

A. CHANNEL NUMBERING

A Double lamp will generally have lamp 1 (blue) at the end of the sensor assembly run with lamp 2 (black) closer to the connector.

R Lamp 1 connected to pin 3 will trigger LED1 on the left of the switching unit.

L Lamp 2 connected to pin 5 will trigger LED2 on the right of the switching unit.

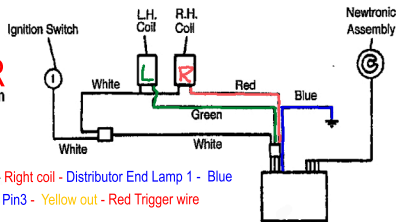
In some cases the general connection rules above are changed to suit a particular installation. In this case refer to the instructions provided with the kit for the Lamp to switching unit pin assignment.

B. SWITCHING OPERATION

It is possible to static time the ignition using the LED indicators on the switching unit. When an LED is ON it shows that the coil connected to that channel will be charging. When the LED changes from ON to OFF the ignition coil will fire on that channel.

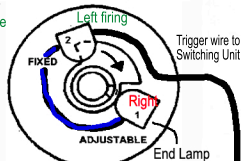
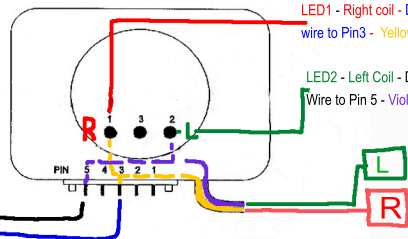
Remember, if the coils are connected they will be drawing current all the time that the LEDs are ON. It is recommended that the static timing is done initially with the coils disconnected to avoid possible damage by overheating of the ignition parts.

On double lamp units, LED1 on the left will show the operation of the coil connected to the yellow wire out from the switching unit. LED2 on the right will show the operation of the coil connected to the violet wire.



LED1 - Right coil - Distributor End Lamp 1 - Blue wire to Pin3 - Yellow out - Red Trigger wire

LED2 - Left Coil - Distributor Lamp 2 - Black Wire to Pin 5 - Violet out - Green Trigger wire



WARNING: Ignition must not be left on or coils charging for periods in excess of a few minutes at a time as over-heating and damage may occur to either the coils and/or the Newtronic Switching Unit.

C. STATIC TIMING PROCEDURE

Refer to previous information or fitting instructions to identify the correct sensors and channels for your engine. Ignition must be on but it is recommended to remove the power from the coils or their connection to the Newtronic unit.

1. Set your engine to the static timing position for the first cylinder or cylinder pair.
2. The trailing edge of the rotor blade should be close to the centre of the lamp sensor for that cylinder.
3. If the LED for the firing coil is initially OFF, rotate the sensor baseplate in the direction of engine rotation until the LED is ON.
4. If the LED for the firing coil is ON, rotate the sensor baseplate in the opposite direction to the engine until the LED just goes OFF.
5. Tighten the screws on that baseplate to fix the firing position.
6. Set the engine to the static timing position for each cylinder or cylinder pair in turn.
7. Carry out the same procedure 2 to 5 observing the LED for the appropriate firing coil and moving the baseplate for the relevant sensor.
8. The static ignition positions should now be set for all cylinders.
9. Reconnect the coils and start the engine. Check ignition timing with the engine running using a strobe light.