**MICRO-DIGITAL TWINPLUG IGNITION FOR B.M.W. PRE-79 12 VOLT MOTORCYCLES**

**THIS SYSTEM SHOULD BE USED WITH TWO 6 VOLT, DUAL OUTPUT COILS, EACH HAVING A 2.0 OHM PRIMARY WINDING RESISTANCE.**

**Fitting Instructions:**

1. Open seat and remove tool tray.
2. Undo the two wingnuts holding the rear of the petrol tank.
3. Remove the large black wire from the right hand ignition coil (this is no longer used), Lightly bias the rotor anticlockwise and fit the 10mm fitting nut and washer (DO NOT OVERTIGHTEN).
4. Slide the Magnet 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 plating on the inside of the hole with a file.
5. Refit rubber grommet into mounting bracket and crankcase.
6. Connect the black wire from the electronic box to the positive '+' terminal of the left hand (L/H) ignition coil connection. (FAILING TO DO THIS COULD DAMAGE THE ALTERNATOR CONTROL UNIT, WHEN REMOVING THE ENGINE FRONT COVER)
7. Remove the large black wire from the right hand ignition coil (this is no longer used), the green wire from the left hand ignition coil and the link wire connecting the coils. Remove both ignition coils and fit the Micro Power coils in their place. Refit the original wiring loom earth wire on one of the coil mounting screws.
8. Refit the battery earth wire, timing hole bung and tool kit. The ignition is now set and needs no maintenance.
9. Refit the battery earth wire from the rear engine case, and refit the front engine cover and horn.
10. Connect the strobe lamp and time through the timing hole to the Full Advance Mark (F) dot with the engine running at 4000 RPM. The final timing position is obtained by moving the stator plate on its slotted holes; Adjustments should be made with the engine stationary, the screws being re-tightened after each adjustment. The timing mark can be seen as the electronic advance is operating, when the engine is speeded up. Anticlockwise movement of the stator plate will advance the ignition timing.
11. Refit rubber grommet into mounting bracket and crankcase.

**Components:**

- a) Red Micro-Digital Electronic Box (BOX0003S)
- b) Stator Plate (STA00163) round printed circuit with two coils
- c) Magnetic Rotor (ROT00112) round plated steel unit with two magnets fitted
- d) Plastic straps, 8 Small, 2 Large
- e) Piggyback spade/2 recepticle connectors, Black link wire

![Diagram](image-url)
WARNING
HIGH VOLTAGES DEVELOPED BY THIS UNIT CAN BE VERY DANGEROUS
ALWAYS SWITCH OFF BEFORE WORKING ON THE SYSTEM.

NOTE
The recommended electrical installation (above Fig.3.) is designed to reduce the electrical loading on the bike's original ignition switch 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 currents required to keep the electronics running in the ignition unit.

To overcome this problem the brake light can be operated or the ignition supply can be wired as below in Fig.4. This allows the ignition coil also to take its power from the standard ignition switch supply (green wire), the Red fused battery link wire is removed.

Fig.4.

Green from loom (ignition switch +12 volts) -> GREEN

Wiring diagram showing ignition switch feed