

Keeping Classic Bikes On The Road

12 VOLT
DUAL OUTPUT
IGNITION COIL
5 OHM PRIMARY
CODE: IC35



APPLICATIONS:

- TWIN CYLINDER MOTORCYCLES & CARS WITH 12 VOLT ELECTRICS & WASTED SPARK IGNITION, FOUR CYLINDER MOTORCYCLES WITH 12 VOLT ELECTRICS, INCLUDING HONDA CB550-1000, SUZUKI GS500-1000 & KAWASAKI Z400-Z1000, NOTE: TWO COILS REQUIRED
- SINGLE CYLINDER WITH TWINPLUG HEAD & 12 VOLT ELECTRICS, FOR BEST RESULTS WITH HIGH COMPRESSION/RACE ENGINES USE TWO 6 VOLT SINGLE COILS CONNECTED IN SERIES
- POSITIVE OR NEGATIVE EARTH
- WASTED SPARK IGNITION (BOTH LEADS SPARK AT THE SAME TIME)
- USE WITH STANDARD CONTACT-BREAKER IGNITION, CONTACT-ASSISTED ELECTRONIC IGNITION (PAZON ENERGY BOOSTER) OR COMPATIBLE 12 VOLT CONTACTLESS ELECTRONIC IGNITION (E.G. SURE FIRE or ALTAIR)

SPECIFICATIONS:

- PRIMARY RESISTANCE: 5.0 OHMS \pm 10% @ 20° C.
- SECONDARY RESISTANCE: 18 KOHMS \pm 10% @ 20° C.
- MOUNTING HOLES: 6.5mm @ 90mm/102mm PITCH
- TOTAL WEIGHT : 365gms. (approx.)
- H.T. LEAD TYPE/LENGTH: SUPPLIED SEPARATELY (COPPER-CORED RECOMMENDED)

FITTING INSTRUCTIONS:

- **THIS COIL MUST ONLY BE MOUNTED BY THE TWO METAL BAR ENDS; THIS IS THE ONLY WAY FOR HEAT TO ESCAPE FROM THE PRIMARY WINDING. COILS FOUND TO BE OVERHEATED WILL NOT BE COVERED BY THE WARRANTY.**
- **AN ADEQUATE HEATSINK SHOULD BE PROVIDED, USING TWO ALUMINIUM SPACERS AND A MINIMUM OF 80 SQUARE CMS. OF COLD SURFACE AREA (PREFERABLY ALUMINIUM OR COPPER).**
- **A GOOD MOUNTING TO CLEAN METAL ON THE FRAME/CHASSIS WILL NORMALLY SUFFICE, BUT AN EXTRA ALUMINIUM HEATSINK IS RECOMMENDED, TO ALLOW THE COIL TO WORK AT ITS OPTIMUM, EVEN AT HIGH TEMPERATURES AND OVER EXTENSIVE RUNNING PERIODS.**

WIRING & CONNECTIONS:

- THE LOW TENSION CONNECTIONS ARE NOT MARKED PLUS OR MINUS, AND CAN BE CONNECTED EITHER WAY AROUND. FIT THE RING CRIMP TERMINALS (SUPPLIED) ONTO THE TWO APPROPRIATE WIRES IN YOUR IGNITION SYSTEM, USING A CRIMP TOOL OR PLIERS. FOR ADDED STRENGTH, HEATSHRINK SLEEVING (NOT SUPPLIED) CAN ALSO BE APPLIED WHERE THE WIRE MEETS THE CRIMP, IF PREFERRED. ATTACH THE RING TERMINALS TO THE COIL, USING THE SCREWS, & SPRING/PLAIN WASHERS (SUPPLIED).

- CONTACT-ASSISTED OR CONTACTLESS ELECTRONIC IGNITIONS:

FOR *POSITIVE EARTH*, CONNECT ONE COIL TERMINAL TO EARTH (OR BATTERY +); FOR *NEGATIVE EARTH* CONNECT TO +12 VOLT SUPPLY FROM IGNITION. THE OTHER TERMINAL CONNECTS TO THE BLUE WIRE (ENERGY BOOSTER) OR TO THE IGNITION UNIT LOW-TENSION FEED WIRE (CONTACTLESS ELECTRONIC IGNITION). FOR THE PAZON SURE FIRE SYSTEM THIS WOULD BE THE BLACK WIRE FROM THE IGNITION MODULE. FOR THE PAZON ALTAIR SYSTEM THIS WOULD BE THE VIOLET WIRE.

- CONTACT BREAKER IGNITION (NON-ELECTRONIC):

FOR *POSITIVE EARTH*, CONNECT ONE COIL TERMINAL TO THE CONTACT BREAKER; CONNECT THE OTHER TERMINAL TO THE IGNITION SUPPLY. FOR *NEGATIVE EARTH*, CONNECT ONE TERMINAL TO THE CONTACT BREAKER; CONNECT THE OTHER TERMINAL TO THE IGNITION SUPPLY.

PUSH THE H.T. LEADS INTO THE TWO OUTLETS ON THE COIL, AND SLIDE OVER THE RUBBER COVERS.

ROUTE THE LEADS TO THE SPARK PLUGS AND CUT TO LENGTH, AS REQUIRED.

FIT SUITABLE PLUG CAPS ONTO THE ENDS OF THE H.T. LEADS, AND PUSH ONTO THE SPARK PLUGS.

THE H.T. LEADS MAY BE CONNECTED TO THE PLUGS EITHER WAY AROUND, SINCE BOTH LEADS SPARK AT THE SAME TIME.