Timing.

Apply a "Fully Advanced" paint mark on the advance plate opposite the engines static reference pointer for strobe the 90° position on the stator plate.

Rotate the engine 320°.

Set the engine to T.D.C. by aligning the "T" mark on the auto advance plate with the engines reference pointer.

A Full Advance mark should be made at Z1, Z900 & Z1000 and machines with no Full Advance Timing mark.

Loosen and re-fit the cover. (If the cover touches the rotor file out the dog marks as in instruction recheck after final fitting).

Check all connections are good and tight. Replace petrol tank and pipes.

Remove the contact breaker cover on the right hand side of the engine and undo the three screws holding the contact breaker plate/trigger and remove. Disconnect the black and green wires using pliers on the 3mm nuts.

Remove the centre bolt from the auto-advance unit using the 13mm socket spanner.

NB: The engine positioning nut is replaced by the magnetic rotor and is not used.

Connect the green and black wires to the two marked terminal screws on the stator plate unit.

Connect the red/yellow wire from the transistor box to the red/yellow wire from either one of the ignition coils.

Using the 3M Tap connector, connect the red/yellow wire from the transistor box to the red/yellow wire from either one of the ignition coils.

Check ALL connections are good and tight. Replace petrol tank and pipes.

The connectors on the black and green wires may be protected by sleeving or covering with PVC tape.

Remove the contact breaker cover on the right hand side of the engine and undo the three screws holding the contact breaker plate/trigger and remove. Disconnect the black and green wires using pliers on the 3mm nuts.

Remove the centre bolt from the auto-advance unit using the 13mm socket spanner.

NB: The engine positioning nut is replaced by the magnetic rotor and is not used.

Turn the auto-advance cam/reluctor clockwise, moving the bob weights out, and pull off the advance shaft.

Connect the green and black wires to the two marked terminal screws on the stator plate unit.

Fit the stator plate into the contact breaker housing with the hole for timing at the top, using the three screws, setting it FULLY CLOCKWISE along the adjusting slots.

Place the magnetic rotor on the centre bolt with the two magnets away from the head, replace the bolt and hand tighten.

The magnetic rotor supplied has no direct location on the advance shaft and can be fitted in any position.

This is due to the dogs on the advancer shaft being placed in various positions by the manufacturer.

The method of setting is shown in Fig. 2.

By moving the rear wheel in gear, set the engine to the (T) Top Dead Centre position mark on 1.4 or 2.3 cylinders.

Move the rotor to the position shown in Fig. 2, with the magnets in line with the 2 steel pole pins on the stator plate.

Tighten the centre bolt. A small tap on the end of the rotor will give small indentations inside the rotor, these can be drilled and filed out to provide greater location and give a refitting position if the rotor is removed.

(This can be done after strobe timing, recheck after final fitting).

Loosen and re-position the stator plate to the CENTRE of its adjustment slots.

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

Connect the strobe lamp and time to the Full Advance marks with engine at 5000 RPM. Align the marks by moving the stator plate gon its slotted holes. The electronic advance can be seen by accelerating up from idle, a small amount of advance will be seen over 5000RPM - this is normal.

Check all screws are tight and re-fit the cover. (If the cover touches the rotor file out the dog marks as in instruction (16). The timing is now set and requires no maintenance, but carburation, plug caps and spark plugs must be in good order.

Z1, Z900 & Z1000 and machines with no Full Advance Timing mark:

A Full Advance mark should be made at 40° B.T.D.C. on the bikes original auto advance plate to aid strobe timing.

Set the engine to T.D.C. by aligning the "T" mark on the auto advance plate with the engines reference pointer.

From the 40° line on the stator plate, Scribe a temporary mark to the magnetic rotor.

Rotate the engine 320° clockwise (to keep the rotor bolt tight) until the scribed 40° mark aligns with the "T" mark at the 90° position on the stator plate.

Apply a "Fully Advanced" paint mark on the advance plate opposite the engines static reference pointer for strobe timing.
Fig. 1

Standard ignition coil circuit

Electronic ignition coils with ballast resistors

Fig. 2

With engine set to the 'T' Mark (TDC on cylinders 1 & 4). Align magnets on rotor with pole pins on stator plate and tighten Crankshaft bolt.

Maximum advance timing mark
Use strobe timing light.
Adjust stator plate to achieve alignment of this mark at 5000 rpm.

Fig. 3

Standard ignition coil circuit

Electronic ignition coils with ballast resistors