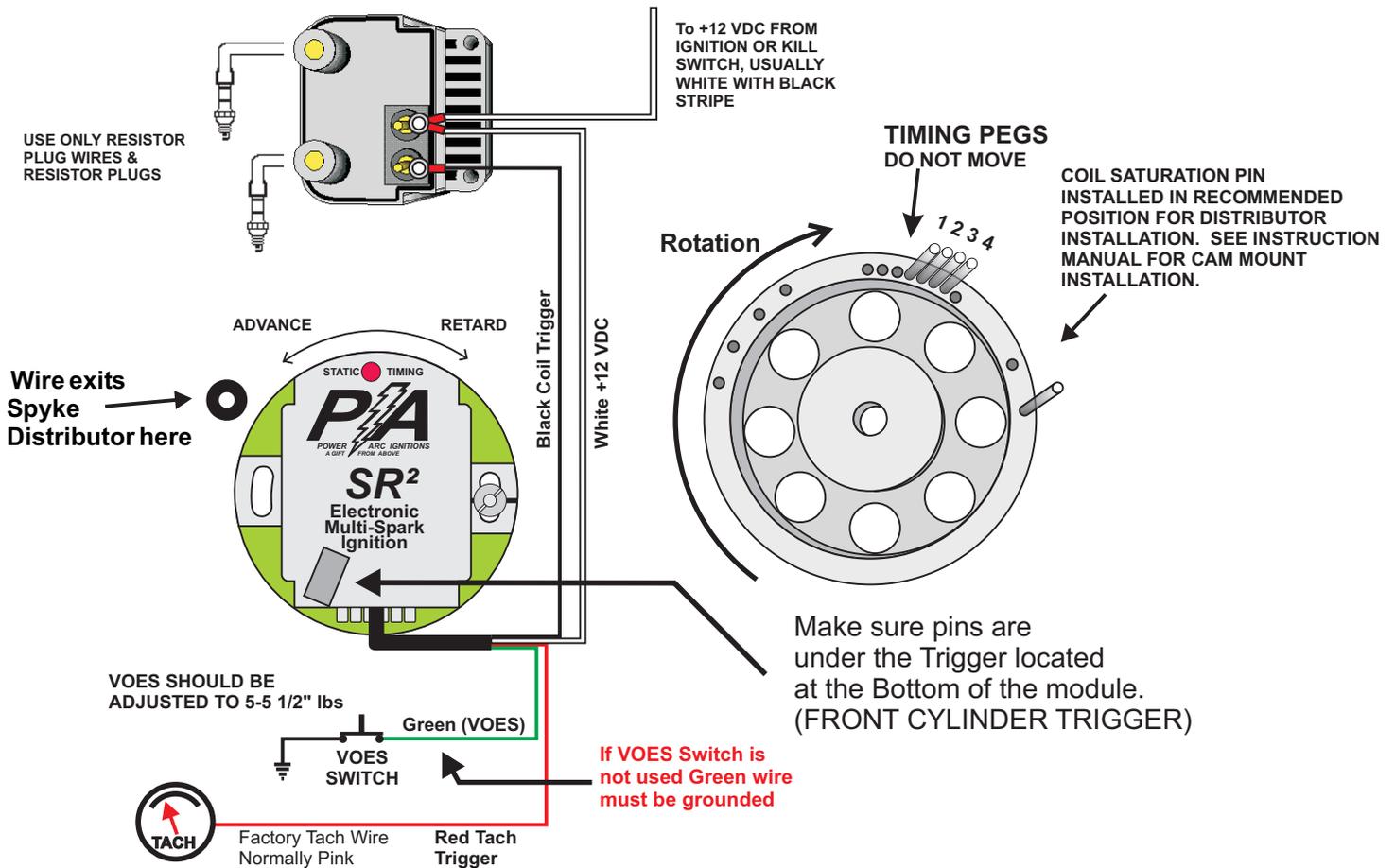


DISTRIBUTOR TIMING INSTRUCTIONS

FOR POWER ARC-SR² IGNITIONS IN DISTRIBUTORS THAT ACCEPT CAM MOUNT IGNITIONS



Note: Stock distributor will not work, a distributor that will accept cone mount ignition systems is required.

If you are not using a VOES you must ground the RED VOES control wire. Addition of a VOES may be an advantage, if you have a high performance, heavy bike or have wide engine load variations.

FRONT CYLINDER TOP DEAD CENTER TIMING METHOD: Turn the engine over to the TDC mark of the compression stroke FRONT cylinder on the fly wheel. Rotate distributor so pins on rotor fall near lower pickup on module. Lock down trigger plate in distributor in suitable position for wires to exit. With the power on (+12 VDC), rotate the distributor all the way (CCW) counter-clockwise clearing all four timing pegs on rotor. The LED static timing light will light up every time a rotor peg passes through the front cylinder trigger sensor located at the bottom of the module. Next, rotate the trigger plate (CW) clockwise until the red LED static timing light on the (FRONT CYLINDER TRIGGER) just begins to light. Lock down the trigger plate hold down screws. Recheck engine TDC mark to make sure no movement has occurred. Peg #1 will be set a approximately 5° BTDC. Start at this timing point and advance from here as needed. Additional adjustments may be made to meet your engines specific requirements.

35° FRONT CYLINDER TIMING METHOD: Turn the engine over to the 35° mark of the compression stroke FRONT cylinder on the flywheel. Lock down trigger plate in distributor in suitable position for wires to exit. Rotate distributor so pins on rotor fall near lower pickup. With the power on (+12 VDC), rotate the distributor (CW) clockwise clearing all four timing pegs on rotor. The LED static timing light will light up every time a rotor peg passes through the (FRONT CYLINDER TRIGGER). Next, rotate the trigger plate (CCW) counter-clockwise until the red LED static timing light on the (FRONT CYLINDER TRIGGER) just begins to light. Lock down the distributor. Recheck engine 35° mark to make sure no movement has occurred. Peg #1 will be set a approximately 5° BTDC. Additional adjustments may be made to meet your engines specific requirements.

Distributor Installation

Set engine on TDC front cylinder compression stroke. Install rotor on end of distributor shaft, making sure to notch on shaft. Insert the distributor into the engine so the wire exits in the location you wish the ignition wiring harness to exit and the rotor pins are located as shown in diagram. In the example below the wire will exit to the rear inside of the engine. Insert Ignition and lock into place using the supplied hold standoffs. When you have finished timing procedure on page 1 do fine adjustments by advancing module and not the distributor.

In some cases, aftermarket hold down clamps for the distributor are too thick and will impede the installation of the distributor clamp bolt.

