



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 have the unit fitted by a recognised Vincent mechanic.

1. Remove your existing ignition system including spark plugs and parts you would normally remove to fire your engine. Try your new BT-H magneto in place before proceeding further. Some very early post war twins may need some reworking due to the thickness of the early cam castings. They certainly don't strip-on materials in this area.

2. These instructions assume that you are using a fixed timing piston or that you have permanently locked your auto advance mechanism so that it cannot operate. **Important**, remove the lever near magneto timing stud from the crankcase. This is where the supplied Allen head washer screws has to be fitted.



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 as once the gear and blind fitting are in place it will not be able to see the arrow)



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

(If you have had your down timing rod do not try to use 1/4" spaced bar. It is 0.025" too big and will not

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