



FM2R Parallel Twin Fitting Instructions for the BT-H Magneto.



1. These guidelines are for a typical parallel twin, e.g. Norton (shown here), Triumph, etc. If you are not sure what to do take it to a recognised mechanic.
2. Remove tank and magneto drive cover.
3. Mount the two small HT coils on a suitable bracket.



4. Fit the "O" ring into the groove on the flange of your new magneto using a little grease to retain it.
5. Place the magneto onto the three studs with the studs midway in the adjustment slots. Fit the washers under the nuts before tightening. (*The slots allow fine adjustment of the timing without removal.*)



6. Turn the shaft so the arrow is uppermost. Remove the brass screw from the timing hole and fully insert the stainless 6mm rod through the shaft. You may have to turn the shaft a little either way to allow the rod to fully enter.



7. Set the crankshaft to the **FULL ADVANCE*** position (inches, mm or degrees) BTDC on the left hand cylinder on the compression stroke. We have found that 2 or 4 degrees less advance may work better with modern fuels.
(The electronics will automatically retard the ignition when you come to start the engine.)*



8. Replace the timing pinion and torque the nut to 12/15 ft/lbs maximum.
9. Remove the timing rod and replace the brass screw in the timing hole.
10. Replace the timing cover with a new gasket if necessary.



11. Connect the wiring referring to the picture of the HT coil. The blue wire goes to the black spade on the H.T. coil. The wire with the yellow tag goes to HT coil of the cylinder that you timed the ignition on. The brown wire goes to the green spade. The coil does not need to be earthed to the frame. The black wire is for the cut out. It cuts the ignition when earthed. If you do not use this cut out wire make sure that the end is well insulated so that it can not inadvertently stop the engine.
12. **N.B.** It is advisable not to run the black cut-out wire alongside H.T. leads as this can sometimes interfere with the performance of the magneto.
13. Set the plug gaps to 0.018 - 0.020" (0.46 -0.5 mm). Refit the fuel tank, check all fasteners and wiring for security.

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