



BTH Components Ltd

Ignition systems for the 21st century



FMIR & FMIC Firing Instructions, e.g. Velocette, Vincent Comet, etc.

Congratulations on buying a new BTH magnet. This new unit will enable you to enjoy the advantages of advances in electronics combined with the self-contained convenience of a traditional magnet. The new BTH magnet is designed to make timing your engine as simple as possible. Follow the easy installation steps below and enjoy your motor-cycling.

1. Remove your existing ignition system and remove any old gasket or sealing compound from the machined face at the back of the timing case.
2. Turn the shaft of your magnet until the arrow on the shaft is at the **top** and in line with the timing hole brass screw (Figure 1.)



3. Remove the brass screw and insert the timing rod through the magnet body and the hole in the shaft. You may have to turn the shaft slightly to align the hole. Ensure that the timing rod has passed through the shaft and into the magnet body below. (Figure 2.)
4. Fit the "O" ring to the groove machined in the magnet flange. A smear of grease will help to seal and keep the joint in place. (Figure 2.)



5. Fit the magnet in place on the three studs. The fixing holes are slotted to allow minor adjustments to be made to your ignition timing without any dismantling. We suggest that you set the holes in the centre of the slots before tightening.
6. Set your engine to your required number of degrees or distances before top dead centre on the compression stroke. (Easy check for compression stroke. Both valves will be closed.) (Figure 3.)

