Twin Tec

Quick Start Guide for Ignition Models 1006 EX and 1007 EX

CAUTION: CAREFULLY READ INSTRUCTIONS BEFORE PROCEEDIN

OPERATING MODES (1st Switch)

A single 10 position rotary switch is used to select the operating mode. Switch settings are as follows:

0 Dual fire, multi-spark disabled

1 Dual fire, multi-spark enabled

2 Single fire, multi-spark disabled

3 Single fire, multi-spark enabled

4-7 Same as 0-3

8-9 Reserved factory settings

The engine will not run if the mode switch setting does not match the wiring hookup (i.e. you cannot select single fire mode with a dual fire coil hookup).

RECOMMENDED TIMING SETTINGS (2nd Switch)

Each family has minimum and maximum curves. The advance slope switch allows you to run an advance curve in between these minimum and maximum curves. Advance slope switch setting zero corresponds to the minimum advance curve. Switch setting 9 corresponds to the maximum advance curve. Higher switch settings result in a more aggressive curve.

Tuning a particular engine setup always requires some trial and error experimentation, but maximum power is usually obtained by using the highest advance setting possible without audible spark knock. Some recommended starting points are given below:

For engines run on normal pump gas (87-89 octane), use advance slope setting 5.

For engines run on 92 or higher octane gas, use advance slope setting 7.

If you experience spark knock, use a lower advance slope setting.

RPM LIMITER SETTING

You can set the RPM limit from 3,000 to 9,900 RPM in 100 RPM increments by means of two rotary switches. The RPM limit is X100 switch setting (i.e. 57 = 5,700 RPM). Inadvertent settings below 3,000 RPM are ignored and result in a 3,000 RPM limit.

STATIC TIMING PROCEDURE

1. Timing marks are located on the flywheel and may be viewed by unscrewing the inspection hole plug. Most engines will have both TDC and advance timing marks for the front cylinder. If you are not sure, refer to your shop manual. You can also identify the TDC mark by removing the spark plugs and rotating the crankshaft (turn rear wheel in high gear) until the front piston comes up on TDC.
2. For static timing, you must rotate the crankshaft so that the front piston is at TDC on the compression stroke. Remove spark plugs and rotate crankshaft. If you place your thumb over the spark plug hole, you will feel pressure as the piston comes up on the compression stroke. Continue rotating the crankshaft until the TDC mark is precisely centered in the inspection hole.
3. Turn on the ignition switch. The red LED is used as a timing indicator. ***Note that the LED does not immediately illuminate when power is first turned on*. R**otate the sensor back and forth until the red LED illuminates. Then slowly rotate the sensor clockwise until the LED goes out. Note that the LED goes out at TDC.
4. Tighten the camshaft position sensor screws. Turn off the ignition switch and reinstall the spark plugs.

For a full Installation Manual please visit our website at http://www.daytona-twintec.com

Figure 2 - Dual Fire Wiring Diagram

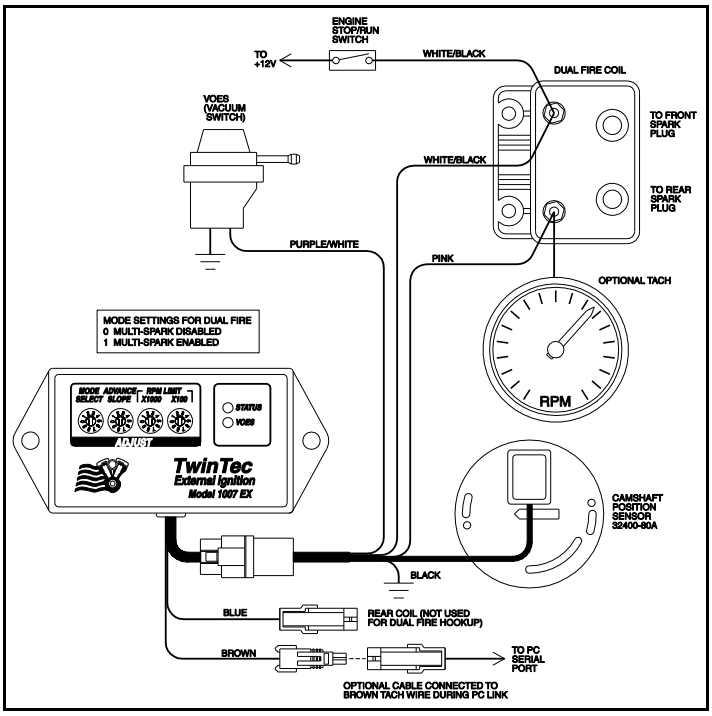

Figure 3 - Single Fire Wiring Diagram