



BTH Components Ltd

Ignition systems for the 21st century



K1F, K2F & KVF BT-H Magneto Fitting Instructions



If you are not sure of your fitting skills take it to a recognised mechanic.

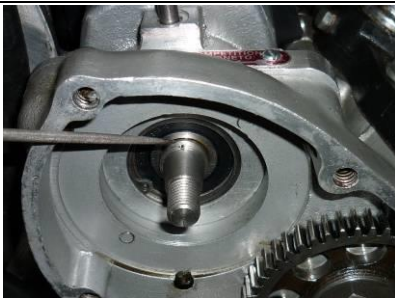
1. K1F single or K2F twin. The example shown here is for a typical parallel twin, e.g. Norton , Triumph, etc.
2. Remove tank and magneto drive cover.
3. Mount the two HT coil/s on a suitable bracket.



4. Fit the "O" ring on to the flange of the magneto. You may apply a little grease to help to hold it in place if required.



4. 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.)*



5. Turn the shaft so the arrow/ dot is uppermost. Remove the cap 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.



6. Here is a close up to show you where to find the dot. There will also be an engraved arrow on the end of the shaft.



7. Set the crankshaft to the **FULL ADVANCE*** position (inches, mm or degrees) BTDC on the compression stroke. When fitting to a twin, time it on the left hand cylinder. You may find that 2 to 4 degrees less advance than the manufacturers recommendation 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 cap screw in the timing hole.
 10. Replace the timing cover with a new gasket if necessary.



11. Connect wiring referring to picture of the HT coil. The blue wire goes to black spade on coil. On a twin the wire with the yellow tag goes to 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 the cut out. The ignition is cut when earthed. If not used ensure the end is well insulated so 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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