



# BTH Components Ltd

Ignition systems for the 21st century



## THE PM1R & PM2R BT-H Electronic Magneto Fitting Instructions

1. Remove your old magneto and replace it with your new **BT-H** unit.
2. Time your engine to the manufacturer's recommendation. Set your timing using a degree disk or by measuring the piston distance before T.D.C.



3. Turn the shaft so the **centre dot/ arrow** on shaft is at the **bottom** and remove the brass screw that blanks the timing hole. (*See picture on right..*) Now insert the 6mm-timing rod through the timing hole and the shaft into bottom of magneto. You may have to move the shaft slightly until all the holes line up when the shaft will enter quite easily.

(If you have lost the timing rod use a piece of **6mm** round bar with any burrs removed from the ends.

**N.B.** 1/4" diameter round bar will not do. It is approximately 0.015" too big.)



*Dot on shaft at bottom. There will also be an arrow engraved on end of the shaft pointing to the dot so you can check the orientation when the gear and nut is fitted.*

(**N.B.** The dot goes to the bottom on platform magnetos and to the top on flange mounted magnetos.)

Arrow



Centre dot

4. Fit timing pinion and torque nut up to **12 to 15ft/lb Maximum.**



5. **REMOVE TIMING ROD.** Replace stainless timing hole screw.
6. Check your settings. e.g. The piston is in the correct position before top dead centre **not** after top dead centre, plugs set to 0.018 - 0.020"(0.46 -0.5 mm), everything is correctly tightened and **you have removed the 6mm-timing rod.**
7. Refit the timing case cover and any other parts you may have removed.



8. Wiring. The blue wire goes to the black spade on the H.T. coil.  
The brown wire goes to the green spade. The coil does not need to be earthed to the frame.  
The black wire is for the cut out. It cuts the ignition when earthed.  
If you do not use this cut out wire make sure that the end is well insulated so that it can not inadvertently stop the engine.
9. **N.B.** It is advisable not to run the black cut-out wire alongside H.T. leads as this can sometimes interfere with the performance of the magneto.



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