



# HONDA CBX1000

Instruction manual with visual guide for  
Honda CBX1000 6 cylinder



**Your kit includes:**

- (1) Ignition Coils and mounting plate**
- (2) Ignition module and encoder disc**
- (3) Hardware kit shown above (spacers may be bronze in color)**

**\*\* IF YOU ARE NOT FAMILIAR WITH IGNITIONS AND ELECTRICAL SYSTEMS WE RECOMMEND YOU HAVE A PROFESSIONAL SHOP INSTALL THIS KIT. Although we have taken steps to make it easy for you, there are certain things you may not understand. Please read the entire manual before installing.**

**You will need a wire crimper and basic tools to install ignition kit.**

**We recommend using shrink tubing or flexible wire wrap to protect the sensitive wires from damage.**

**We also recommend using a depth gauge or dial caliper to verify TDC or be familiar with timing marks on the flywheel.**

**A test light is also recommended to find switched power from the cycle if you are not going to use the factory coil power lead. We highly recommend using the handlebar mounted emergency switch that your bike came with from Honda.**

## Basic installation involves:

- Replace the standard ignition with the new ignition.
- Install new coils.
- Connect the ignition wiring (leaving the coil connector disconnected until after timing is set).
- Set #1 cylinder to TDC and calibrate timing using the encoder wheel.

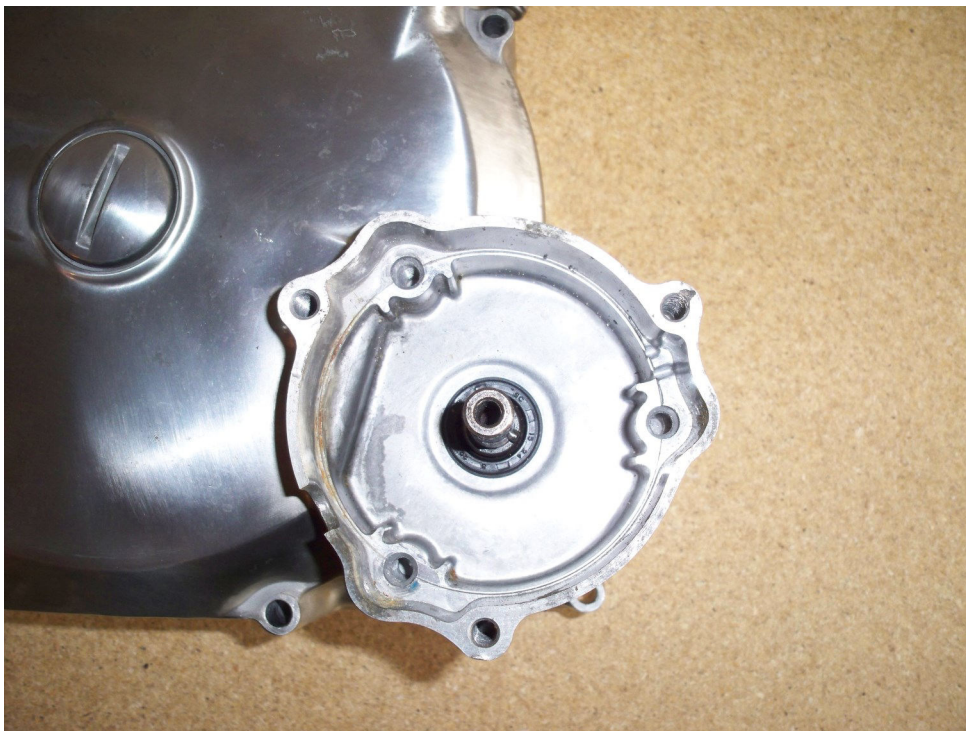
This job should be easy for most people with a basic understanding of ignitions and engines. If you have questions email [c5@c5ignitions.com](mailto:c5@c5ignitions.com) or call 920-403-0555 so we can assist you.

### Step 1.

Disconnect your battery.

**Set your #1 (left) cylinder at the TDC before removing the ignition advancer, or be prepared to use a depth gauge in the spark plug hole to determine TDC later in the installation!!**

Locate the points housing at the front right side of your engine and remove the cover. Carefully remove the ignition assembly. You will not re-use any of the original timing parts.



## Step 2

Install the new ignition module and spacers.

Carefully set the ignition into place so the **three recessed edges of the circuit board align with the mounting screw holes**. See illustration below.

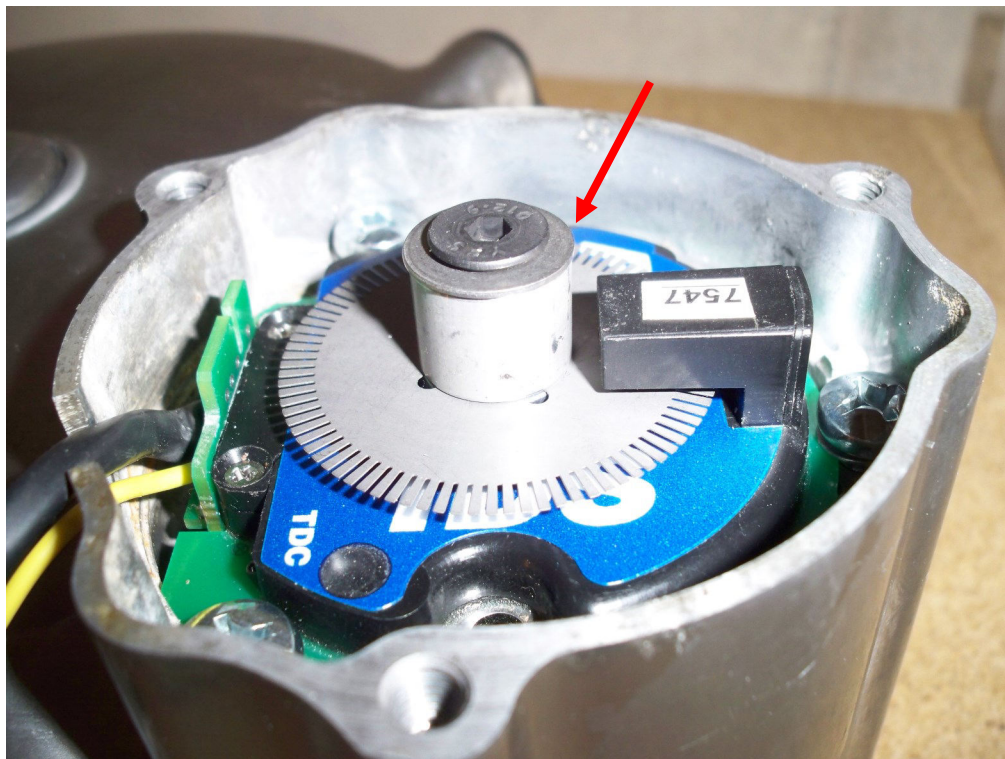
**You must install the long spacer first (it may be bronze or aluminum in color), being careful to align the notch with the Honda pin at the base of your timing shaft.**

**The encoder disc will slide onto the shaft at the same time you install the ignition module.**

Secure the ignition using three (3) wave washers and panhead screws. Lightly install the encoder screw, washer, and top spacer (it may be bronze or aluminum in color). DO NOT tighten the encoder yet.

If the spacer has been installed correctly the encoder disc will not contact the base or the reader. Now route the leads from the module up toward you coils in preparation for connecting a “switched” power source. The original coil power lead usually works great for powering the new coil and ignition module.

Red arrow indicates thin washer between screw and top spacer. Notice encoder disc is evenly spaced and does not rub.



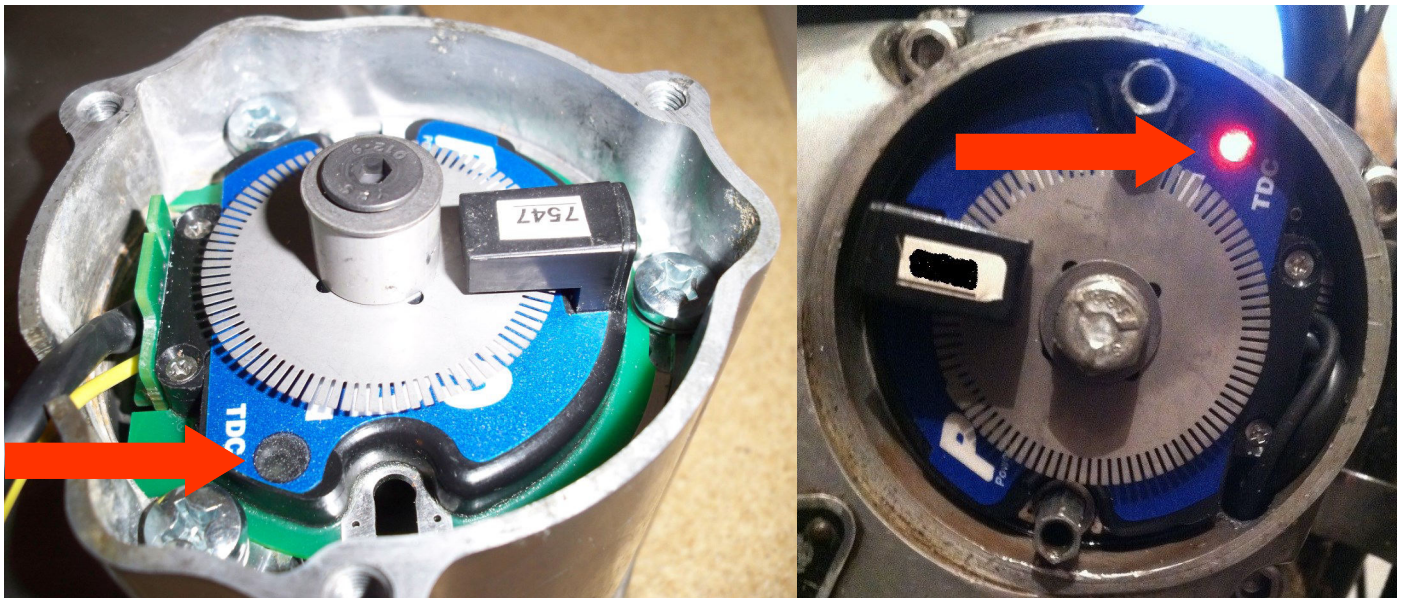
### Step 3

Before setting the timing and tightening the encoder, you must first set the #1 cylinder to Top Dead Center (TDC) or the ignition will not fire at the correct time. #1 is the left most cylinder on a Honda 6 cylinder engine.

Our computer is programmed based on the #1 cylinder being EXACTLY at TDC. Do not attempt to "time" the encoder until you are certain your engine is at the correct location.

Once you have #1 at TDC connect the red lead of the ignition module to 12V positive power and slowly rotate the encoder disc until the single timing slot is under the reader. A bright LED light will turn on. Keep the disc from turning as you tighten the screw. Use a small amount of locking agent to keep the screw from coming loose. When you are done, the LED light should still be lit. If you have a difficult time getting it perfect, simple loosen the three (3) screws holding the module in place and carefully rotate until the light is lit again.

**RED ARROW INDICATES LOCATION OF LED LIGHT.**



#### **Step 4**

Remove your stock coils and install the new coils in its place.

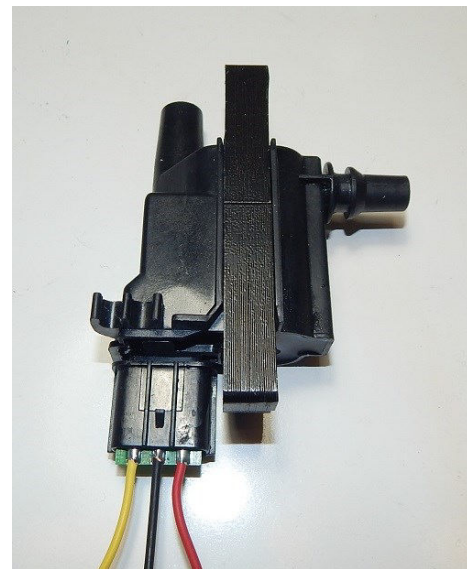
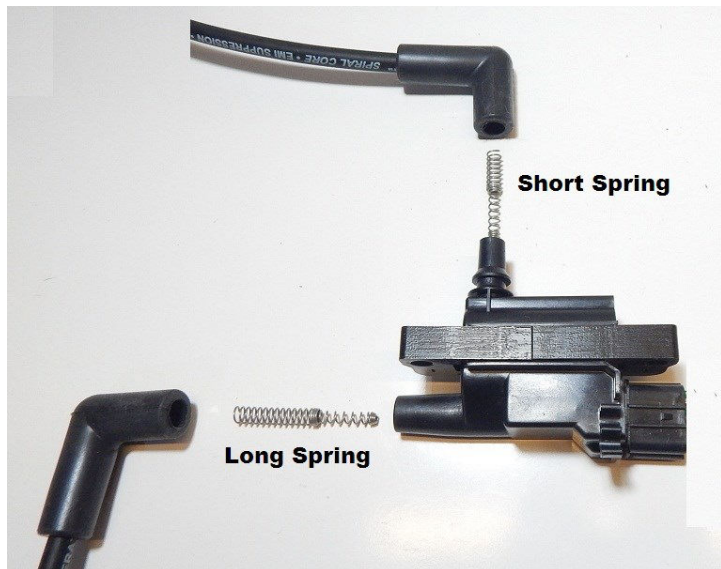
**DO NOT OVER TIGHTEN COIL MOUNTS ONTO COIL OR YOU WILL CRACK IT.**

To avoid electrical supply issues which is the leading cause of running problems, we recommend you connect the coil power and ground leads directly to the battery terminals and use the stock Honda "switched" coil power supply only for the ignition module.

Our ignition system has automatic coil turn off which allows you to safely connect coil power directly to the battery (+).

Do not connect power to the coils until AFTER you have set timing.

We have recently begun changing to a smaller coil with higher voltage capacity. A mount for these coils has not been test fit yet but we will update this manual when pictures are available. The new coils are smaller, lighter, and thinner than any previous coil we have used.



The newest MC (micro coil) has a different wiring harness than other motorcycle coils.

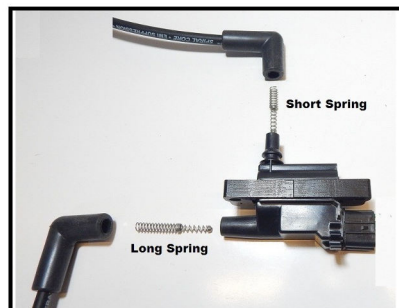
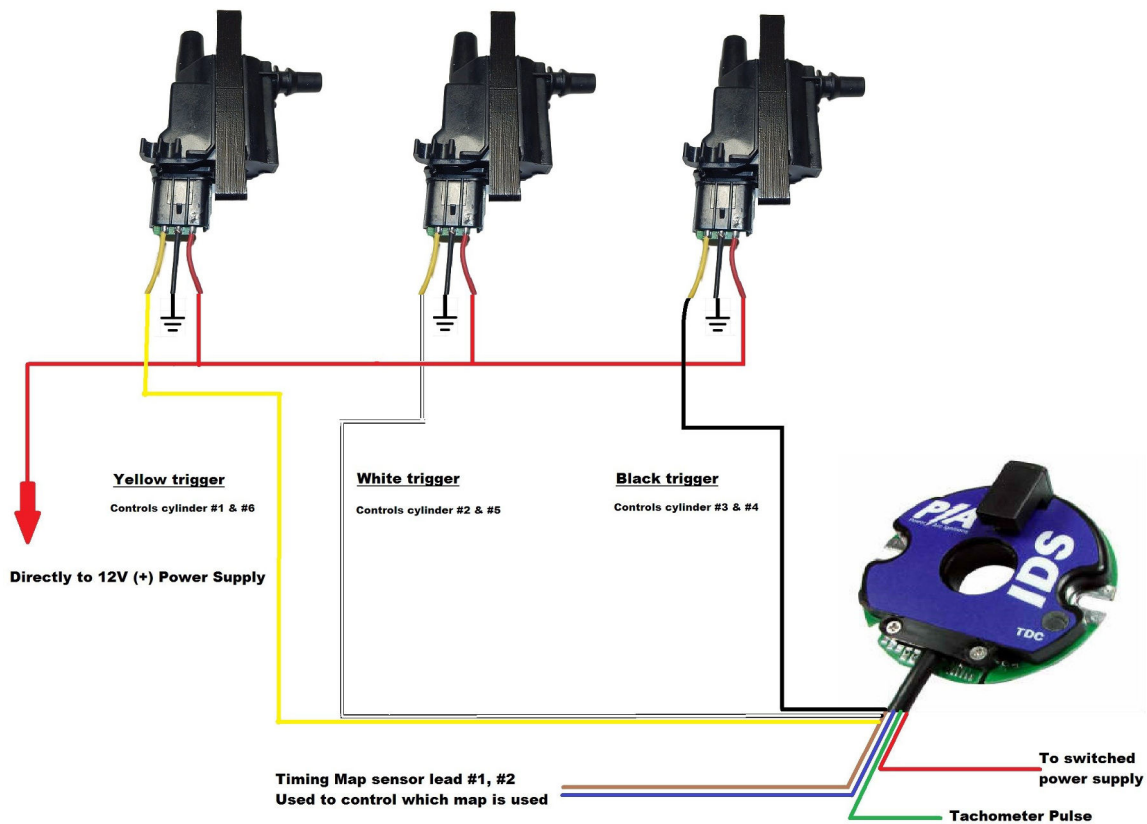
If you are uncertain how to install them please consult us. Use the provided pictures as needed.

**On the new micro coils there are THREE wires exiting the coil.**

**Red = 12V (+) battery power**

**Black = Ground (-) lead**

**Yellow = Coil trigger (connects to black, white, or yellow from the ignition module to control coil turn on/off).**



**Assemble springs as shown**



**The new CD3 ignition modules have ONE individual larger diameter black lead exiting the module.**

**This is a ground lead. Connect to chassis ground or preferably the battery (-) negative terminal.**

**To create your spark plug leads, you will cut each 40 inch section to create two individual leads. We recommend using each wire provided to create one short and one long sparkplug lead.**

**Measure using your original wires. Install your stock sparkplug caps or replace with NGK or similar resistor type caps.**

If you have questions please contact us. Most customers notice improved cold starts and you may find it requires less choke to get running.

If you regularly ride in wet weather apply a small amount of silicone where the wires exit the ignition module area. The encoder is stainless steel and shouldn't corrode under normal riding conditions.

We have put forth great effort to design and build a quality product. We encourage suggestions or improvements to the kit and/or instructions.

Happy & Safe Riding.

-C5 Performance Inc.

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