

Electronic Ignition for Distributor model Indian v-twins.

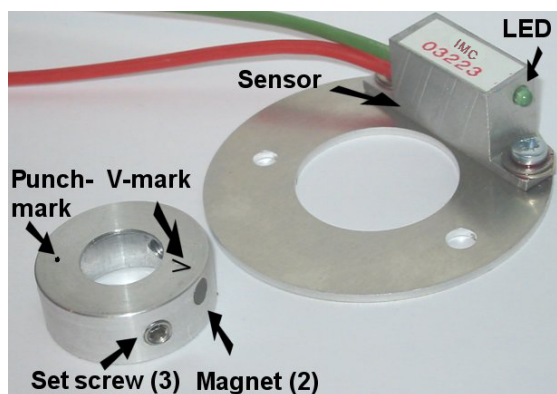
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Some Advantages of the Electronic Ignition Kit for V-Twin Indians;

1. Accurate Timing on Both Cylinders for Easier Starting and Smoother Running.
2. Fits all Distributor V-Twin Indians.
3. Fits Inside the Distributor - no 'black box'.
4. All-Aluminium Construction and Solid State Electronics.
5. Retains Manual Advance.
6. Works with most coils.
7. Runs on 6 or 12 volts.
8. Easy-Time LED.
9. High Reliability.
10. Full Spares Backup.

The kit contains;

1. Magnetic rotor Plate with sensor
2. M2.5 allen key
3. Wiring terminals
4. Ground wire
5. Heat shrink flex
6. Wiring flex

In addition to your usual "Indian" hand tools, you may need Loctite for screws



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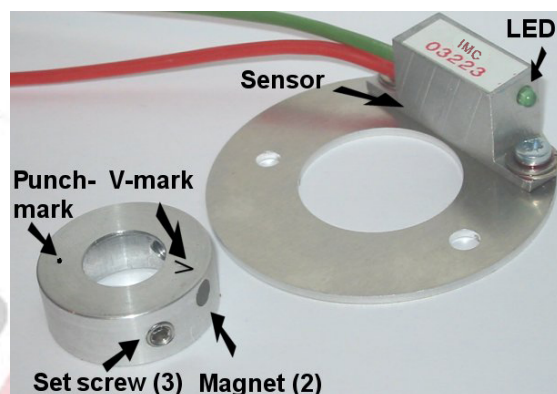
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Electronic Ignition for distributor model Indian v-twins.

Overview

Hundreds of happy Indian riders all over the world now rely on Electronic Ignition for their sparks having recognised the following benefits;

1. It's Simple to Fit
2. It is Reliable
3. It looks Original
4. It Works with Manual Advance
It's very Easy to Adjust
5. It's Inexpensive
6. It Works with 6 and 12 Volts
It Works with most Coils (2 Ohm for 6V, 3 Ohm for 12V)
7. It Fits distributor model Chief 1937-53, distributor Sport Scout and 741



Why fit Electronic Ignition?

1. The stock Indian points-and-cam setup is not very accurate. It is possible to find timing more than 5 degrees different on front/rear cylinders on Indians that are reported to be "running well"
2. With this Electronic Ignition kit the timing is the same on both cylinders (as it should be), and there is a noticeable improvement in easy starting and smooth running.
3. You don't have to perform routine timing checks and adjustments like with points. It is also waterproof (even functioning fully submerged).
4. If for some reason adjustment is required, the operation is simple;
 - a. Turn the engine until the correct flywheel timing mark comes up in the timing hole.
 - b. Switch on ignition, advance fully (handlebar grip), loosen distributor clamp and twist the distributor until the timing LED comes on, tighten clamp and you're done.

Quality and reliability;

Every kit is tested before being sent out and they are extremely reliable under normal conditions. Basically the only things that will kill them are;

- Bad coils,
- Reversed polarity
- High voltage spikes.

So make sure (see instructions below) that the resistance between terminals on your coil is 2 Ohms for a 6V coil, and 3 Ohms for a 12V coil, and watch your + and - if you mess around with the wiring.

Finally, be aware that a badly regulated DC generator is poison for any electronic ignition.

Fitting Instructions for the Electronic Ignition kit.

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Description.

The Electronic Ignition Kit is a self contained electronic ignition system for all Indian V-twins with distributor ignition.

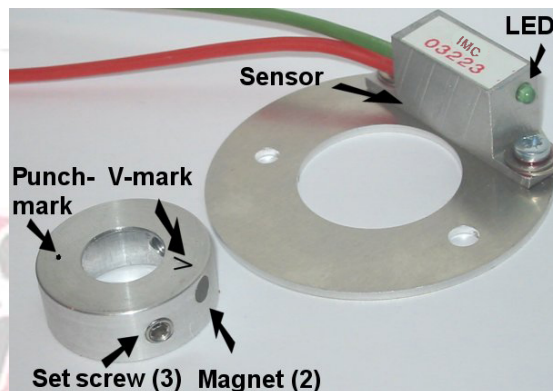
It replaces the points and condenser (you can leave the condenser on for stock looks) with a new 'points plate' carrying a solid state sensor + a rotor carrying trigger magnets.

The system retains manual advance and distributed firing (using the stock hammerhead rotor).

The system operates on either 6 or 12 volts, and in most cases you can use your stock coil.

For best results and reliability use coils with around 2 Ohm resistance for a 6V system and 3 Ohm for 12V coils.

The system has been extensively tested on hundreds of Indians all over the world over more than 10 years with great reliability, but for peace of mind you can keep a set of points and a condenser in your toolbox and re-fit these parts on the road in minutes in an emergency.



Fitting instructions.

1. Disassembly;
 - a. Remove the distributor cap and rotor.
 - b. Remove points and disconnect (or remove) condenser.
 - c. Remove wire leading from the negative side ('Dist' on stock coil) of the ignition coil to the points.
 - d. Remove terminal post screw from distributor body.
2. Checks;
 - a. Make sure your distributor is in good condition. The kit is a great fix for worn points cams, but worn out distributor shaft bushings etc won't help.
 - b. Make sure your coil is compatible with the electronic ignition. Measure with multimeter across the coil terminals. A 6V coil should have a resistance of around 2 Ohms, a 12V coil should be around 3 Ohms.
3. Mounting;
 - a. Mount new 'points plate' in distributor body using the original points screws.
4. Wiring;
 - a. Pull new wires through wire hole in distributor body. Fit flex over wires.

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5. Aligning;
 - a. Slip new rotor over points cam with punch mark centred over small cam lobe, and "V" mark (this is over the trigger magnet for the front cylinder) pointing at the sensor.
 - b. Tighten the 3 set screws evenly, using M2.5 Allen key, supplied with kit, so the rotor runs concentrically with points cam shaft. Using a drop of Loctite here is a good idea.
6. Connecting;
 - a. Connect red wire to positive side of coil ('Bat' on original coil) and the green wire to the negative side of the coil ('Dist'). Wiring terminals for crimping and soldering, and heat shrink flex, are included in kit.
7. Ground Wire;
 - a. It is a good idea to fit a ground wire between the distributor body and some suitable point on the engine (cloth-covered wire and terminals included in kit).
 - b. The electrical ground connection between the distributor and the rest of the engine, through the bushing in the oil pump in which the distributor is mounted, is marginal. If the ground fails at the same time as the coil fires, the ignition sensor may be overloaded and damaged.
 - c. In any case, bad electrical ground here will lead to erratic running.
8. Timing;
 - a. Time ignition as usual:
 - b. Turn the engine until the correct flywheel timing mark comes up in the timing hole. Switch on ignition, advance fully (handlebar grip), loosen distributor clamp and twist the distributor until the timing LED comes on, tighten clamp and you're done.
9. Re-assembly
 - a. Refit the hammerhead rotor and distributor cap.
10. Riding;
 - a. Go for a ride on your "new" Indian!

