

Indian Electronic Ignition Installation

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This ignition conversion kit is designed to provide accurate cylinder timing, smoother running, easier starting and above all easy installation of a trouble free ignition system for your Indian Motorcycle. This kit will fit all V twin models with an Autolite distributor. When installed, everything is enclosed within the distributor, and there to try to hide. This system will work with your standard coil, as well as 6 and 12 volt systems.

Begin by starting and running your engine with the standard point ignition intact. This is done to make sure your bike doesn't have any problems to begin with (especially if it has been sitting dormant). Once you're satisfied that the bike starts and runs, let it cool down, then remove the spark plugs so you can turn the engine easily. If you follow these simple instructions, there is no need to go completely through the timing of the engine.

Remove the cap and rotor from the distributor. Now, use the kick starter to slowly rotate the engine until the narrow lobe of the distributor cam just makes contact with the rub block on the points. This is the point where the front cylinder is about to fire. Now, remove the points, adjustable point plate, condenser, terminal stud and all insulating washers. You should now have a bare distributor. Drop the module and base plate into place, and using the 2 screws from the adjustable point that you removed earlier, fasten it down. Work the grommet into the hole in the distributor body where the terminal stud was removed. Shoot some WD40 (or similar) in the inside area of the grommet to make the wire harness slide through easier, then slip the wires through. Now slide the magnetic pickup rotor over the cam lobes of the shaft. The magnet on the pickup rotor closest to you should be almost in the center of the module unit, and the notch in the shaft should be pointed toward the notch in the top edge of the distributor body. Install your "hammerhead" type electrical rotor, then the cap.

Slip the wire harness through the cloth wire loom now. Route the wire harness to the coil for connection. Using the supplied terminals, slide a small piece of heat shrink over each wire, then install the terminals, slide the heat shrink in place and shrink it around the base of the terminal. Connect the black wire to the negative (-) post of the coil, and remove the old wire that went to the distributor terminal post. Connect the red wire to the positive (+) post of the coil, and leave the wire there that goes to the ignition switch (you should now have 2 wires on the positive (+) post).

It's time to install the spark plugs and fire the bike up. Once the bike is running, loosen the top screw on the distributor clamp assembly, and slowly turn the distributor body to achieve the smoothest running position when the engine is warm (make sure your advance grip is set to full advanced position) . You may also find that you need to open the carb adjustment needles a couple clicks, due to the more efficient firing of the ignition system. Take a test ride, and make any final adjustments based on the position that provides the best throttle response without hesitation.

PHOTO ILLUSTRATION IS AT <http://www.kingclutch.com/DistIll.pdf>

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