

# BOYER BRANSDEN ELECTRONICS LTD

Frindsbury House, Cox Lane, Detling, MAIDSTONE, Kent ME14 3HE ENGLAND  
Telephone: 01622 730939 Fax: 01622 730930

**Boyer Bransden Ignitions**  
*Electrifying Performance*  
WWW.BOYERBRANSDEN.COM

## KIT 00303

### MICRO-POWER IGNITION SYSTEM YAMAHA XS650

#### FITTING INSTRUCTIONS

- 1) REMOVE THE COVERS FROM THE C.B. UNIT AND ADVANCER UNIT ON THE CYLINDER HEAD. DISMANTLE AND REMOVE THE CONTACT BREAKER, CAM, AND ALL OF THE ADVANCER MECHANISM, INCLUDING THE SHAFT THROUGH THE CENTRE OF THE CAMSHAFT.
- 2) SCREW THE MAGNETIC ROTOR ON TO THE 8mm STUD WITH LOCTITE, UNTIL THE THREAD IN THE ROTOR IS FULLY USED. ALLOW TEN MINUTES TO DRY.
- 3) PASS THE 8mm STUD AND ROTOR THROUGH THE CAMSHAFT FROM THE LEFT SIDE. FIT THE 8mm STEPPED SPACER, WASHER, LOCK WASHER ON TO THE RIGHT SIDE, FIT THE 8mm NUT, AND HAND TIGHTEN. SEE FIG. 1. PLACE A 13mm SOCKET OVER THE NUT AND SHARPLY TAP THE END, THIS WILL DRIVE THE RIGHT HAND BEARING BUSH HOME INTO THE CAMSHAFT BEFORE FULLY TIGHTENING THE ROTOR STUD.
- 4) FEED THE TWO 6mmx30mm CAP SCREWS AND WASHERS THROUGH THE HOLES IN THE STATOR PLATE FROM THE COIL SIDE. PLACE THE TWO ALUMINIUM SPACERS OVER THE SCREWS AND OFFER THE UNIT UP TO THE LEFT HAND CONTACT BREAKER HOUSING AND HAND TIGHTEN. SEE FIG 1.
- 5) REMOVE THE SPARK PLUGS AND ALTERNATOR COVER TO REVEAL THE TIMING MARKS. USING A 17mm SOCKET SPANNER ON THE ALTERNATOR CENTRE BOLT TURN THE ENGINE ANTICLOCKWISE UNTIL THE FIRST OR FRONT OF THE THREE TIMING MARKS LINES UP WITH THE TIMING MARK ON THE ALTERNATOR ROTOR. PLEASE NOTE: THIS IS THE FULL ADVANCE MARK—IT IS NOT MARKED WITH ANY ADJACENT LETTER. CONTINUING ANTI-CLOCKWISE, THE NEXT MARK IS F, WHICH IS THE LOW SPEED (FULL RETARD) MARK AND LASTLY T (TOP DEAD CENTRE).
- 6) WITH THE ENGINE SET IN THE FULL ADVANCE POSITION, SET THE STATOR PLATE HALF WAY ALONG THE SLOTTED HOLES AND TIGHTEN. LOOSEN THE 8mm NUT ON THE ROTOR STUD AND MOVE IT ROUND UNTIL ONE OF THE MAGNETS IS UNDER THE ANTICLOCKWISE (RIGHT HAND) TIMING HOLE, OFFSET AS IN FIG 1. FULLY TIGHTEN THE NUT.
- 7) REMOVE THE PETROL TANK. DISCONNECT AND REMOVE THE IGNITION COILS. USING A SMALL HACKSAW WITH CARE, CUT INTO THE SIDE OF EACH OF THE FRONT IGNITION COIL MOUNTING HOLES, FORMING TWO SLOTS. MOUNT THE DUAL OUTPUT IGNITION COIL AND HEATSINK ACROSS THESE SLOTS WITH THE NUTS AND WASHERS. LEAD THE THIN WIRES TO THE LEFT HAND SIDE, FIT THE PLUG CAPS AND ROUTE TO THE SPARK PLUG POSITIONS. SOME CUSTOMERS MAY FIND IT NECESSARY TO REPOSITION THE HORN DURING THIS INSTALLATION.
- 8) THE IGNITION UNIT CAN BE TIE STRAPPED TO THE TOP OF THE COIL MOUNTING FRAME TUBE, WITH THE WIRES ON THE LEFT. WIRE AS PER THE DIAGRAM. CUT WIRES AND FIT TERMINALS, MAKE GOOD CONNECTIONS AND TAPE UP WIRES.
- 9) REFIT PLUGS AND FUEL TANK. CONNECT STROBE LAMP AND START ENGINE. WARM UP AND STROBE TIME ON THE FRONT OR FULL ADVANCE MARK BY REVING UP THE ENGINE AND WATCHING THE TIMING MOVE UP TO THE MARK. ADJUST BY MOVING THE STATOR PLATE, IF NECESSARY MOVE THE ROTOR A LITTLE AND RETIGHTEN.
- 10) REMOVE STROBE AND REFIT ALL COVERS. THE TIMING IS NOW SET AND REQUIRES NO MAINTENANCE. SMALL ADJUSTMENT CAN BE MADE TO THE CARBURATION TO SET IDLE SPEED.

