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. DISCONNECT THE BATTERY
2. Remove the cover over the contact breaker assembly.
3. Undo the two screws which secure the trigger plate assembly. Trace the wire back to the coil and release the loom from the clips. Remove the complete assembly from the engine.
4. Fit the Newtronic baseplate and lamp assembly in place of the original with the screws approximately central in the slots.
5. Fit the Newtronic rotor to the shaft. Ensure that the blade passes centrally in the lamp housing. Tighten the socket screws with the wrench provided to secure and centralise the rotor.

   Note: It is important to make sure the rotor will not foul the lamp housing and there is adequate clearance between the housing and the contact breaker cover.
6. Select a suitable site within reach of the lamp trigger lead for the Newtronic switching unit. The lead must not be routed too tightly to allow for movement of the engine during operation . The position of the Newtronic switching unit should be away from direct heat and water splash.
7. Clean the selected area to remove all traces of oil or grease contamination with the alcohol pad provided and allow to dry.
8. Remove the protective backing from the self adhesive pad on the back of the Newtronic switching unit and fit to the clean area. Press firmly in place.
9. Connect the trigger lead assembly placing the three wires into the appropriate plug channels, Yellow, Red and Blue. The red and black wires are common and should be placed in the red channel.
10. Locate the plug onto the switching unit, cover with the other half moulding and secure with the two small screws provided. A small amount of putty may be used to inside the plug to protect against moisture.
11. Connect the Green earth lead to a suitable frame earth local to the position of the switching unit..
12. The remaining wires should be connected to the bike harness for the coil. White to coil positive and Yellow to coil negative.

The Newtronic system has been installed and the engine needs to be re-timed.

TIMING THE ENGINE

This should NOT be done in bright sunlight or the timing will be affected.

Timing the engine is similar to that used with contact breakers. A stroboscope timing light may be used. Note that the coil fires as the timing rotor leaves the lamp housing (i.e., immediately the beam of light is re-made).

1. Rotate the engine to the static timing point for ignition firing.
2. Adjust the position of the Newtronic rotor so that the trailing edge of the blade is in the middle of the lamp housing. Secure the rotor by tightening the socket screws.
3. The unit may be accurately timed by adjusting the baseplate assembly in a similar fashion to that used for the contact breaker in the manufacturers handbook.
4. Check that all screws are tight and re-fit the contact breaker cover.