

Special Instructions for Twin Tec Ignition Model 1005K

General: The model 1005K has zero cranking delay and a 30 second timeout before coil shutoff.

The 1005K starts in single-fire mode. This is a great advantage over dual-fire for kick-starting because if the first kick doesn't start it, the other cylinder on exhaust stroke does not have the "wasted" spark to ignite the charge and make smoke. This keeps a fresh charge in the other cylinder.

Occasionally, if the motor kicks-back or rolls backwards after firing, the ignition can get out of sequence and could be firing the front plug on the rear compression and visa-versa.

As a general rule if the bike does not

start in two kicks it's best to shut off the ignition, kick through one or two times and then retry with the ignition on. This is especially true if the engine misfires or kicks-back. (This is a good kick-starting procedure anyway.)

Base Timing Considerations: Normally set at TDC or "0" for most stock applications. However, on lower compression motors, better starting may be achieved by advancing base timing 1 or 2 degrees. Care must be taken as advancing too far can kick you over the handlebars. By using the PC link in this application, the overall timing can be set for maximum performance without adjusting the base timing settings.



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Kick-start Tips and Tricks

First, keep it tuned up!

These are just my ideas...everyone has their own. These starting tips have worked for me and I've been kickin' my Pan for 20 years! -Tom

Every bike has it's own combination of "how much to choke" or "how many twists of the throttle" it takes to start easily. You need to know your bike.

You need to develop two routines - one for when your bike is cold and one for when your bike is hot.

For a cold bike... normally you will have better luck if you kick it through a few times with the ignition off and the choke or enrichener on and depending on your bike and carb, maybe a few twists of the throttle. This gets good mixture in the cylinder and "primes" it so the first time you kick it with the ignition on the bike will pop-off and start.

If it coughs and spits smoke out of the carb, don't just keep kickin' it with the ignition on until you feel like you could puke your guts out.

Turn the ignition key off and kick it through a couple of times to clear out the cylinder and get a fresh "charge" of fuel-air mixture into the engine. Every time the ignition fires with a half-assed mixture all you get is more smoke and kicking.

For a hot bike...if it has recently been shut off (and tuned properly), just turn the ignition on and kick. Any amount of gas/choke/enrichener will depend on how long the bike has been sitting.

Each bike (like each biker) is a little different. It takes time to get to know each bike. The exact procedure that will work for your bike will take time...trial and error. Be patient and your bike will become a part of you!