



KAWASAKI H1 & H1A - Electronic ignition system Adapting Boyer Bransden - KIT00062

Introduction

The Boyer system is designed for points-controlled battery Ignition models fitted with permanent magnet rotor alternators e.g. KH250, KH350, S1 & S2.

H1 / H1A system which is an electronically controlled Battery ignition and fitted with a wound rotor. The H1 system does not fire the Spark plugs via three coils, but supplies a timed current to just one coil which in turn fires the three plugs via a distributor gear driven off the right-hand end of the crankshaft.

The Boyer system is designed to fire all three plugs together every 120 Degrees of crankshaft rotation. It is this feature which makes the system suitable for adaptation to the H1 & H1A, as their single HT coil needs to discharge three times Every crankshaft revolution.

Fitting the Kit

1. Fitting up the brushes supplying the rotor windings preclude the use of Boyer stator plate and three pick-up coils. As a result, the H1's original signal Generator and three-magnet S.G. rotor is retained.
2. The excellent circuit diagram shown on the kit's sheet of fitting instructions should be Followed, paying special attention to polarity. No alteration need be made to the H1 wiring and it should be noted that the yellow wire from the new transistor box must be Connected to a brown H1 wire to provide a controlled positive supply.
3. The green and blue wires from the box must be connected to the yellow wire and screen Respectively from the H1 signal generator.
4. The positive terminal of the HT coil gets a supply from a brown H1 wire and the negative Terminal is connected to one of the box's green wires via a diode wire supplied in the kit.
5. This leaves only a black wire from the transistor box which is connected to earth.
6. The box itself which is smaller than a cigarette packet can be conveniently secured where the H1's unit previously resided using double sided sponge type tape which will provide excellent protection against vibration.

Timing The system

Timing is done in the usual way, i.e., inserting a dial gauge in the Left-hand spark plug hole and setting the piston at 2.94mm BTDC.

Next align the mark on the S.G. rotor magnet projection with the mark on top of the pick-up coil housing.

Note that 2.94mm is the optimum advance for engines with the newer increased squish Cylinder heads and shorter duration transfer port pistons.

If your engine has the older cylinder heads and high cut-away pistons, then you may wish to set your timing to the originally specified 3.45mm BTDC.

Order your kit

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