

Installation & Timing Instructions for Electronic Ignition~S90/CT90/CL90/CM91

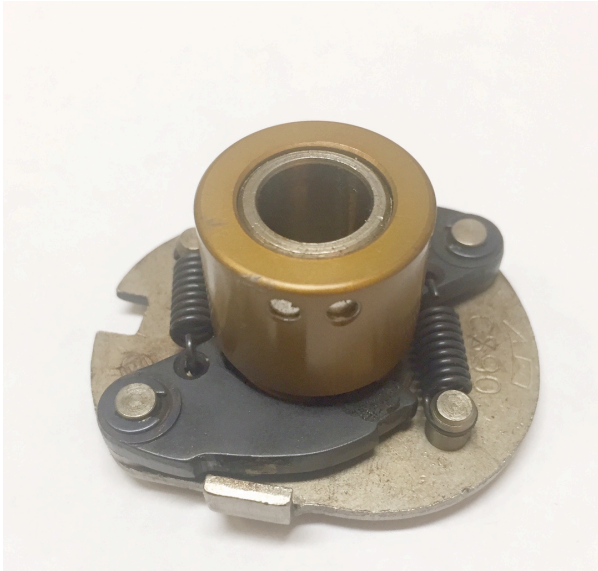
INSTALLATION

1. Disconnect negative terminal at battery. **Remove existing point and condenser.** On CT90s, you must remove the gas tank in order to access the coil and to remove the condenser. On S90s, you need to lower the motor from the frame to do this. Next, carefully remove outer rotor from advance unit. Check springs on advancer to make sure they are operating properly. Lubricate or adjust if necessary.
2. Install new rotor. Be sure to remove any shim washers at the base of the advancer shaft.
3. When installing rotor, you must first locate your compression stroke. This can be done by removing the intake valve cover and watching the movement of the intake valve. Install the rotor as shown in top photo. If you are able to set your timing successfully but cannot get the bike to start, or if you hear a loud backfire when trying to start it, simply flip the rotor 180 degrees on the advancer and reset the timing.
4. Please note that not all advancers are of even height therefore it may be necessary to shim the end of the camshaft or advance mechanism so that the retaining washer on the end of the camshaft does not bind against the rotor. This must be checked carefully. A washer is provided for this purpose as shown in top photo; it may be necessary for better fit to use other washers as well.
5. Install new plate with pickup already mounted. **DO NOT REMOVE** pickup from plate.
6. Plug unit in as follows: begin by attaching the provided separate jumper wires to the coil. After removing the condenser, the coil will have two wires remaining. These will be a black or red positive wire and a blue, green or yellow negative wire that went to the original point. From the jumper, connect the positive wire from the coil to the black female end of the jumper. This end will also have a male pigtail. This black male pigtail plugs into the harness where the black male from the coil originally plugged in. Plug the negative coil wire into the blue male coupler on the jumper. Extra couplers are provided if necessary. Run the other end of the jumper out and through the space in the frame above the motor where the original point wire was. You can now plug the wires from the ignition directly into these jumper wires and set the timing as described below. When you are finished setting the timing, you can carefully tuck the wires back into the frame.
7. Reconnect negative terminal at battery. Turn on power in order to static time your new electronic ignition using a test light.

TIMING THE UNIT: **Do not attempt to set your timing using a dynamic timing light.**

It will damage the triggers if the ignition plate is loose/loosened while the bike is running. This will cause a ground failure that will short the capacitors inside the triggers.

1. Using a test light, hook up one end to ground (on the engine) and run the other end of the test light in parallel with the yellow wire that comes from the unit (where it plugs into the coil). Please note all wires must be connected to perform this task. Rotate the crankshaft rotor to check the timing. The light will stay on until approx. 40 degrees before the "F" mark reaches the pointer. This is the point at which you should set your timing - the light should come on exactly at the "F" mark. If adjustment is necessary, rotate the entire plate to set the timing. Note: Do not touch the pick up fastening screws or attempt to adjust the position of the pick up on the plate. Rotate the entire plate to adjust. Visit our coil installation diagrams page and click the top link for wiring your coil & ignition.



Rotor & Plate Orientation

