



# BTH Components Ltd

Ignition systems for the 21st century



## Vincent V-Twin BT-H Magneto Fitting Instructions

Please read these instructions all the way through before starting. If you do not have sufficient skills or the correct tools then the unit fitted may be compromised/Vincent mechanic.

1. Remove your existing ignition system including spark plugs and parts you would normally remove to time your engine. Do your new BT-H magneto in place before proceeding further. Some very early post war bikes may need some reworking due to the thickness of the early camshafting. They certainly don't allow an inlets in this area.

2. These instructions assume that you are using a float timing system or that you have permanently locked your valve advanced mechanism so that it cannot operate. **Important:** Remove the cover over magneto being used from the machine. This is where the supplied float head would enter the valve float.



3. Remove the brass timing hole screw from the BT-H magneto.



4. Turn the magneto shaft until the arrow is at the top pointing up towards the timing hole.

(Double check this so once the gear and float being set you (float is set) it you will not be able to see the arrow)



5. Insert the brass spark timing rod into the timing hole. Turn the shaft a little either way to ensure the rod enters fully through the shaft and into the magneto body on the other side.

(If you have lost your brass timing rod do not try to use 1/4" brass bar. It is NOT! It will slip and will not.

6. Fit the 'O' ring into the machined groove in the flange using a little grease to hold it in place.