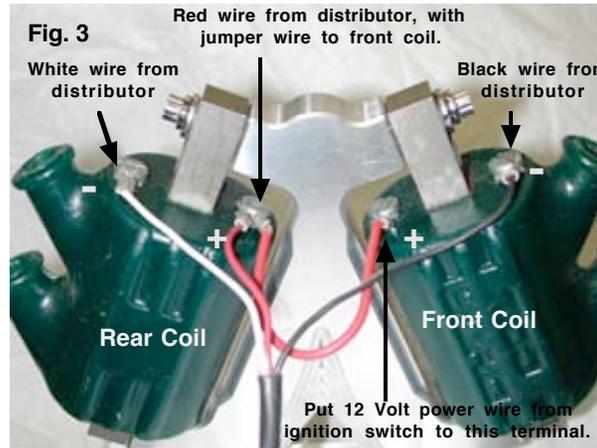
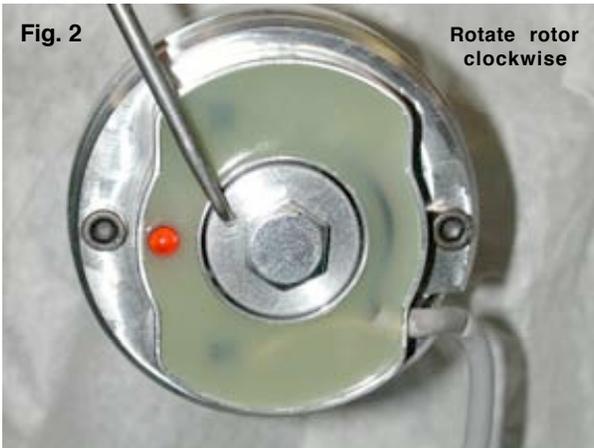


1. Remove old distributor assembly.
2. Rotate motor until front cylinder's full advance timing mark is centered in crankcase viewing hole, during the front cylinder's compression stroke. Note; You are on the compression stroke when the cylinder valves are closed, and you can rotate the push rods with your fingers.
3. Install the new distributor, keeping the rotor index hole in line with the red LED light. See fig. 1.
4. This ignition can be used as a single fire or dual fire ignition, depending on which way the distributor is wired to the coil. Wire to Fig. 3 for single fire, or to Fig. 4 for dual fire.

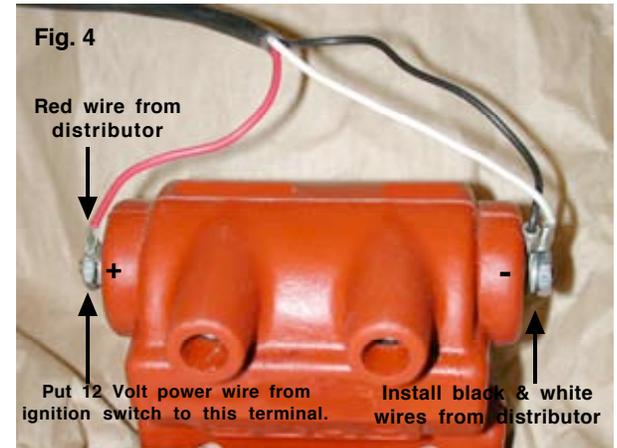
5. After your coils are wired, reread paragraph 3. If your installation is correct, turn the ignition switch on. The red LED light will be on, which means the coil is powered. If the light is not on, rotate the distributor housing slightly until light flashes on. Using a right angle scribe, rotate the trigger rotor clockwise, to full advance position (see Fig 2)
6. The red LED light should go off at the full advanced position. If not, hold the rotor at full advance and rotate the distributor housing until it does. The coil & spark plug will fire when the LED light shuts off.
7. The timing procedure is the same for both single & dual fire operation. The front & rear cylinders are internally timed and accurate to 1°.

Use With 3 to 5 Ohm Coils

*For 12 Volt systems only*



Single Fire



Dual Fire

Store

Motorway Engineering Co.  
35 Elm St.  
Manchester, NH. 03101  
603-606-6069

Office & Manufacturing

Motorway Engineering Co.  
85 Hancock St.  
Manchester, NH. 03101  
603-668-6315