
Electronic ignition ELZ2Coil for Honda CB350 - CB750

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Against conventional ignition systems the ELZ2Coil is not subject to any wear of the mechanical and electrical parts. Releasing the ignition is produced with resonating sensors and a changing magnetic field. An aluminum socket with let in magnets replaces the past cam on the crankshaft. The mechanical ignition point early adjustment remains further effective.

Advantages of the ELZ2coil

- no wear as with breaker points
- no placing ignition behind
- safe cold weather starting
- improved engine run, particularly at low numbers of revolutions
- at high numbers of revolutions sufficiently ignite energy is supplied
- in series inserted ignition coils can be further used in series inserted automatic
- controller is continued to use with switched on
- ignition and not running engine the ignition coils are switched off.
Thus an overload of the ignition coils and inadvertent unloading of the battery are prevented

Scope of supply

- 1 pieces of ELZ2coil, printed circuit board with leads
- 1 pieces of aluminum socket with let in high temperature magnet
- 3 pieces of socket head screw M5 x 12
- 6 pieces of wearing part M5
- 1 pieces of fitting instruction

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Assembly of the electronic ignition

1. Remove the cover of the ignition mechanism on the right side of the engine block and develop the contact plate. Remove the centrifugal force verse plate from the crankshaft and take off the cam from the centrifugal force verse plate.
2. Take the aluminum case of the electronic ignition and install you these on the centrifugal force verse plate, by pressing the centrifugal force weights outward. The marking on the face of the case must show thereby toward < T, F 1 - 4 > (picture 1). Make sure that the cam moves low-friction. If necessary you clean the centrifugal force verse plate and oil these easily. Install the centrifugal force verse plate again at the engine.
3. Install the printed circuit board of the electronic ignition with the three provided socket head screws and three wearing parts at the engine.

Note:

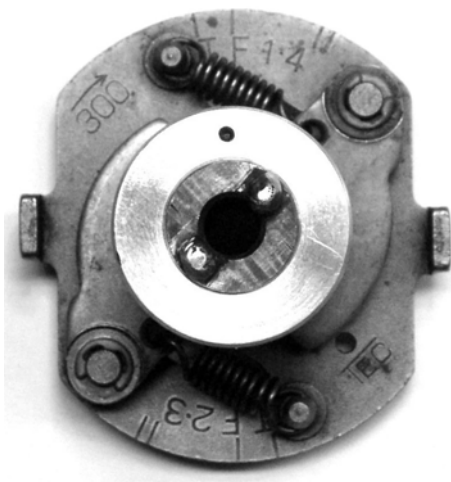
By constructional differences it can happen that the centrifugal force verse plate runs to closely at the printed circuit board and sharpens at this. Therefore, the further are recommended to 3 to install wearing part between crankshaft housings and printed circuit board.

Tip:

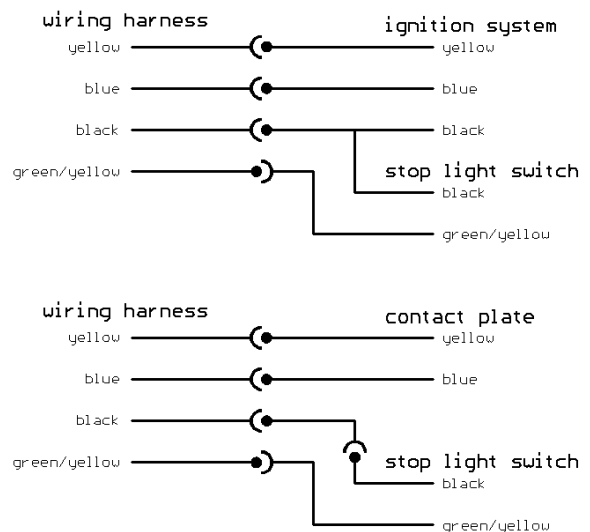
Wearing part with something fat on the crankshaft housing fix and the printed circuit board on before it screw.

4. Lay the cable of the electronic ignition in the original cable supports. Connect the black positive cable with the foot stop light switch. Yet do not connect the blue and yellow cable (picture 2).

picture 1



picture 2



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Adjust ignition

Danger reference

Persons with cardiac pacemaker should not make the tuning.

The blue and yellow lead of the ignition coils leads up to 500V.

On the high-voltage cables, plugs and spark plugs 40.000V lies

1. Switch the ignition on and turn the crankshaft with a wrench WW23 in the clockwise direction. Left on the printed circuit board is a light emitting diode. This must go once per revolution on and off. Adjust the printed circuit board in the clockwise direction to a complete stop. Now, turn the crankshaft in the clockwise direction to the marking <F 1 - 4> of the centrifugal governor with the marking at the crankshaft housing agrees.
2. Turn back the printed circuit board against the clockwise direction, until the light emitting diode on the printed circuit board shines. Bolt the printed circuit board on. Turn the crankshaft and control you ignition. Now, connect the blue and yellow cables.
3. Install the cover of the ignition mechanism and start you the engine

Note:

If the original ignition coils are not used, it can be necessary to exchange the cam.

Bol D`or ignition coils e.g. have a smaller internal resistance and using more power.

That can lead to the fact that with low engine speed -

1. *the battery is discharged*
2. *the ignition coils overheat*

Much fun

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Technical data

- Operating voltage 6V DC to 18V DC
- Dwell angle 180° KW
110° KW
- ignition coils 5.6 ohms of 14mH
(original ignition coil)
- Secondary voltage with 1000 rpm 14.5 kV based on sample plant
10000 rpm 11.4 kV based on sample plant
- electrical system load with more switched on Ignition and not running engine < 1W

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