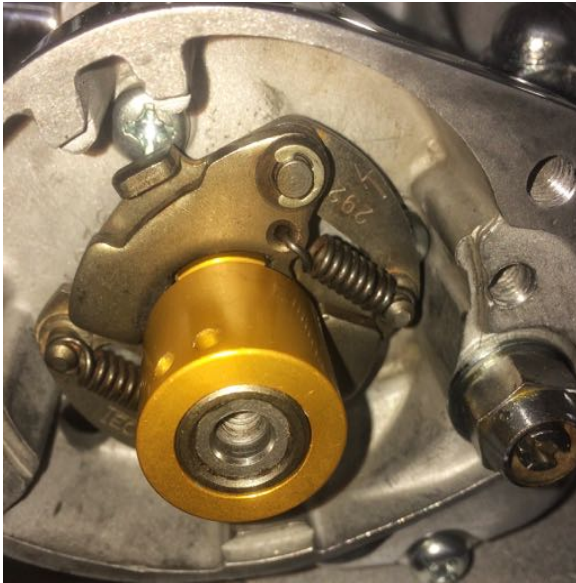
B



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 in parallel with the yellow wire for the left coil.
3. Ground the other side of the test light to the motor by clipping it to an unpainted surface.
4. Check to ensure that the magnet on the rotor is not facing either pick up before turning power on. Please note: magnets ARE NOT visible. They are 180 degrees from the holes in the rotor.
5. Turn the power on. Note: At this point, you will see a bright light come on. This is normal.

C

Rotate the rotor that's on the end of a crankshaft with a 14mm wrench to check the timing. Do NOT turn the 10mm bolt on the end of the camshaft to do this. The test light will remain bright until roughly 40 degrees before the magnet reaches the center of the trigger. At this point the light will go 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.

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

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