Fitting instructions:

Tools required are the standard tool kit plus a strobe timing lamp for final timing. (Suppressed spark plug caps must be used with this ignition.)

1) Open seat and remove tool tray.
2) Undo the two wingnuts holding the rear of the petrol tank.
3) Turn off both petrol taps and undo the pipes from the bottom of each using the 24mm end of the large "C" spanner, or slide the pipes off.
4) Remove petrol tank by sliding back and lifting.
5) Remove the positive battery terminal.
6) Remove engine front cover by undoing the three caphead screws. (YOU MAY HAVE TO REMOVE THE HORN)
7) Disconnect the points wire from the condenser unit and pull out of the long rubber grommet.
8) Disconnect the wire from the points breaker and auto-advance unit by undoing the two holding screws and single 10mm fitting nut on the end of the shaft.
9) Feed the wires on the ignition stator plate through the long rubber grommet (from the large end, female connector first).
10) Fit the stator plate into the contact breaker housing with it's 'TOP' marking above the camshaft. Use two screws and four washers to secure halfway along the adjustment slots. (See Fig.1.)
11) Refit rubber grommet into mounting bracket and crankcase.
12) Slide the rotor unit onto the end of the "D" shaped contact breaker shaft with the magnets facing the stator plate (take care not to damage the "D" hole in the tab washer as it is a tight fit). Testing its fit with it facing the wrong way is a good idea. If too tight, remove the plastic on the inside of the hole with a file.
13) Lightly bias the rotor anticlockwise on the shaft and secure using the 10mm fitting nut and washer, tighten carefully to avoid stripping thread.
14) Referring to Fig.2, fit the electronic box behind the ignition coil with the wires on the left hand side, secure to the frame tube using a strap.
15) Remove the large black wire from the right hand ignition coil (no longer used) and disconnect the green wire from the left hand ignition coil.
16) Reconnect the same green wire to the new green wire of the electronic box.
17) Connect the black wire from the electronic box to the negative (-) terminal of the right hand ignition coil.
18) Route the sleeved black/white and black/yellow wires from the box over the rubber air intake. Remove the rubber grommet at the top of the front engine case, run through the grommet slot, replace the grommet. Orientate and connect to the same bi-colour wires from the stator plate.
19) Connect the brown wire from the electronic box to the main wiring loom earth on the ignition coil mounting.
20) Connect the black wire from the electronic box to the Negative (-) terminal of the right hand ignition coil.
21) Reconnect the same green wire to the frame tube using a strap.
22) Refit the battery earth wire, timing hole bung and tool kit. The ignition is now set and needs no maintenance.

Anticlockwise movement of the stator plate will advance the ignition timing, clockwise will retard.

Start engine and run for three to five minutes for the engine and ignition system to warm up.

Connect the stroboscope and timing hole to the Full Advance Mark (F) dot with the engine running at 3500—4000 RPM. This final position is obtained by moving the stator plate on its slotted holes; movements should be done with the engine stationary, the screws being tightened after each adjustment. The timing mark should be seen to advance as the engine speeds up.

Anticlockwise movement of the stator plate will advance the ignition timing, clockwise will retard.

Remove the battery earth wire from the rear engine case, and refit the front engine cover and horn.

Refitting the battery earth wire, timing hole bung and tool kit. The ignition is now set and needs no maintenance.

FIG.1
WARNING
HIGH VOLTAGES DEVELOPED BY THIS UNIT CAN BE VERY DANGEROUS,
ALWAYS SWITCH OFF BEFORE WORKING ON THE SYSTEM.

NOTE
The standard Fig.2. installation (above) keeps the electrical loading on the ignition switch to a minimum
to improve reliability.

We have found that some pre-79 BMW models, when wired this way, fail to stop running when the kill
switch is operated. This is due to the very small current required to keep the electronics running in the
ignition unit.

To overcome this problem the brake light can be operated or the system can be wired as below for the
ignition coil to also take all of it's power from the standard ignition switch supply as Fig.3 below.

Alternative wiring allowing original ignition switch to supply complete ignition system