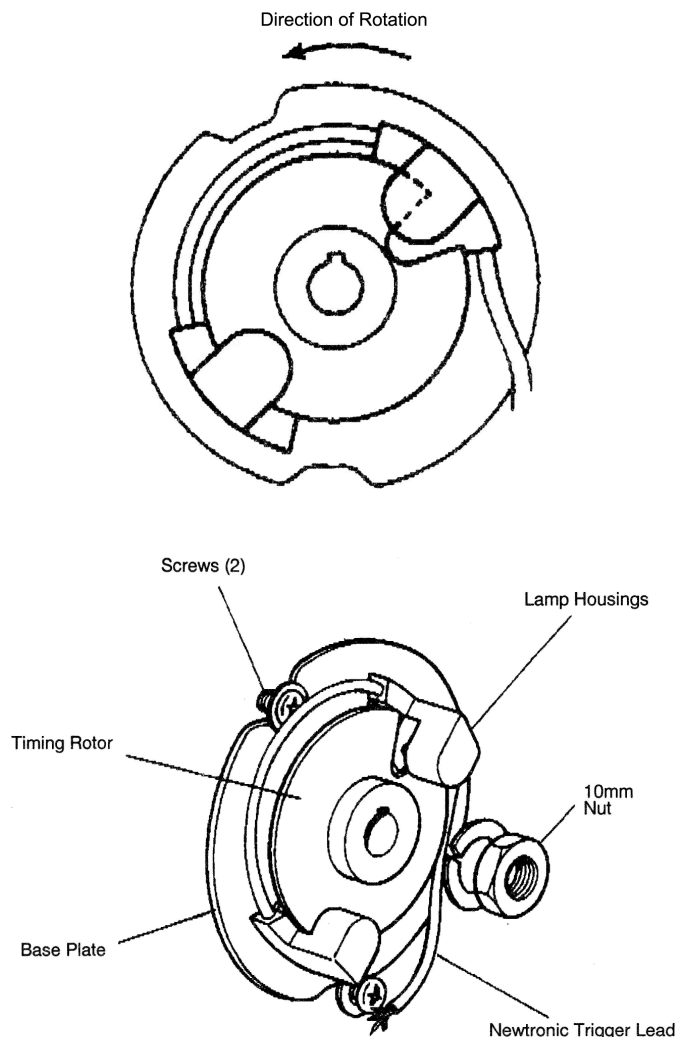


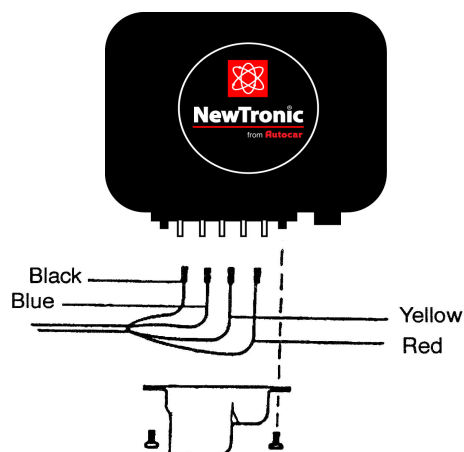
FITTING INSTRUCTIONS

Thank you for choosing a Newtronic contactless optical ignition system. For a speedy and successful installation, it is recommended that you first read all the way through the fitting instructions and familiarise yourself with the parts provided in the kit.

1. Raise seat, remove cover over contact breakers, and the casting covering the timing marks.
2. Disconnect battery earth, and remove petrol tank.
3. Disconnect the contact breaker wires from the bullet connectors where they enter the main harness (1 orange, 1 grey). Disconnect also the condensers.
4. Undo the two screws securing the contact breaker baseplate and remove.
5. Undo the 10 mm nut and washer securing the points cam and remove.
6. Fit the Newtronic assembly to the bike ensuring the drive pin for the rotor is engaged and secure with the 10 mm nut and washer.
7. When fitting the rotor to the auto-advance shaft it will be necessary to remove the cover over the auto-advance to hold the shaft in place. This is to prevent the shaft sliding outward and the bobweights becoming disengaged with their drive slots.
8. Temporarily secure the baseplate with the two Phillips screws and washers. Set the baseplate so that it is in approximately the centre of its adjustment.
9. Route the Newtronic trigger lead using the original clips to appear under left hand side cover. Connect the trigger lead to the Newtronic switching unit using the moulded plug cover and fill with the sealant provided. Secure the plug with the two self tapping screws. See diagram.
10. Thread the three wires of the Newtronic harness along the frame top rail to the coils. Connect the grey and orange wires in the bullet connectors from which the original points wires were removed, ensuring correct colour coding grey to grey, orange to orange. Connect the red/white to the coil feed as shown in the diagram. This is the 12 V feed for the Newtronic, do not disconnect the original coil feed.
11. Earth the blue lead to the battery negative terminal. Ensure good electrical contact.
12. Wipe clean inside the side cover, remove the protective backing from the self-adhesive panel on the back of the Newtronic switching unit and fit to the side cover, ensuring it doesn't foul when the side cover is refitted.
13. Replace petrol tank, reconnect battery earth and refit cover over auto-advance unit.



EXPLODED VIEW OF NEWTRONIC
IGNITION ASSEMBLY



TRIGGER LEAD CONNECTIONS TO
SWITCHING UNIT AND PLUG ASSEMBLY

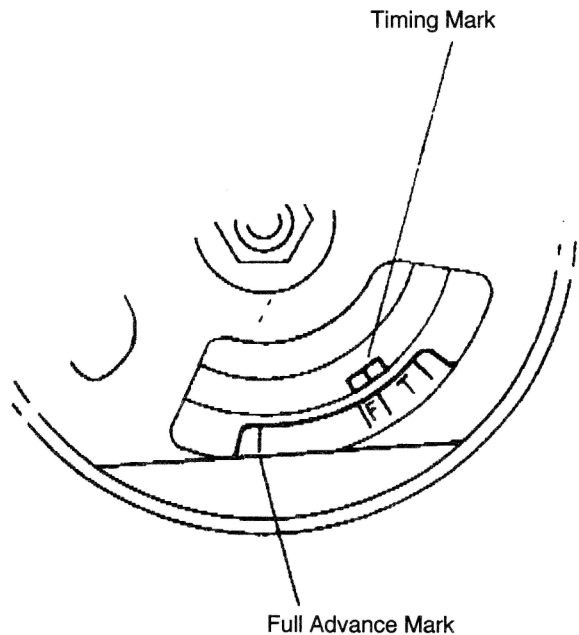
All the necessary components are now fitted and a check should be made to ensure that the rotor does not foul the lamp housings before proceeding.

TIMING THE ENGINE

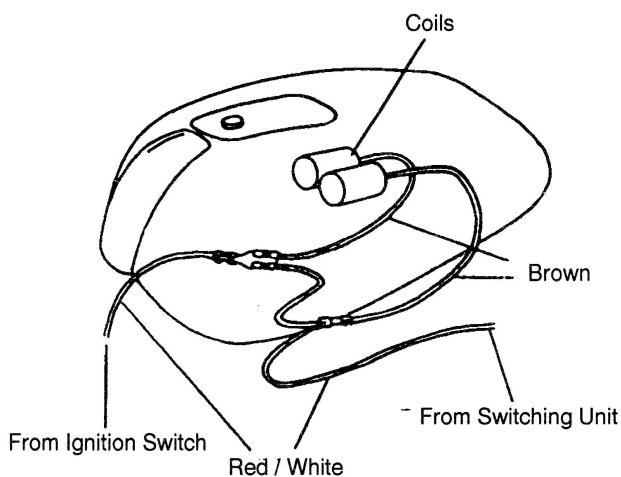
This should NOT be done in bright sunlight or the timing may be affected. It is recommended that a stroboscopic timing light is used. It should be remembered that the engine fires as the timing rotor leaves the lamp housing (i.e., immediately the beam of light is re-made).

Static timing can be performed using the switching unit indicators. Care must be taken as leaving the ignition on, without running the engine, for a prolonged period can cause irreversible damage to the switching unit and/or coils.

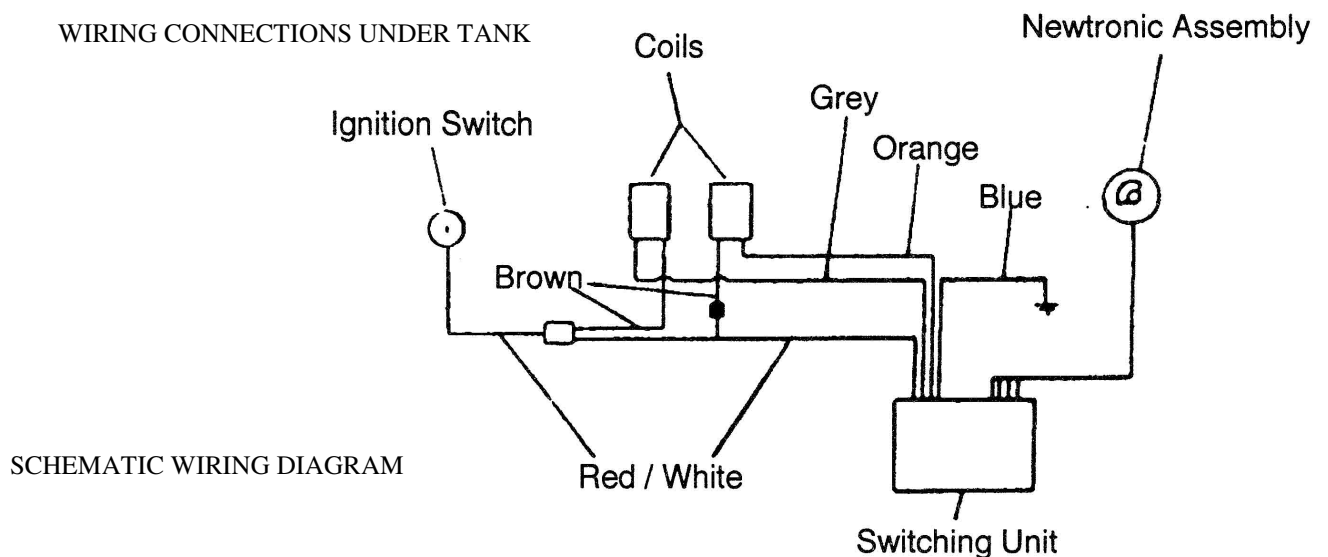
1. Connect the timing light to one of the cylinders and start the engine. Align the F mark with the pointer by rotating the whole Newtronic baseplate. Also ensure the advance marks are correctly aligned by revving the engine and checking with the stroboscope.
2. Check all screws are tight and refit the cover over the points, and also cover over the timing marks.



TIMING MARKS



WIRING CONNECTIONS UNDER TANK



SCHEMATIC WIRING DIAGRAM