

ALLUMAGE TRANSISTORISÉ

Je n'ai plus l'origine de ce document qui doit dater de 2005. Je l'ai complété en octobre 2019 par quelques notices.

Ne pas oublier de consulter aussi le document « [Allumage](#) » de la Bible de la Guzzithèque.

PRINCIPE

Il s'agit d'une assistance à l'allumage. Il faut un boîtier par rupteur.

Le principe est le suivant : le courant traversant la bobine (5 à 6 A) ne passe plus par le rupteur mais dans un transistor de puissance commandé par le rupteur. Il ne passe alors plus que quelques mA dans le rupteur.

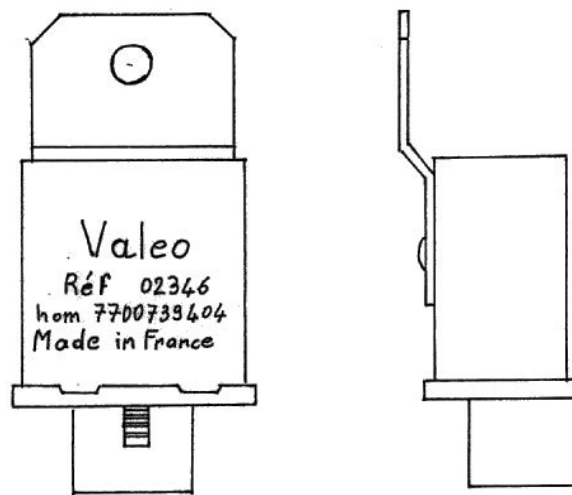
Ainsi, le rupteur s'use moins, les réglages sont moins fréquents, l'étincelle est de meilleure qualité et il n'y a aucune modification à faire sur l'allumeur.

LES BOÎTIERS ÉLECTRONIQUES

Ces boîtiers se récupèrent dans les casses auto sur les Renault Super 5 bas de gamme. Il en faut 1 par rupteur.

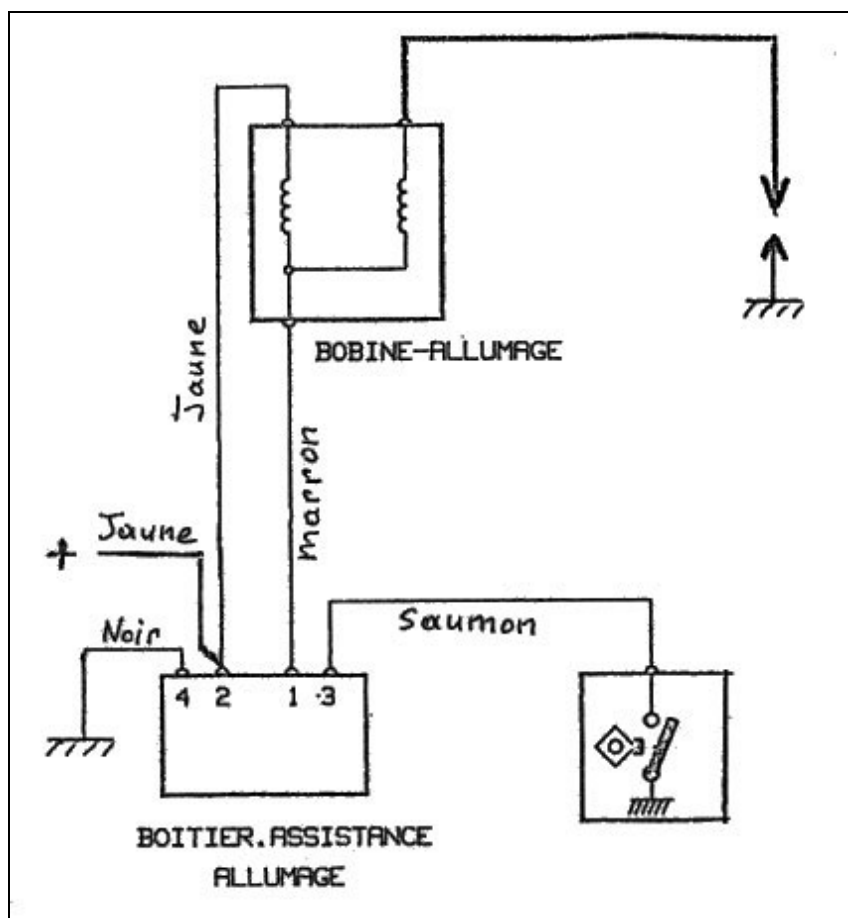
Ces boîtiers sont fixés sur le tablier à gauche du maître-cylindre, lorsque l'on est devant la voiture. Récupérer le plus long possible du câblage d'origine.

On va monter les boîtiers sans modifier le câblage d'origine.

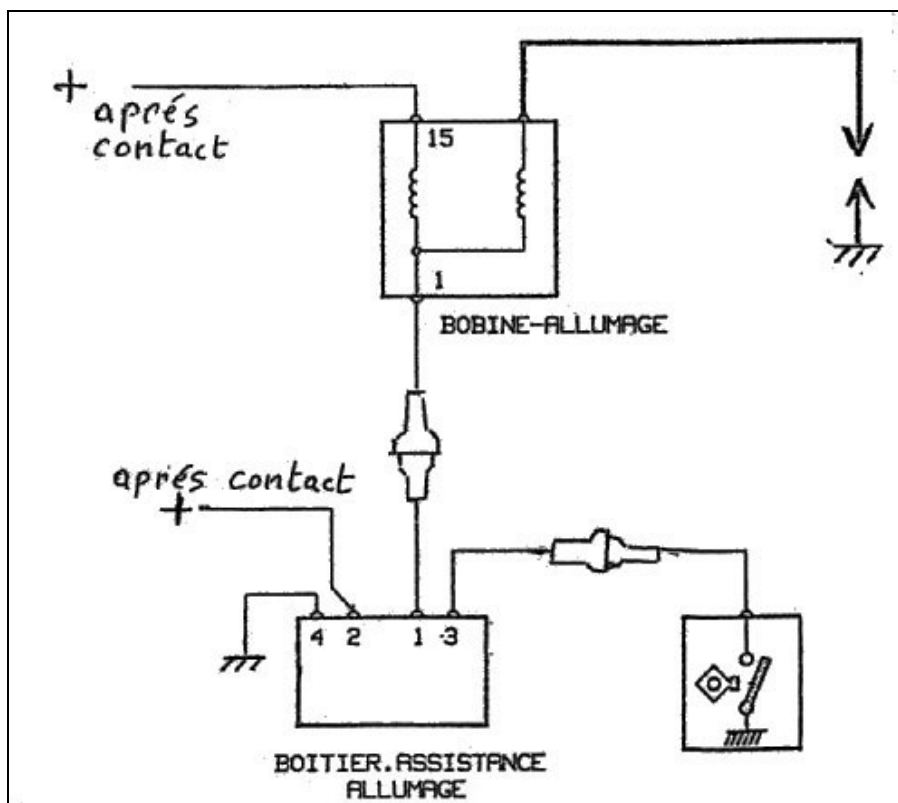


Notez ici que la référence « Valéo » est en fait une référence « Cartier » (NDLR).

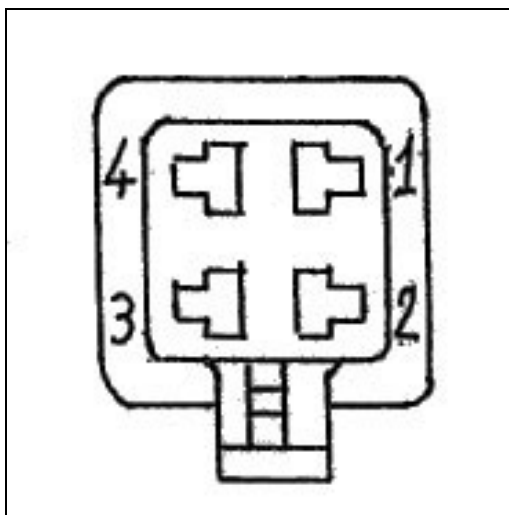
SCHÉMAS DE CÂBLAGE



Câblage sur la voiture



Câblage sur la Guzzi



Connecteur vu coté connexions

MONTAGE

Le connecteur 4, la masse, doit être raccordé directement à la batterie.

Du connecteur 3, raccorder le rupteur. Utiliser le câble d'origine et y rajouter une "rallonge".

Du connecteur 1, raccorder la bobine. Utiliser le câble d'origine et y rajouter une "rallonge".

Le fait de rallonger les câble d'origine permet de changer facilement de boîtier en cas de panne, sans avoir à tout recâbler...

Le connecteur 2 doit être raccordé à un (+) (12V) après contact. On peut faire une "bretelle" sur le câble d'alimentation des fusibles. Avant les fusibles.... pas après !

EMPLACEMENT

Rechercher un endroit frais... et fixer les boîtiers via une rondelle caoutchouc ou sur une mousse adhésive pour éviter les vibrations.

LES CÂBLES

On peut réutiliser le câblage d'origine ; veiller à sa qualité, nettoyer les cosses

On peut aussi rebrocher le faisceau. Ref Renault des broches : 77 01 997 031.

Pour débriquer le connecteur, utiliser une lame fine de la même forme que les cosses mâles du boîtier, et longue d'environ 15mm. Pousser sur le fil, engager la lame à fond et tirer sur le fil. La broche se "déclipse" plus ou moins facilement.

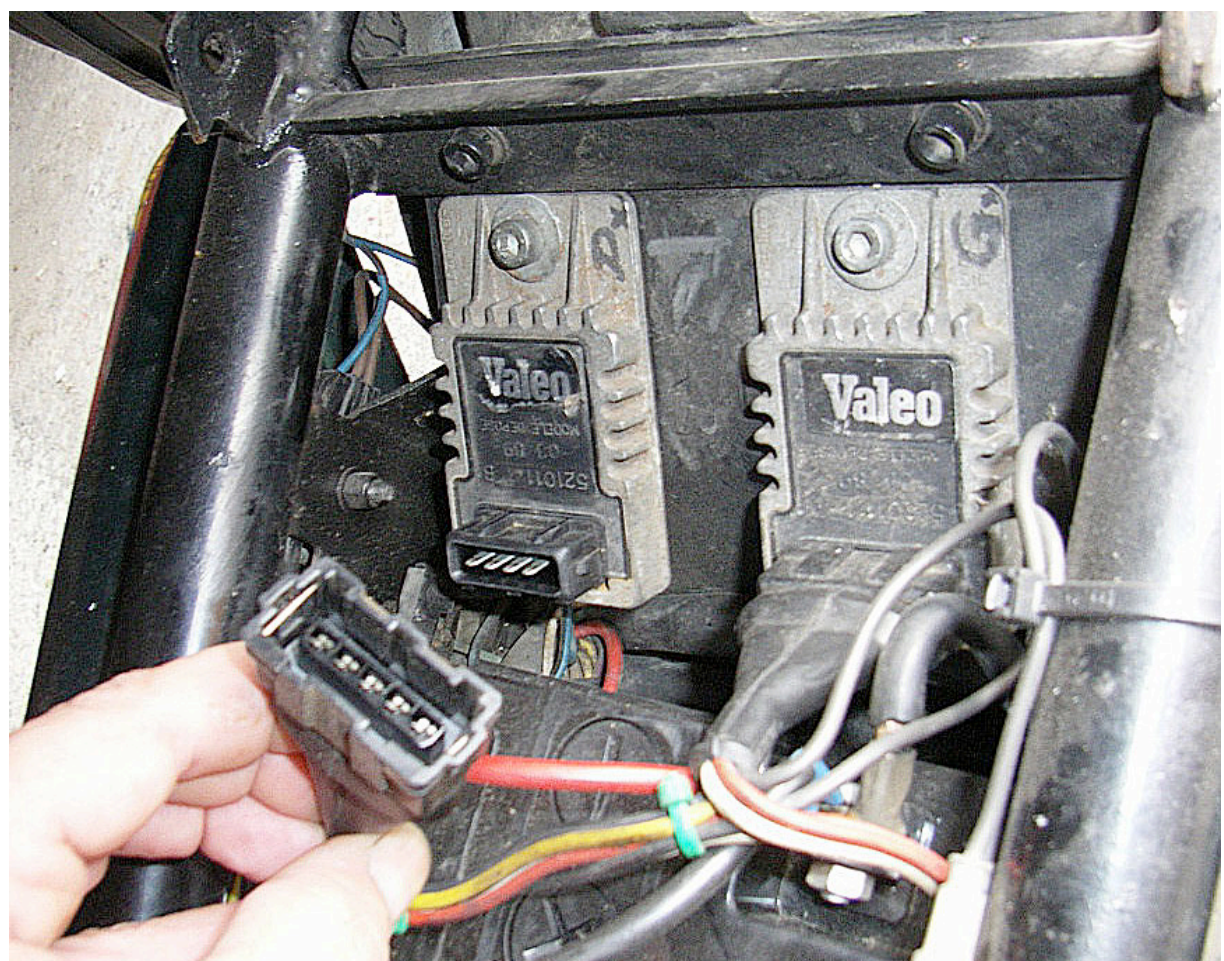
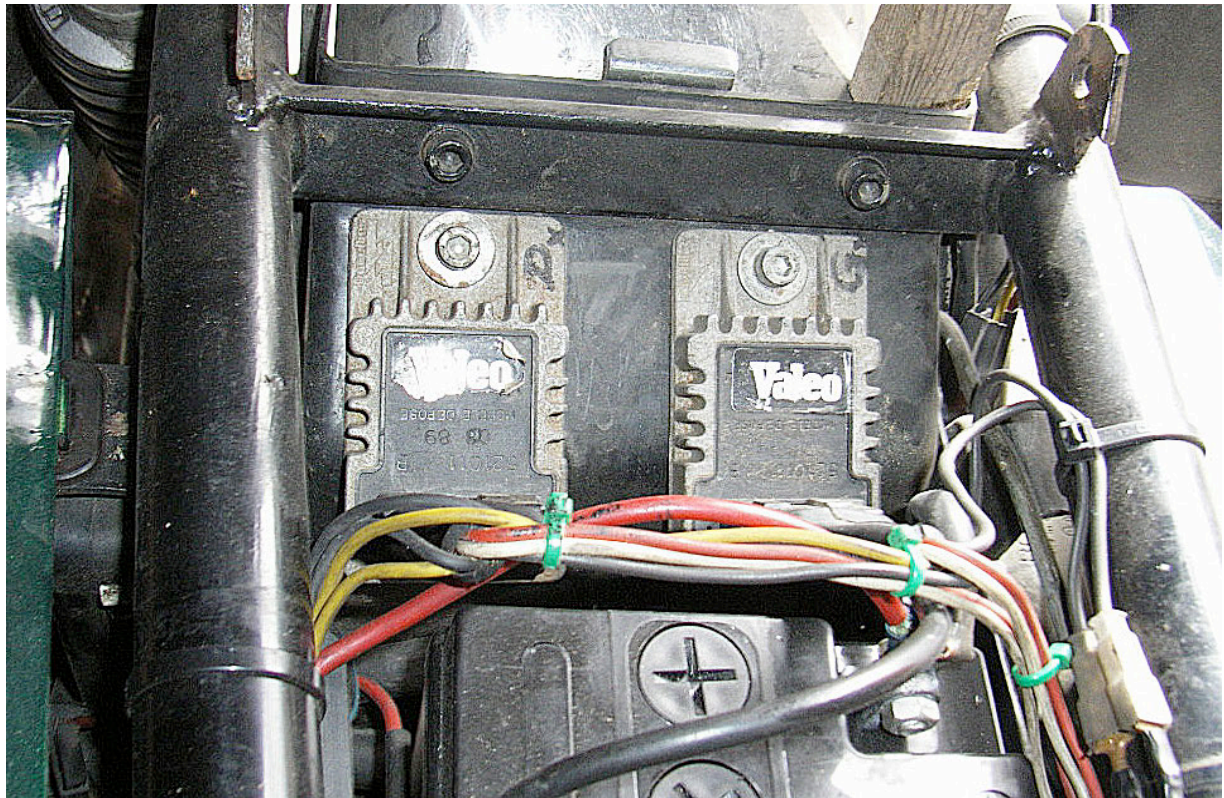
Pour le rebrochage, enfiler la cosse dans le bon sens dans le connecteur et pousser jusqu'au "clic" de blocage.

BOITIER CARTIER



BOITIER VALÉO

Photos communiquées en 2003. Je n'ai trouvé nulle part où l'on peut encore se fournir ce type de boîtier.



LE M. P. A.

Module de Puissance d'Allumage

Le Module M. P. A. est une solution intermédiaire pour tous ceux qui n'osent pas, encore, utiliser un capteur à la place des vis platinées, mais veulent s'affranchir largement des contraintes liées à celles-ci. Il ne remplace pas les rupteurs, il les assiste seulement et retarde grandement leur usure.

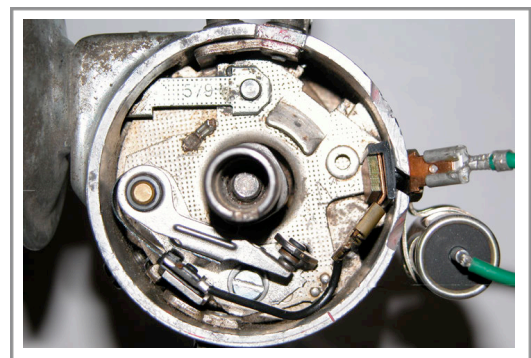
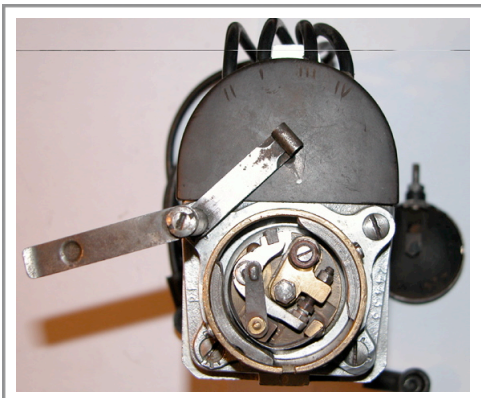
PRINCIPALES QUALITÉS DU M. P. A. :

- Se monte facilement (pas de démontage du moteur) avec une notice précise.
- Reste discret dans le compartiment moteur.
- Aide le démarrage, même après une longue immobilisation.
- Evite le réglages répétitifs.
- Disponible en 6, 12 et 24 volts.
- Donne un ralenti très régulier.
- Diminue la consommation et la pollution.
- Ne craint pas la pluie, le froid, la chaleur.
- Augmente le couple à bas régime et la puissance même à régime très élevé.
- Accepte toutes bobines d'origine prévues pour vis platinées en 6, 12 et 24 volts.
- Est à très haute énergie, pour obtenir la puissance maximale
- Coupe automatiquement l'excitation bobine afin qu'elle ne claque pas si vous oubliez le contact.
- Bénéficie d'un an de garantie.

CONTRAINTES :

- Nettoyer de temps en temps les vis platinées pour éviter l'encrassement des contacts
- Inefficace si les cames sont usées.
- Inefficace si l'axe des cames a du jeu latéral.

Le MPA n'est pas compatible avec les véhicules dont le + batterie est à la masse.



Dans la mesure où les vis platinées et les cames, sur allumeur ou magnéto avec bobine externe, sont encore dans un état convenable, il y a juste quelques fils à brancher et c'est le module qui commande l'allumage, les vis platinées ne servant plus que «d'interrupteur».

NEWTRONIC MOTORCYCLE IGNITION SYSTEMS

Realise the power and potential of your Classic bike!

Since their introduction in the 1970s, tens of thousands of motorcyclists have experienced the benefits of a Newtronic ignition system.

Developed from the original Piranha system, Newtronic ignitions are contact breaker replacement ignition systems covering a range of Japanese and European motorcycles from the late 1950's onwards. Using contactless, maintenance free, infra red triggering the Newtronic ignition has gained a reputation for ease of installation and effectiveness from satisfied motorcyclists around the World.

Newtronic ignition systems are manufactured by Autocar Electrical whose product range include the highly regarded Lumenition Optronic electronic ignition. Applying the knowledge and expertise gained from 40 years of Optronic production and development, Autocar Electrical has improved manufacturing standards and reliability by using up-to-date materials, modern assembly line techniques and factory-assembled surface mount electronics.

The resulting range of 1, 2 and 3 channel coil control switching units bring greater reliability to the entire range of motorcycles

The switching units include an integrated timing LED for each channel, making it quick and easy to accurately time each cylinder independently (an essential step in gaining the best performance from your engine.)

The Newtronic application list below features bikes back to the late 1950s but older or less common motorcycles can often be quite simply converted by using Newtronic component parts. Although Autocar Electrical does not offer a conversion service, we are always interested in offering help and advice to those who wish to adapt a system for use on an unsupported vehicle and can offer a selection of piece parts to help the customer. A good example of this has been one customer's very successful Newtronic conversion for racing Morgan three wheelers which has become popular in that community.

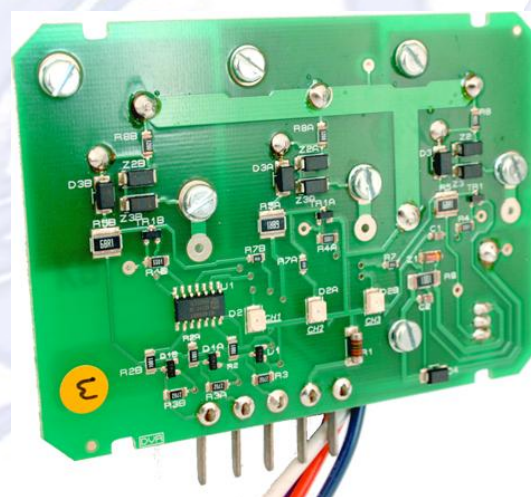
Motorcycle Applications

For the make and model of all currently supported motorcycles together with the system retail prices check the application list on the next page.

If the motorcycle you are interested in is not on the application list we will not have a standard adaptation kit available for that specific model. However new kit introductions are in development all the time and will be advertised in the motorcycle press as they are released.



The New Newtronic Switching Unit



Surface mount technology offers greater switching unit reliability

Please let us know if you are interested in a particular system and we can advise on the expected release date.

System Description

The Newtronic Ignition system replaces the contact breakers and condenser on supported vehicles and replaces them with a contactless electronic switching system triggered by a beam of light.

The system typically consists of three main components:

1. An ADAPTOR plate which mounts the “lamps” supplying the beam of infra-red light. This is broken by the ROTOR as it rotates on the engine cam or crankshaft. When a beam of light is re-made as the rotor blade clears the beam the switching unit is instructed to fire the coil (please note some systems will have separate mounting plates for each lamp and will not be assembled on a single plate as shown.)

In many kits these are supplied as 1 lamp per cylinder. Other kits use a “wasted spark” system with 1 lamp firing 2 cylinders.

The adapter kit also includes the parts needed to fit the lamps around the motorcycle cam or crankshaft – usually supplied as a base plate and /or segment plates with pre-mounted lamps.

2. A ROTOR which fits on the bike cam or crankshaft and makes and breaks the lamps’ infrared beam when the coil is to be fired. The rotor may be made of metal or a heat and solvent resistant plastic.
3. A SWITCHING UNIT which collects coil firing instructions from the rotor traversing through the lamps and fires the coil. The switching units are supplied positive or negative earth depending on the bike configuration and have a separate switching channel for each lamp in the Adaptation Kit. 12V and 6V versions are also available especially for earlier bikes.

The switching unit has an integral timing light for each coil and is fully compatible with existing systems to the older design. It is also a direct replacement for Piranha switching units.

4. An INSTALLATION WIRING LOOM is supplied with each kit, tailored to the original bike loom dimensions, connectors and wire colours for a quick , easy and professional looking installation..

The system requires standard motorcycle maintenance tools to install and is easy to fit.

Please note that the resistance across the ignition coil primary terminals must be at least 3 Ohms (many bike coils are 4 Ohms or higher)

Please also note the Newtronic system does not include any ignition advance or retard functionality and relies on the mechanical advance and retard mechanism originally fitted to the bike.



*3- cylinder
lamp assembly*



Newtronic Switching Unit

Newtronic Ignition System Applications

Vehicle make and model	Notes	New Systems		Replacement Parts	
		Product Code	Price (ex vat)	Lamp Assembly	Switching unit
BENELLI					
250/4, 254		CKT-HO4	£ 110.00	AK-HO4	P14N
350/4, 354		CKT-HO4	£ 110.00	AK-HO4	P14N
500/4, 504		CKT-HO4	£ 110.00	AK-HO4	P14N
650/4, 654		CKT-HO4	£ 110.00	AK-HO4	P14N
650/4, 654		CKT-HO4	£ 110.00	AK-HO4	P14N
HONDA					
CB100	12 Volt system	CKT-HO7	£ 115.00	AK-HO7	P7N-HW
CB125	Including CB125S	CKT-HO7	£ 115.00	AK-HO7	P7N-HW
CB250	Including CB250G5	CKT-HO5	£ 110.00	AK-HO5	P14N
CB350T	Twin Cylinder	CKT-HO5	£ 110.00	AK-HO5	P14N
CB350	Four Cylinder Including CB350F	CKT-HO4	£ 110.00	AK-HO4	P14N
CB360	Models G, K and T "Super Sport"	CKT-HO5A	£ 110.00	AK-HO5A	P14N
CB400F	Four Cylinder	CKT-HO4	£ 110.00	AK-HO4	P14N
CB450	Models D & K	CKT-HO6A	£ 110.00	AK-HO6A	P14N
CB500K	Four Cylinder 1975 – 73	CKT-HO4	£ 110.00	AK-HO4	P14N
CB500T	Twin Cylinder 1975 – 6, Super Sport	CKT-HO6	£ 110.00	AK-HO6	P14N
CB550	Models F and K	CKT-HO4	£ 110.00	AK-HO4	P14N
CB750	Models A and F	CKT-HO4	£ 110.00	AK-HO4	P14N
CB750K	Including models K1 - K7 <u>not</u> CB750KZ	CKT-HO4	£ 110.00	AK-HO4	P14N
CJ360T		CKT-HO5A	£ 110.00	AK-HO5A	P14N
CL360K		CKT-HO5A	£ 110.00	AK-HO5A	P14N
CL450	Model K0	CKT-HO6A	£ 110.00	AK-HO6A	P14N
GL1000	Including Models K and K0 1975-79 and Ltd version 1976 Gold Wing	CKT-HO3	£ 115.00	AK-HO3	P14N
KAWASAKI					
Z250	Twin Cylinder Only	CKT-KAW4	£ 105.00	AK-KAW4	P14N
Z400J	11050 - Four Cylinder	CKT-KAW5	£ 105.00	AK-KAW5	P14N
Z500		CKT-KAW5	£ 105.00	AK-KAW5	P14N
Z550		CKT-KAW5	£ 105.00	AK-KAW5	P14N
Z650	B1-B3, C1-C3, D1-D3 (SR), E1 (LTD) F1	CKT-KAW1	£ 105.00	AK-KAW1	P14N
MOTO GUZZI					
850		CKT-MG2	£ 115.00	AK-MG2	P14N
LE MANS		CKT-MG1	£ 115.00	AK-MG1	P14N
SPADA		CKT-MG1	£ 115.00	AK-MG1	P14N
SPADA ROYALE		CKT-MG1	£ 115.00	AK-MG1	P14N
T3		CKT-MG1	£ 115.00	AK-MG1	P14N
T4		CKT-MG1	£ 115.00	AK-MG1	P14N
V1000		CKT-MG1	£ 115.00	AK-MG1	P14N
V35		CKT-MG2	£ 115.00	AK-MG2	P14N
V50 MK3		CKT-MG2	£ 115.00	AK-MG2	P14N
V65		CKT-MG2	£ 115.00	AK-MG2	P14N

Newtronic Ignition System Applications

Vehicle make and model	Notes	New Systems		Replacement Parts	
		Product Code	Price (ex vat)	Lamp Assembly	Switching unit
MZ					
TS250	12V Systems	CKT-MZ1	£ 95.00	AK-MZ1	P14N
SUZUKI					
CL100	Particular bikes might need adjustment	CKT-SU2	£ 105.00	AK-SU2	P14N
CL100S	Particular bikes might need adjustment	CKT-SU2	£ 105.00	AK-SU2	P14N
GS550		CKT-SU4	£ 115.00	AK-SU4	P14N
GS750	Including Models E, G, GL, L	CKT-SU1	£ 105.00	AK-SU1	P14N
GS850	Including Models G, GL, GN & N <u>NOT</u> GS850GT	CKT-SU1	£ 105.00	AK-SU1	P14N
GS1000		CKT-SU1	£ 105.00	AK-SU1	P14N
GT250	Models A,B,C,K,L & M	CKT-SU2	£ 105.00	AK-SU2	P14N
GT380		CKT-SU6A	£ 139.00	AK-SU6	P16N
GT550		CKT-SU6B	£ 139.00	AK-SU6	P16N
GT750		CKT-SU6A	£ 139.00	AK-SU6	P16N
T250	Particular bikes might need adjustment.	CKT-SU2	£ 105.00	AK-SU2	P14N
TC250		CKT-SU2	£ 105.00	AK-SU2	P14N
T500	1968 – 76, 2 Cylinder, 2-stroke, "Titan" Particular bikes might need adjustment	CKT-SU7	£ 110.00	AK-SU7	P14N
YAMAHA					
RD250	To 1976	CKT-YAM1	£ 110.00	AK-YAM1	P14N
	For alloy alternator case from Jan 1977	CKT-YAM2	£ 110.00	AK-YAM2	P14N
	USA Specification bikes	CKT-YAM2A	£ 110.00	AK-YAM2A	P14N
RD350	To 1976	CKT-YAM1	£ 110.00	AK-YAM1	P14N
	For alloy alternator case from Jan 1977	CKT-YAM2	£ 110.00	AK-YAM2	P14N
	USA Specification bikes	CKT-YAM2A	£ 110.00	AK-YAM2A	P14N
RD400	For alloy alternator case from Jan 1977	CKT-YAM2	£ 110.00	AK-YAM2	P14N
	USA Specification bikes	CKT-YAM2A	£ 110.00	AK-YAM2A	P14N
TX500	1972 Onwards	CKT-YAM3	£ 110.00	AK-YAM3	P14N
TX650	For Standard Engines	CKT-YAM6	£ 110.00	AK-YAM6	P14N
XS1	For Standard Engines	CKT-YAM6	£ 110.00	AK-YAM6	P14N
XS2	For Standard Engines	CKT-YAM6	£ 110.00	AK-YAM6	P14N
XS250		CKT-YAM4	£ 110.00	AK-YAM4	P14N
XS300		CKT-YAM4	£ 110.00	AK-YAM4	P14N
XS400		CKT-YAM4	£ 110.00	AK-YAM4	P14N
XS500	1972 Onwards	CKT-YAM3	£ 110.00	AK-YAM3	P14N
XS650	For Standard Engines	CKT-YAM6	£ 110.00	AK-YAM6	P14N
XS650SE	For Standard Engines	CKT-YAM6	£ 110.00	AK-YAM6	P14N
XS750	For triple-cylinders up to 1978	CKT-YAM7	£ 130.00	AK-YAM7	P16N
XS850	For triple-cylinders up to 1978	CKT-YAM7	£ 130.00	AK-YAM7	P16N
XS1	Adjustable for Re-phased Engines	CKT-YAM6A	£ 110.00	AK-YAM6A	P14N
XS2	Adjustable for Re-phased Engines	CKT-YAM6A	£ 110.00	AK-YAM6A	P14N
XS650	Adjustable for Re-phased Engines	CKT-YAM6A	£ 110.00	AK-YAM6A	P14N
XS650SE	Adjustable for Re-phased Engines	CKT-YAM6A	£ 110.00	AK-YAM6A	P14N
XS750	For triple-cylinders up to 1978	CKT-YAM7	£ 130.00	AK-YAM7	P16N

Newtronic Ignition System Applications

Vehicle make and model	Notes	New Systems		Replacement Parts	
		Product Code	Price (ex vat)	Lamp Assembly	Switching unit
YAMAHA (Continued)					
XS850	For triple-cylinders up to 1978	CKT-YAM7	£ 130.00	AK-YAM7	P16N
YD250		CKT-YAM1	£ 110.00	AK-YAM1	P14N
YD350		CKT-YAM1	£ 110.00	AK-YAM1	P14N
YD5		CKT-YAM1	£ 110.00	AK-YAM1	P14N
YD7		CKT-YAM1	£ 110.00	AK-YAM1	P14N

Newtronic Dealer List

Newtronic motorcycle kits are sold by Newtronic dealers around the world:

Country	Dealer Name	Specialism	Internet Contact	Telephone
UK	Corsa Italiano	c	www.corsaitaliano.com	+44 (0) 2085 407155
UK	Crooks Motorcycles Ltd	Suzuki	www.crooks-suzuki.com	+44 (0) 1229 822120
UK	P.G.M. Motorcycles Spares	Yamaha	www.pgmyamaha.com	+44 (0) 1289 386720
UK	Ridgeway Restoration	Morgan	~ -- ~	+44 (0) 1886 880387
UK	Yambits	Yamaha	www.yambits.co.uk	~ -- ~
Northern Ireland	Broadwater Suzuki	Suzuki	~ -- ~	+44 (0) 7762055151
Australia	Harkness Consulting Services	General	www.motorcycle-ignition.com	+61 36491 2667
Denmark	ClassicRace	General	www.speedway-shop.dk	+45 2240 6004
Finland	Ykkos-elektroniikka	General	www.tv-korjaus.fi	+35 89 596 546
Germany	Fa. A. Wust	General	peterwuest@gmx.net	+49 (0) 7362 6881
Germany	Stien Dinse	Moto Guzzi	www.stein-dinse.biz	+49 (0) 5311 23300-0
The Netherlands	Knalnaarpotz	General	www.knalnaarpotz.nl	+31 5030 16112

Or ask your nearest specialist motorcycle shop to order the ignitions for you.

For direct sales email sales@autocar-electrical.com

For more information on Newtronic and Autocar products please contact us at:

Autocar Electrical Equipment Co. Ltd
 49-51 Tiverton Street
 London, SE1 6NZ
 United Kingdom
 Tel: +44 (0) 20 7403 4334
 Email: sales@autocar-electrical.com
 Web: www.autocar-electrical.com



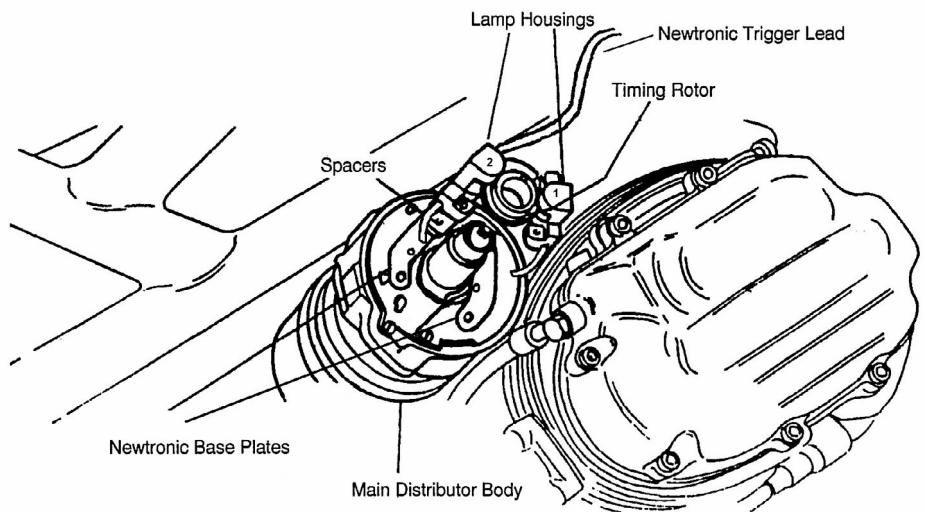
FITTING INSTRUCTIONS

Thank you for choosing a Newtronic contactless optical ignition system. For a speedy and successful installation, it is recommended that you first read all the way through the fitting instructions and familiarise yourself with the parts provided in the kit.

ON MODELS WHERE COILS ARE FITTED UNDER THE LEFT-HAND SIDE COVER THE FOLLOWING APPLIES

The Basic Fitting Instructions remain the same with the following exceptions.

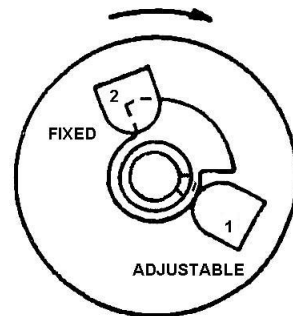
1. Switching Unit to be fitted under Right-hand side cover, or in front of battery.
2. The red and green leads from switching unit to be connected to corresponding colours on main wiring loom previously occupied by wires from points.
3. The white feed wire should still be connected to spare feed terminal on coil as in instructions.



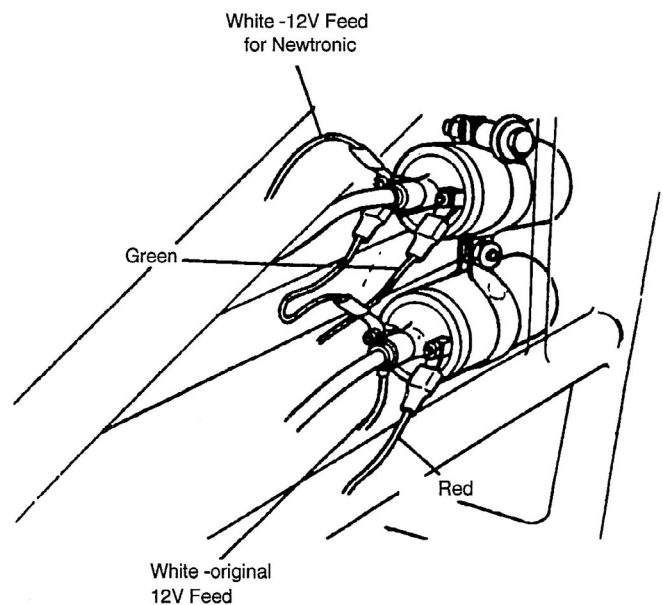
General Instruction

1. Raise the seat and disconnect the battery earth.
2. Remove the petrol tank.
3. Remove the cover from the distributor.
4. Remove both contact breaker assemblies together with the clips holding the connecting wire grommets. Trace the wires back to the coils noting that the green lead corresponds to the LH cylinder, the red to the RH cylinder and disconnect. The condensers may be left screwed to the distributor body but it should be noted that these will not be required in the installation.
5. Line up mark on the rotor with the slot in the end of cam. Press the rotor gently into engagement assuring it is fully down. Do not exert undue force. If play is detected between rotor and cam form, apply a drop of "Loctite" or similar adhesive.
6. Fit the Newtronic baseplates using the original contact breaker mounting holes. The end lamp (1) is fitted in the adjustable contact breaker position with the second lamp (2) in the fixed location. (See image for correct orientation). The wire will usually exit towards the **front** of the engine.
7. The adaptor plate mounting holes are elongated to allow some adjustment. It is recommended that the initial position is such that the lamps are pushed towards the wire exit side of the distributor before the screws are tightened.
8. Thread the lamp cable through the supplied grommet and distributor cover gasket.
9. Remove the LH side cover (near side) and carefully thread the Newtronic trigger lead through the frame past the air cleaner box to appear under the LH side cover. Ensure that the cable is kept away from the cylinder heads and other sources of heat.
10. Connect the trigger lead to the switching unit as shown in the diagram and seal the plug with the waterproof sealant provided.
11. Run the coil connecting harness along the LH top frame tube to the coils and secure to the frame with the ty-raps provided. Connect the green lead to the -ve terminal on the LH coil, the red lead to the -ve terminal on the RH coil and the white lead (the 12V supply for the Newtronic) to the one spare +ve terminal.

Direction of Rotation



Showing Firing Point at LH Cylinder



COIL CONNECTIONS

12. Earth the blue lead on the Newtronic to the battery -ve terminal.
13. Wipe clean the inside of the cover, remove the protective backing from the self-adhesive panel on the back of the Newtronic switching unit and affix to the side cover.
14. Re-fit the petrol tank and the side cover.

All the necessary components are now fitted and a check should be made to ensure that the rotor does not foul the lamp housings before proceeding.

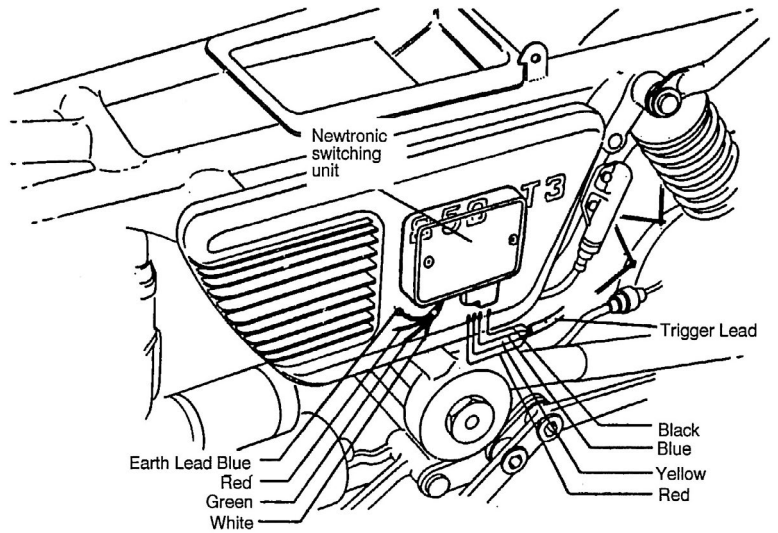
TIMING THE ENGINE

This should NOT be done in bright sunlight or the timing may be affected. It is recommended that a stroboscope timing light is used. It should be remembered that the engine fires as the timing rotor leaves the lamp housing (i.e., immediately the beam of light is re-made).

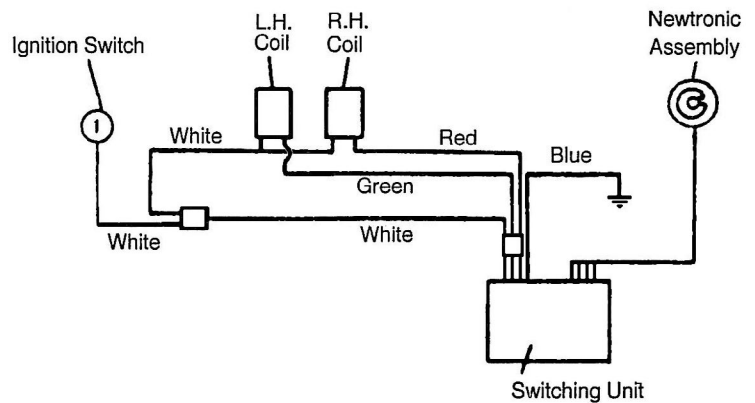
Static timing can be performed using the switching unit indicators. Care must be taken as leaving the ignition on, without running the engine, for a prolonged period can cause irreversible damage to the switching unit and/or coils.

NOTE: The design of the Newtronic system means that the manufacturers timing procedure should not be used. Initial position must be set on the LH cylinder with the final adjustment carried out on the RH cylinder.

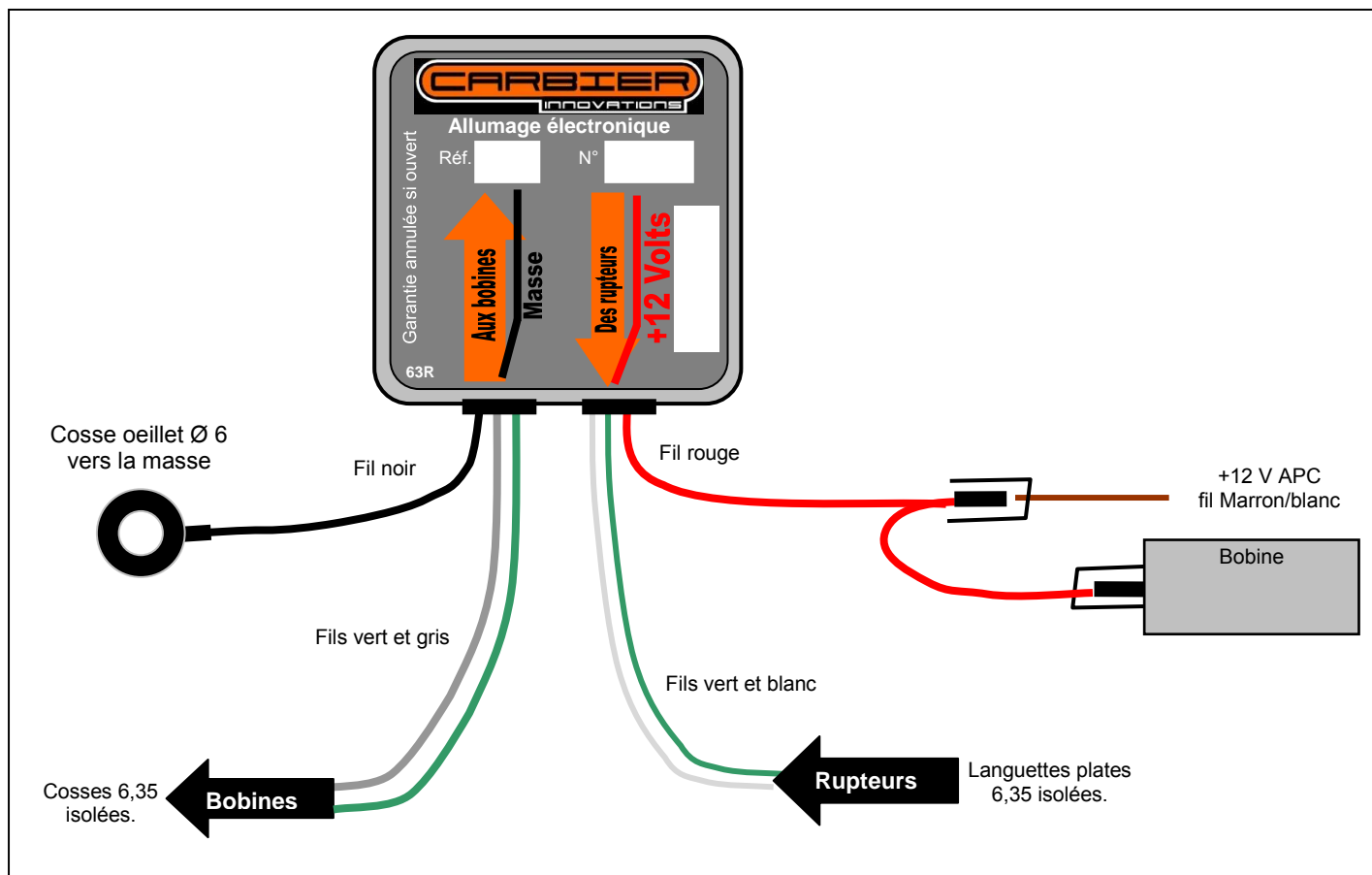
1. Remove the rubber plug in the crankcase covering the timing marks. Connect the stroboscopic timing light to the LH (nearside or "S") cylinder and start the engine. Allow the engine to warm up for a few minutes and then align the fully advanced timing mark centrally in the hole by moving the whole distributor body at an engine speed of 5000 r.p.m. The fully advanced timing mark is a faint line scribed on the flywheel some 39° BTDC. It may be found advantageous to lightly paint this in with some white paint.
2. Repeat the above procedure for the RH (offside or "D") cylinder but adjusting the moveable baseplate inside the distributor.
3. It may be necessary to adjust the position of the lamps and their adaptor plates to achieve the correct timing on each cylinder. This can be done by loosening the screws mounting the plates and sliding the lamp and plate.
4. Check that all the screws and the distributor locking clamp are tight and replace the original distributor cover using the thick gasket, screws and washers provided.
5. Finally, replace the rubber plug in the crankcase.



NEWTRONIC SWITCHING UNIT IN L.H. SIDE PANEL



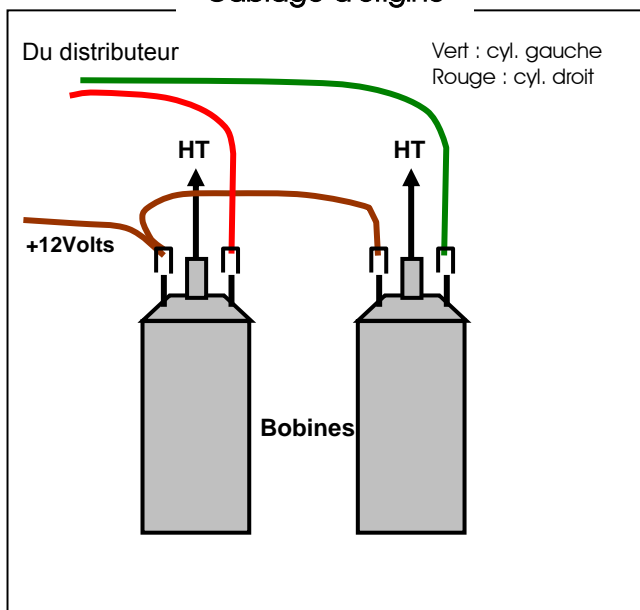
SCHEMATIC WIRING DIAGRAM



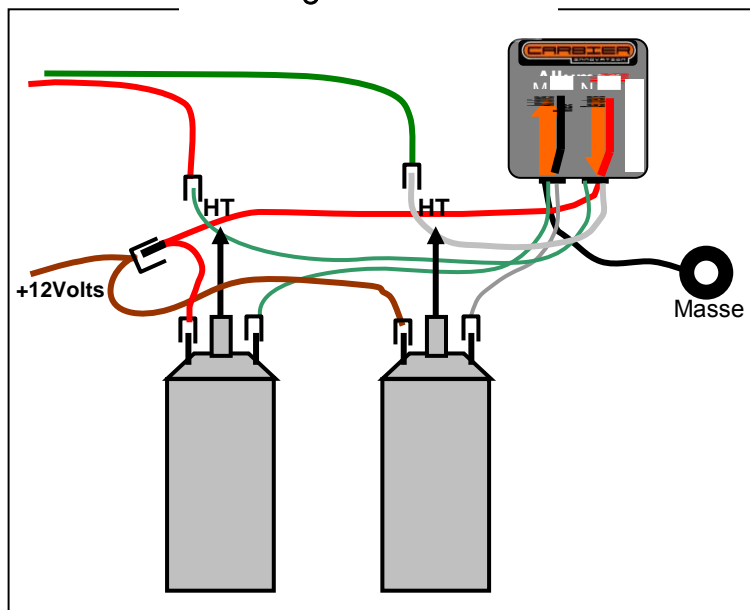
Condensateurs :

Les condensateurs sont dans le distributeur. Ils restent en place, mais pourraient aussi être débranchés ou déposés.

Câblage d'origine



Câblage avec Carbier



Allumage électronique type 1			Date	Modification			
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Créé le 7 février 2004	Par JPC	Vérif. :	26 mai 2004	Mise à jour du n°	4.1	00016	0

Montage mécanique

Le boîtier est monté à l'arrière du cache latéral gauche. Il est fixé par sa patte au cadre à l'aide d'un boulon de 8 x 40. Les Moto Guzzi ont souvent été « customisées » par des ajouts de caches, porte-bagages et autres choses. Il faudra donc peut-être improviser pour trouver sa place au boîtier.



Câblage

Le fil rouge (+12 V) et sa rallonge en Y rejoignent le fil marron/blanc qui alimente les bobines.

Le fil de **masse**, noir, a sa cosse fixée sur la vis de fixation des bobines.

Les deux cosses femelles au bout des fils du boîtier Carbier se branchent sur les bobines.

Les deux cosses mâles des fils du boîtier Carbier reçoivent les fils venant du distributeur



Les **condensateurs** sont dans le distributeur et peuvent être laissés en place.

Isoler les cosses avec du ruban adhésif.

Attacher soigneusement les fils avec des colliers Rilsan.

Notes :

- 1) *bien identifier au voltmètre le fil qui amène le 12 Vols sur les bobines. Il est normalement blanc, mais on trouve aussi un marron/blanc. C'est sur ce fil que doit venir le fil rouge du boîtier Carbier.*
- 2) *Les fils venant des rupteurs sont vert (cylindre de gauche) et rouge (cylindre de droite). Sur ce fil rouge (respectivement vert), on peut brancher soit le fil vert du boîtier Carbier soit le fil blanc. Mais il faut impérativement connecter le fil de même couleur à la bobine, là où arrivait le fil rouge (resp. vert).*

www.carbier.com

Jean-Paul Corbier, ingénieur

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Allumage électronique type 1			Date	Modification			
			3 déc 2007	Suppression codes entreprise			
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