

INSTALLATION MANUAL: TRANSISTOR IGNITION 12V-T-7/8/9

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Congratulations with your purchase!

This manual shows you how to properly install the CDI-unit, wiring loom, rotor disc, pick-up and HT-coil on your engine. Please follow these steps accurately to ensure the a proper function of the CDI-unit.

Installing the rotor and the pick-ups

The rotor has to be placed on an axis which rotates at the same RPM as the engine (crankshaft types 12V-T-7S/D, 12V-T-9S/D). Or on an axis that runs at half of the engines RPM (camshaft type 12V-T-8S/D).

Depending on the type of ignition, you have to place the pick-ups at 90° (12V-T-9) or at 180° (12V-T-7/8).

The metal receiver from the pick-up needs to be placed at a distance of **0,5mm to 0,6mm** from the tooth of the rotor. In the other direction, the tooth must be in the middle of the metal receiver. In this case there is a reliable signal transmitted to the CDI.

Now put the engine in it's OT (remove spark plug and use a micrometer to make a correct measurement). Now place the rotor on the axis and position as it's shown on the drawings. Note that the end of the tooth is **at the end of the pick-up**.

Tighten the rotor to the axis in this position.

Installing the CDI-unit:

Attach the CDI-unit to the frame.

- **power** short red connect the red cable through the on/off switch to the 12V of the battery.
black ring connect the black ring to the mass (frame or battery ground)
- **powerjet** short grey connect this to the powerjet. This will switch to ground at the programmed values. (optional)
- **pick-up 1** yellow/white connect to the cable of pick-up number 1.
black see the drawings below to determine pick-up 1.
- **Pick-up 2** blue/white connect to the cable of pick-up number 2.
black see the drawings below to determine pick-up 2.
- **HT-coil 1** yellow connect the HT-coil to the frame. To minimize electrical interference, try to keep all cables at
red a safe distance from the HT cable.
connect the long, red cable to the + of the ht-coil,
connect the long, yellow cable to the – of the ht-coil
- **HT-coil 2** blue connect the HT-coil to the frame. To minimize electrical interference, try to keep all cables at
red a safe distance from the HT cable.
connect the long, red cable to the + of the ht-coil,
connect the long, blue cable to the – of the ht-coil

Fasten all the cables to the frame and keep them clear of hot places.

Please keep in mind the following items:

- the CDI-unit must not be exposed to **mechanical stress**
- the CDI-unit must not be exposed to **excessive heat** (not behind the radiator, close to the cylinder or the exhaust)
- the CDI-unit must not be exposed to **electrical interferences** (not close to the ht-coil)
- the CDI-unit must not be directly exposed to **fluids** (water, gasoline, oil,...)

Place the CDI-unit so the wiring loom from the **pick-up** can reach the CDI-units wiring loom.

Don't extend or shorten the cables.

Programming the CDI-unit

All our digital CDI units are programmable using the *TuneBox v4* software and a *USB interface*. With this powerful software tool you are able to design your own ignition curves to obtain maximum performance of your engine. You can freely download TuneBox v4 from our website www.hpi.be.

To avoid damaging your CDI and engine, stop the engine and switch off the power to the CDI during programming of the unit.

ATTENTION:

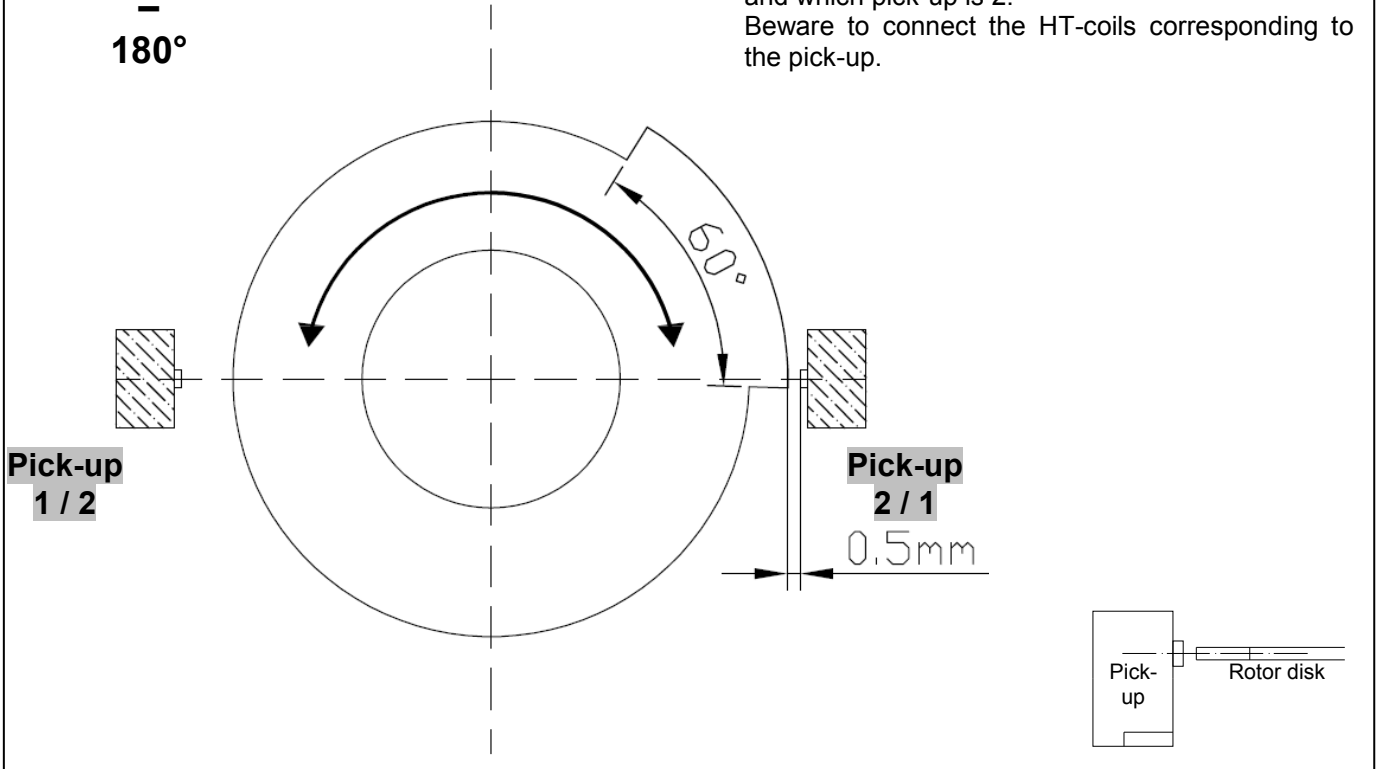
Use resistor spark plug type, with resistor spark plug cap!

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2 pick-ups – 180°

When the pick-ups are at 180° the system is symmetrical. You can choose which pick-up is 1 and which pick-up is 2.
 Beware to connect the HT-coils corresponding to the pick-up.



2 pick-ups – 90°

When the pick-ups are at 90°, the way you connect the pick-ups is very important!
 The connection depends on the rotation direction.
 So have a good look at the drawing beneath to properly connect the pick-ups to the CDI.
 Wrong connection will cause misfiring and possible damage to your engine!

