



KAWASAKI W SERIES

Instruction manual with visual guide for
Kawasaki W series Twin Cylinder



Your kit includes:

- (1) Ignition Coil (dual fire coil) and springs.
- (2) Ignition module.
- (3) Encoder wheel with new distributor shaft and hardware.
- (4) Sparkplug wires.

You will need basic electrical and engine tools to install ignition kit.

We recommend using shrink tubing or our flexible wire covering 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.

Basic installation involves:

- Replace the standard distributor shaft and timing parts with our new shaft.
- Install new coil in a cool sturdy location such as under fuel tank.
- Install ignition module, set timing, and then install coil power.
- Connect power to coil and start engine.

Step 1.

Disconnect your battery.

Locate the distributor and remove the stock timing parts including inner shaft.



Step 2:

Install new timing shaft using supplied parts.



Step 3:

Install our ignition module and connect wires. Do not apply 12v power to coil yet.

Set the #1 cylinder at TDC (Top Dead Center), turn on power to ignition module, then set timing by rotating encoder disc until the LED Timing Light comes on. Lock down center screw by applying a small amount of thread locking agent.

Minor adjustments to the distributor housing can be used to get the LED light on during this step. Do not forget to lock down the distributor when finished.



Single encoder slot must be under the reader for the timing light to turn on.

Set timing so at TDC the light is on.



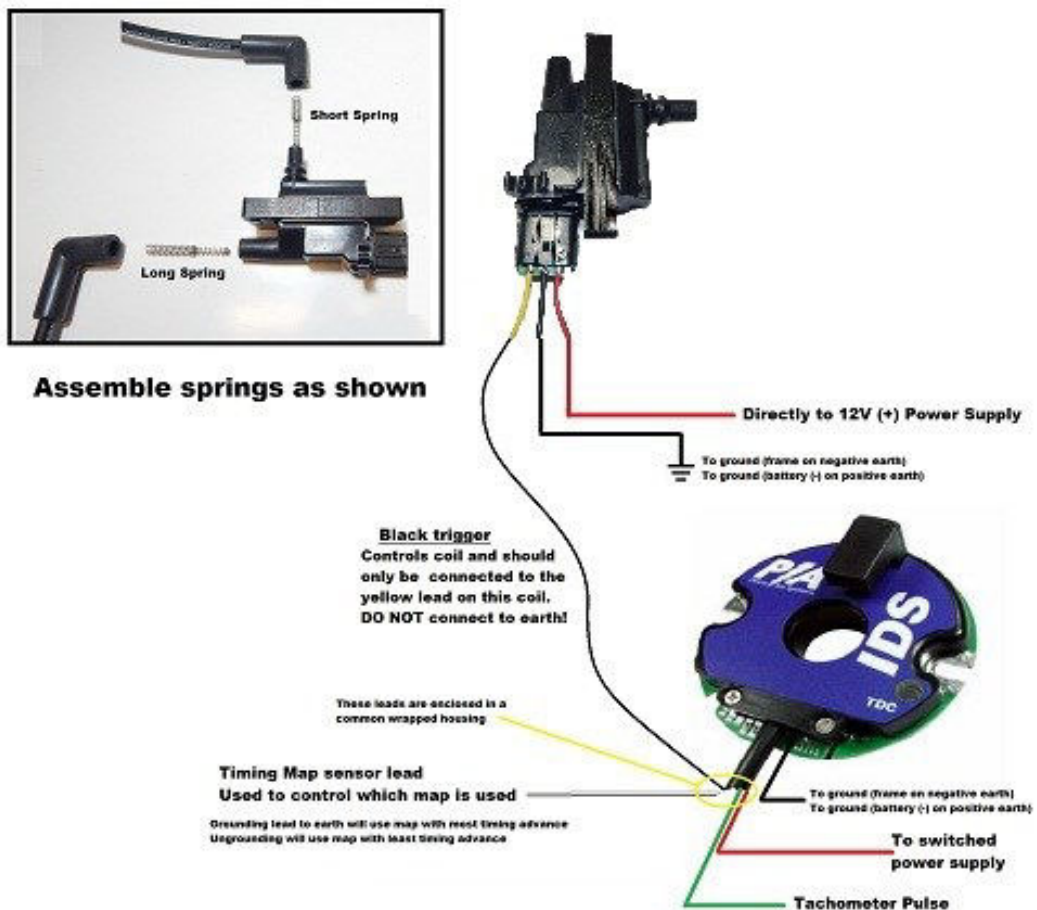
Step 4:

Use longer spring on long front tower and the shorter spring on short tower.

Coil power (red) and ground (black) should be connected directly to the battery.

Only the yellow lead will connect with the ignition trigger wire (small gauge black wire).

Use of small or poor quality connectors can cause ignition misfire or timing issues.



Step 5:

Connect coil power.

Red connects directly to battery power

Black connects to negative battery terminal or chassis ground

Yellow connects to the black trigger wire coming from our C5 ignition module.

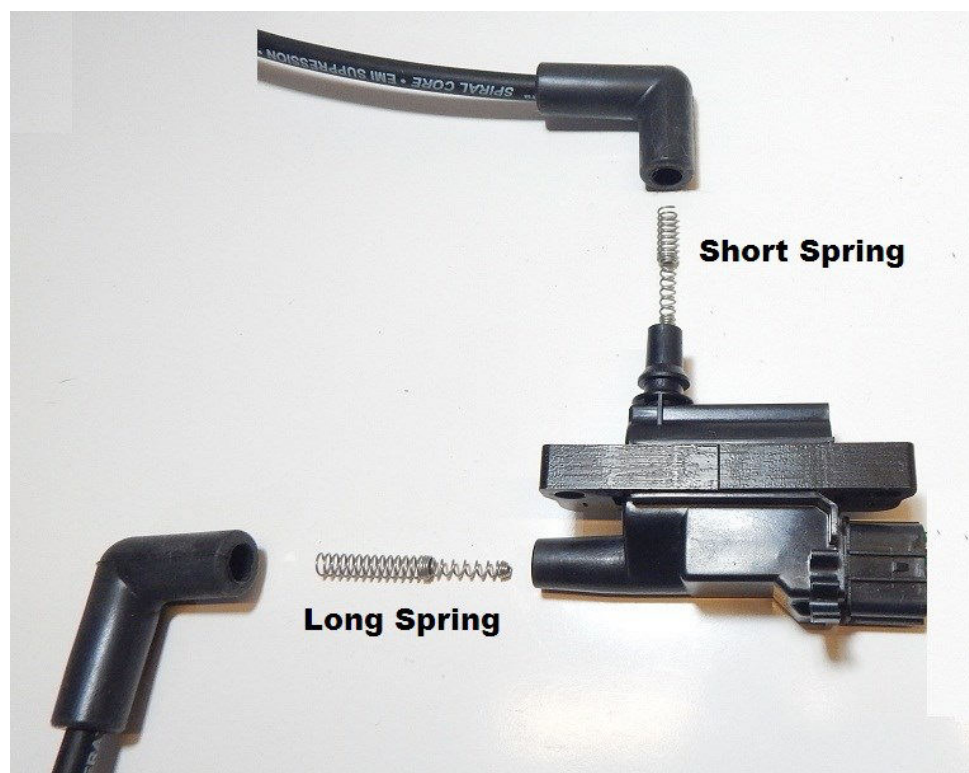
Use resistor type sparkplugs one heat range cooler than original.

Set electrode gap to 0.028-0.032 inches.

DO NOT USE ANY SPARKPLUG WIRES OTHER THAN WHAT IS PROVIDED. IF YOU NEED LONGER LEADS PLEASE CONTACT US.

MOROSO 800 OHM/FOOT WIRES HAVE BEEN CHOSEN FOR A GOOD REASON.

ANY OTHER PLUG WIRE VOIDS WARRANTY AND CAN HARM OR DESTROY THE MODULE.



We notice improved starting effort and often no longer need to “feed it throttle” when starting. Customers typically notice faster warm ups due to the multi-spark function of the ignition coil. If you regularly ride in wet weather apply a small amount of silicone where the wires exit the points 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.

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