

digitale ontsteking MG07.1 2 sensoren

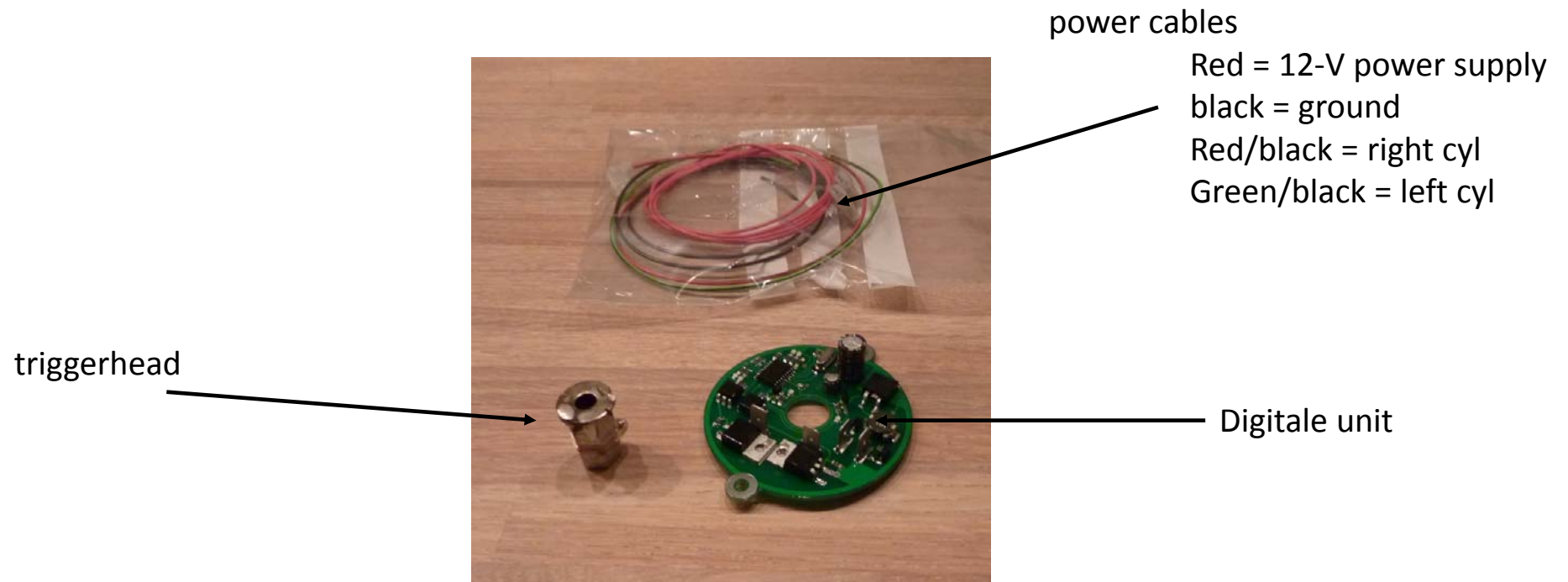
English manual

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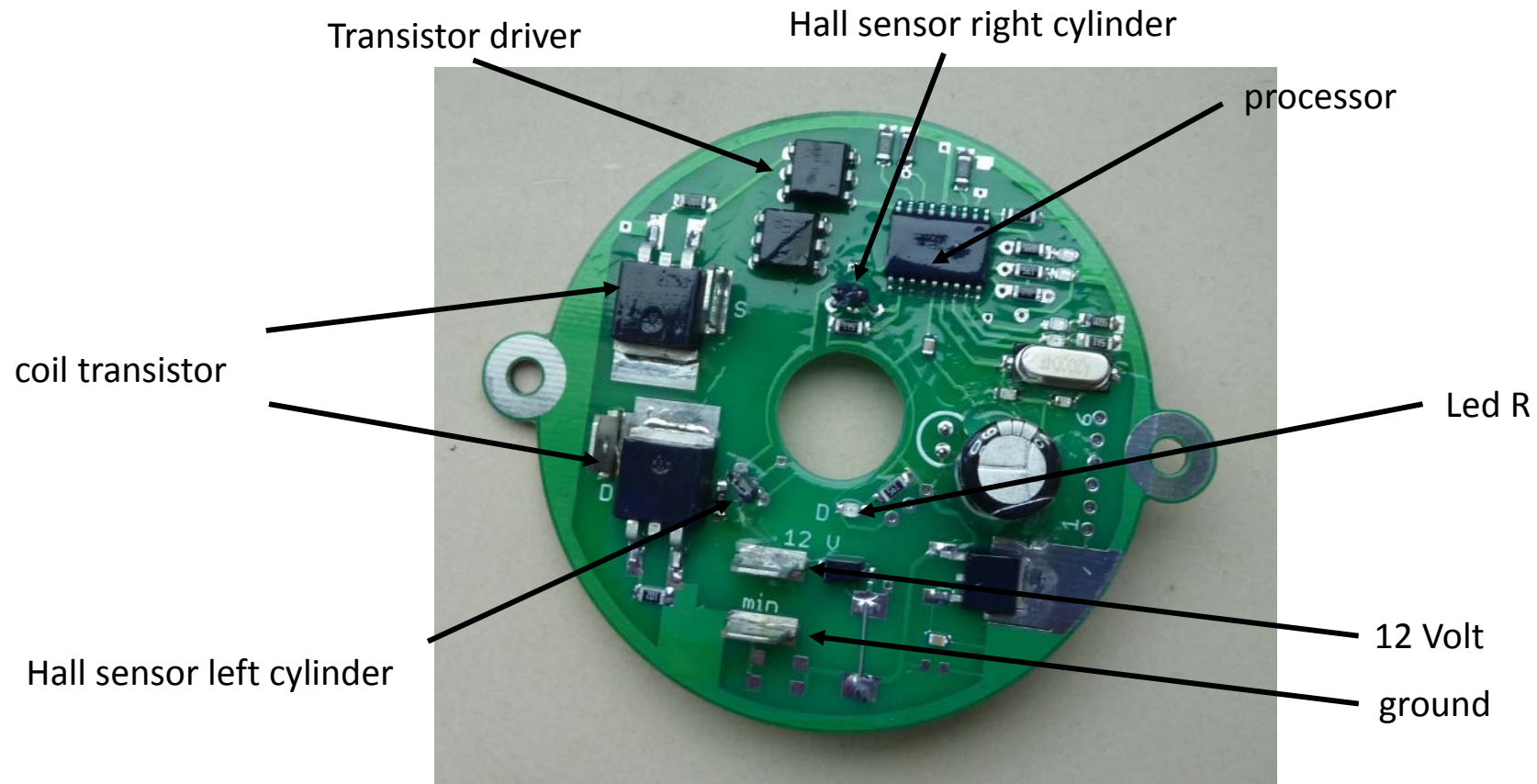
Description of digital ignition unit

- The ignition uses Hall-sensors and an rotating magnet. The magnet rotates at camshaft speed, the hall-sensors pick-up the changing magnetfield and trigger the processor.
- The processor measures the elapsed time and calculates rpm and the corresponding ignition advance.
- LedR signals if the Hall-sensor-Right-cylinder detect the magnetic field. There is no led for the left sensor. This unit can only be timed using the right cylinder.
- Important: you should use R-type plugs

Contents of the box



Beschrijving componenten



Electrical connections

- In principal quite easy
 - The 90 drg connectors go to the print.
 - ~~Black is earth but can be attached directly to the battery, negative terminal~~
 - Red is 12 V powersupply. The piggy-back-connector can be used at one of the 12 V-coil-connections.
 - Green/black is for the left cylinder
 - Red/black is for the right cylinder
 - Compliant with Guzzi color coding

- The black cable is omitted because no longer necessary

Preparing the ignition point housing



Remove the “contact breaker tower”. The easy-est way to remove all springs and bob weights.

When finished this is all you have left.

Installing the digitale ignition



The unit has the same dimensions as the contactbreaker plate and should fit without any problems.

Push the triggerhead on the shaft



This is, in my opinion the most convenient way to fit the unit.

Coil connections to the front

Timing the unit

- Remove right cylinder valve cover
- Set the right cyl at “max advance” position.
 - Set flywheel at “D”, TDC, compression stroke, both pushrods free to rotate
 - Turn crankshaft anti-clockwise 9 teeth
 - Check markings on crankshaft, see manual.
- Switch contact on. After some time a led will start to blinck.
- Turn magnetholder clockwise till LEDR, (the red one) extinguishes
- Finished, tighten triggerhead, install valvecover and start engine

More on timing the unit

- I follow always this procedure to time the unit exactly:
- Turn the crankshaft some extra degrees anti-clockwise.
- Now turn the crankshaft slowly in clockwise direction. When the mark “max advance” right cylinder shows the ledR should go out
- If not set the timing again.
- One tooth is more/less 3,5 drg.

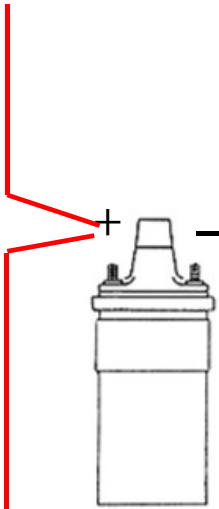
Even more on timing the unit

- It could also be done this way:
- Time the unit with crankshaft at MaxAdvance until LEDR extinguishes.
- Now there is always backlash in the ignition-drive-system
- Loosen the tower fixation at the bottom of the tower, 2 bolts, spanner 13
- Turn magnetholder anticlockwise against the backlash and hold it in that position
- Turn tower anticlockwise until LEDR extinguishes again
- Fasten tower fixation
- done

plugs

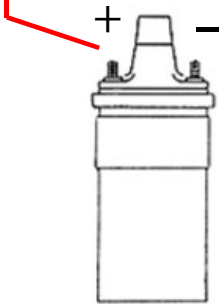
- For correct operation of the unit one should use resistortype plug or caps
- Succes.

Switched
12 V



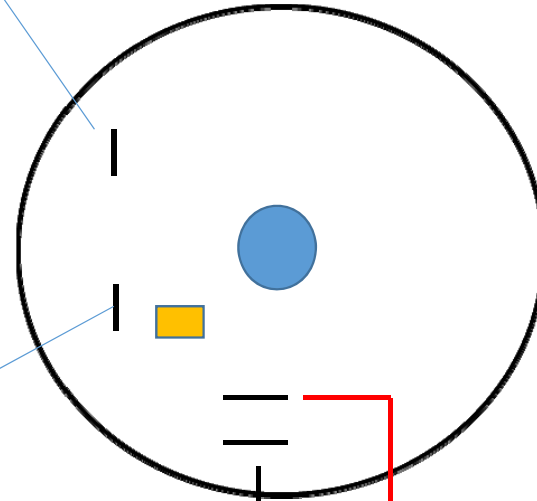
left

Green/black



right

Red/black



Ground



Switched
12 V

