Electronic ignition ELZ3Coil for Kawasaki H0

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Contrary to conventional ignition systems, the ELZ3Coil is not subject to any wear of its mechanical and electrical components. Triggering of the ignition is realized by means of Hall-effect sensors and a varying magnetic field. An aluminum bush with embedded magnets replaces the previously used cam on the crankshaft. The mechanical advance mechanism for the ignition timing remains unchanged.

Advantages of the ELZ3coil

- no wear as known from breaker points
- no readjustment of the ignition timing required
- reliable cold starting behavior
- improved engine running, particularly at low engine speeds
- sufficient ignition power is provided at high engine speeds
- the standard ignition coils may still be used
- the standard voltage regulator may still be used
- the ignition coils will be switched off with the ignition on and the engine not running. Overloading of the ignition coils and inadvertent discharging of the battery are prevented

Scope of delivery

- 1 ea. ELZ3coil, printed circuit board with connecting leads
- 1 ea. aluminum bush with embedded high temperature magnets
- 3 ea. Allen screws M4 x 12
- 3 ea. washers M4
- 4 ea. 4mm bullet connector male with isolation
- 4 ea. 4mm bullet connector femal with isolation
- 1 ea. mounting instruction

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Mounting the electronic ignition

- Disconnect the battery

- Disassemble the alternator

- Remove breaker contacts and capacitors, mark cables with right, left and center

- Thread the supplied brown plus cable through the protective hose of the alternator wiring harness

- Counteract alternator rotor with suitable belt wrench (oil filter wrench or similar) and unscrew breaker cam. Do not disassemble the rotor.

- Mount the aluminum sleeve with the thicker end to the engine

- Mount alternator

- Mount the PCB with three screws and tighten slightly

- Connect and insulate the cable according to the marking

- New brown positive cable under the right side cover with the brown cable of the Connect brake light switch

- Reconnect the battery

- Place the thick aluminum disc with the magnets facing the engine

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Adjusting the ignition timing

Warning - Danger

Persons wearing a pacemaker should not perform the ignition adjustment.

The blue and yellow cables of the ignition coils carry up to 500V.

40,000V will be present at the high-voltage cables, spark plug caps and spark plugs.

- Turn the engine to the left on the ignition mark (anti-clockwise rotation of the engine) Turn the upper part of the cam so that the LED on the base plate lights up when the left ignition mark is just on the dash.

- Tighten the upper part of the cam with the Allen screws

- Start engine and flash off ignition

- Execute the fine adjustment by turning the base plate

Enjoy your new ignition!

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Specifications

• Operating voltage	6V DC to 15V DC
• Dwell angle	120° crank angle
• Ignition coils	original Ignition coil or Ignition coil with the same prim. Impedance
• Secondary voltage @ 1,000 rpm 7,000 rpm	14.5 kV measured on prototype system 11.4 kV measured on prototype system
• Electrical system load with the ignition switched on and the engine not running	< 1W

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