CRANK TRIGGERED IGNITION RELUCTOR DATA

1) THE RELUCTOR PASSING THE CENTRE OF THE TRIGGER COIL MUST BE MILD STEEL OR SOFT IRON, 3mm OR MORE THICK, AND THE STEP MUST BE AT LEAST 5mm HIGH.

2) THE ROTATING MASS BETWEEN THE TRIGGER AND CRANKSHAFT MUST NOT HAVE ANY LARGE LUMPS OR INDENTS OF A MAGNETIC MATERIAL, AS THESE COULD GIVE FALSE IGNITION PULSES AT HIGH RPM.

3) THE RELUCTOR CAN FORM PART OF A DRIVE PULLEY OR SPROCKET, BUT CHECK THAT NO BOLT HEADS ROTATE CLOSE TO THE TRIGGER UNIT.

TIMING INFORMATION

THE LEADING EDGE OF THE RELUCTOR WILL LINE UP WITH THE CENTRE OF THE TRIGGER AT THE MOST ADVANCED IGNITION TIMING REQUIRED.

B T D C

ANGLE

T D C

R P M


THEREFORE IF THE RELUCTOR WAS 30 DEG LENGTH (A to B) WITH THE LEADING EDGE AT THE CENTRE OF THE TRIGGER AT 35 DEG B T D C THE MOST ADVANCED TIMING WOULD BE 35 DEG, AND AT CRANKING SPEED APPROXIMATELY FIRING AT T D C.
BOYER BRANSDEN IGNITIONS

360 DEG. FIRING CRANK TRIGGERED DIGITAL IGNITION SYSTEM.

WARNING
TURN OFF BEFORE WORKING ON THIS SYSTEM.
THIS WILL AVOID ELECTRIC SHOCK AND POSSIBLE DAMAGE TO THE ELECTRONICS.

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The trigger to reluctor gap should be 0.6 to 1.0mm (not critical) 0.6 to 1.0mm (not critical). The dwell is switched on at 0.8 to 0.9 microsecond. Switch is the shorter, sealed more.

Full open at connecting speed can be controlled by the length of the reluctor. Open to 0.8 to 1.0 when the corrector times over the reluctor.

Full retarded: the reluctor will line up with the start of the trigger face.

The corrector and engine must be connected to the battery negative at all times. 3,000 ohms resistance plug caps must be used.

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BOYER BRANSDEN ELECTRONICS LTD.

KIT 0102

DIODE TRIGGERED IGNITION SYSTEM 360 DEG.
ENVIRONMENT WORKSHOP

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