



BTH Components Ltd

Ignition systems for the 21st Century



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 "C" 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 upmost. Remove the brass screw from the timing hole and fully insert the stainless brass 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.)