

Installation & Timing Instructions for Electronic Ignition on 360 Twins -369 Advancer

A



INSTALLATION

1. Begin by **removing your existing points and condensers.**
2. Install the rotor as pictured as pictured in **figure B**. If there is an issue with the clearance between the top of the rotor and the end of the advance shaft, it may be necessary to remove any shim washers at the base of the advancer shaft as shown in **figure A**. Your advancer shaft should be slightly higher than the end of the rotor to ensure that it doesn't bind once the retaining washer is bolted back on.
3. To install the plate, position it as shown in **figure C**
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 side coil was plugged in.

B

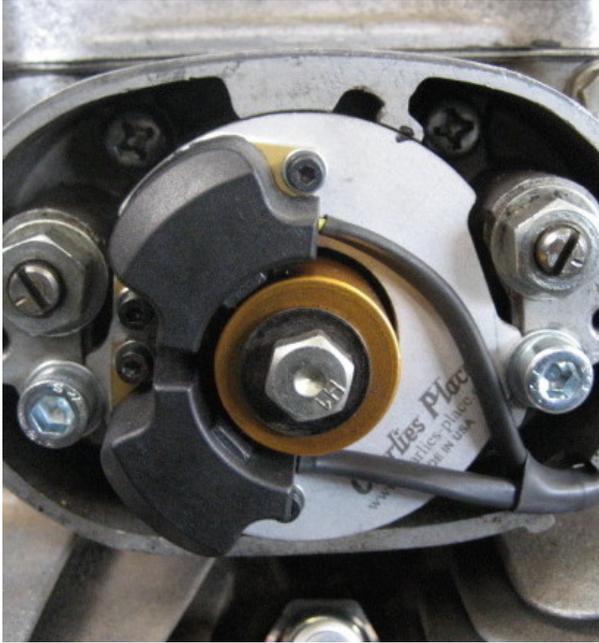


TIMING

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 into the now vacant side of the dual Yellow female coupler coming from the Left coil or in parallel with the yellow wire on 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.
5. Turn the power on. Note: At this point, you will see a light come on. This is normal.
6. 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 stay on until approx 40 degrees before the "LF" mark reaches the pointer. 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.

C



7. 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.

8. 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.

Below are links to videos that explain timing our electronic ignition.

Timing the CP electronic ignition:

<https://www.youtube.com/user/CharliesPlaceLA>