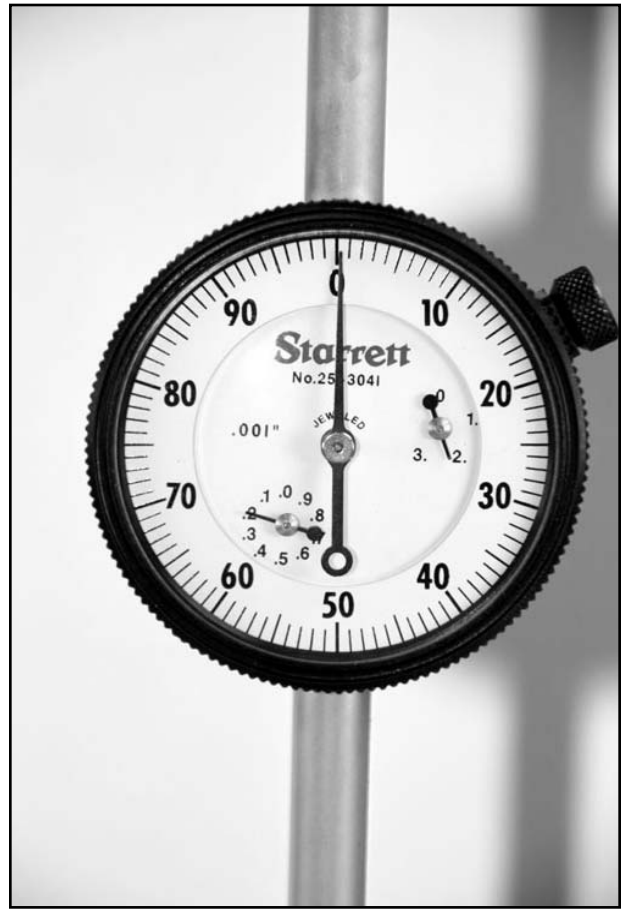


“EASY START IGNITION SYSTEM”

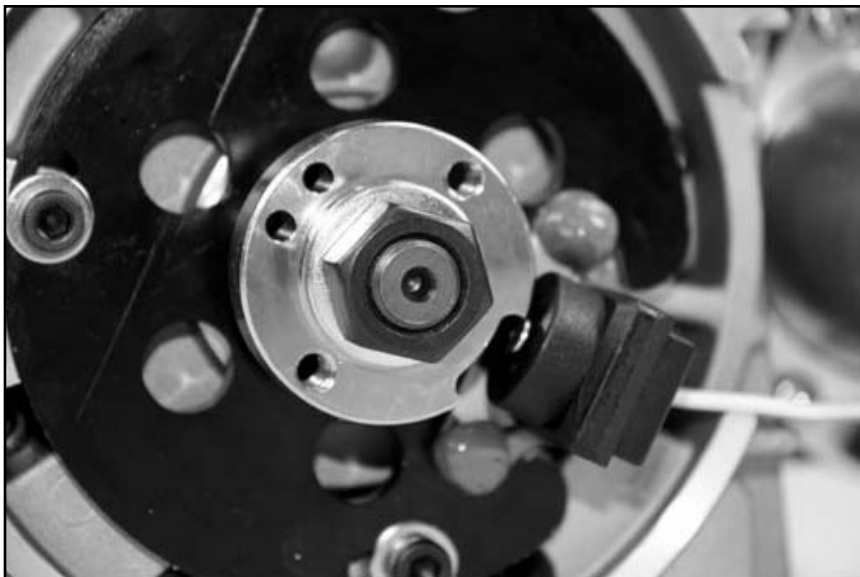
SETTING THE IGNITION TIMING



Install a dial indicator. Find top dead center.



Rotate the crankshaft clockwise .200”.



Rotate the ignition plate so the notch of the rotor is even with the top of the metal crank sensor button.

Tighten the ignition plate/stator at this setting.

MAXIMUM TIMING: .215” BTDC

MINIMUM TIMING: NO MINIMUM

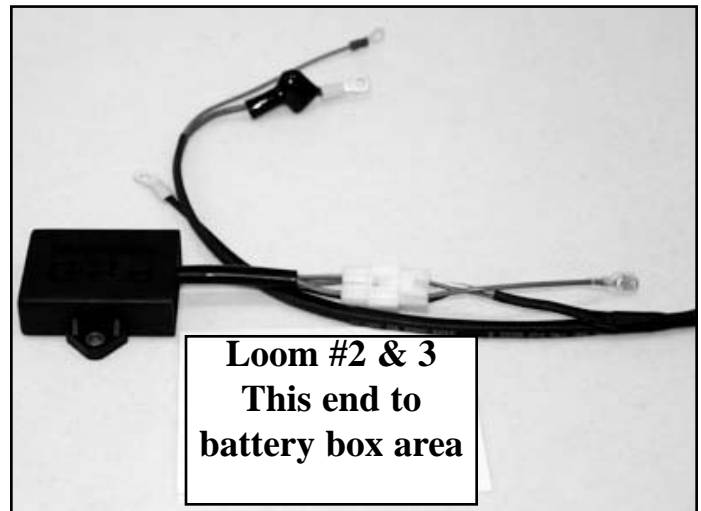
“EASY START IGNITION SYSTEM”

FITTING INSTRUCTIONS: ADDENDUM

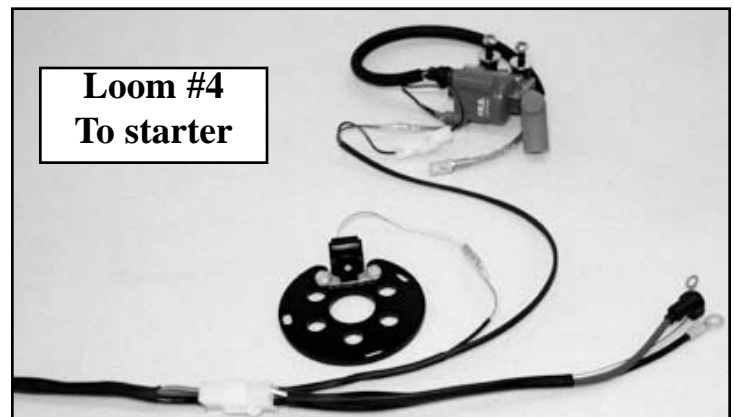
WIRING HARNESS:



The “on” button with a light plugs into wire loom part 1. The “on” button along with the starter button, mount in the switch bracket. Then attaches to the steering wheel. The blue and white wires on loom 1 attaches to the starter button. The other end of loom 1 goes to the battery box as shown in #15 of the fitting instructions.



Wire loom 2 & 3 are one piece (not as shown in fitting instructions). Loom #4, engine pigtail, plugs into this loom at the midpoint. One end terminates at the stator & coil, the other at the battery box and C.D.I.



BATTERY BOX:



The battery box must be drilled for the solid state relay. Drill the front end of the battery box to allow for ease of routing wires and radiator clearance. The loom 2 and 3 will route behind the seat to the starter/ignition. See # 10 on fitting instructions.