



BTH Components Ltd

Ignition systems for the Zint

MD2R & MD2R Firing 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 mechanic.

NOTE: All covers are sealed and the screws secured with lockwashes. **(DO NOT REMOVE)**



1. Turn the magneto shaft and the engine over so the end of the shaft is pointing down towards the base (Figure 1.)
2. Insert the distributor timing rod into the timing hole under where the distributor will sit. 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 (Figure 2.)



3. Set your engine to approx **fully advanced** position before top dead centre either removing through the plug hole or chain or preferably with a degree disk (Figure 3) or the electronic automatically reset the position (for starting.)

4. Fit magneto and replace the timing chain and torque the nut to 22-23 Nm. Maximum and **WATER TIGHT** 24 Nm from the magneto (Figure 4.)



5. The HT coils are in a suitable position and connect up the wiring. Note that where both ends are HT coil for the plug gap to 100". The HT coils must have a 1/4 inch air gap & do not drag the HT cables together. 2. Both are insulated and check all fasteners and wiring for security.

6. Remove the distributor and fit the gear through the distributor hole. **This is important** (Figure 6.)

6. The timing screws can be removed to fit your original valve train suitable for a more original look (Figure 6.)



10. The back wire into the magneto when wired. Connect this wire to a switch or kill switch for stopping the engine.

11. Start your engine.



NOTES:

1. You may find that with modern fuels your engine may perform better using up to 5-6 degrees less advanced than standard.
2. If you do not use a HT switch ensure that the back wire and a well insulating that cannot be accidentally earthed.