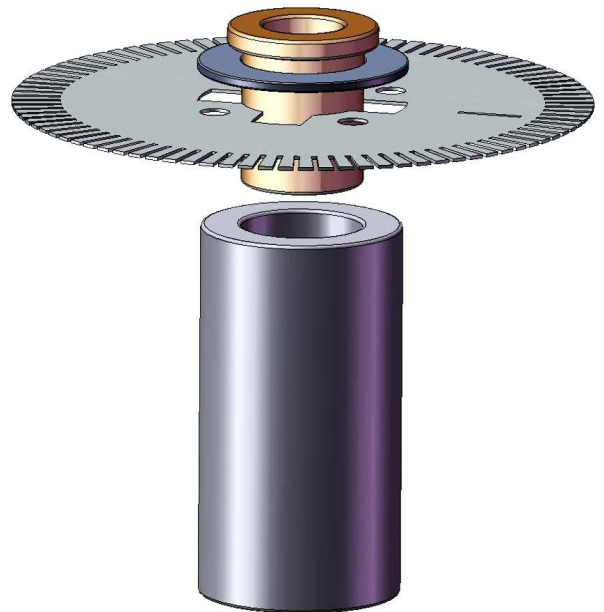
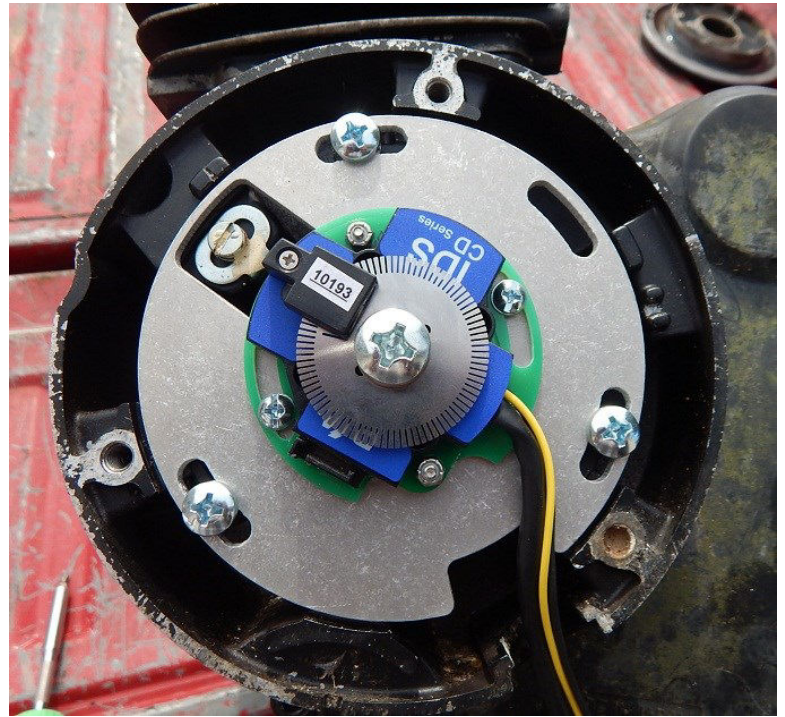
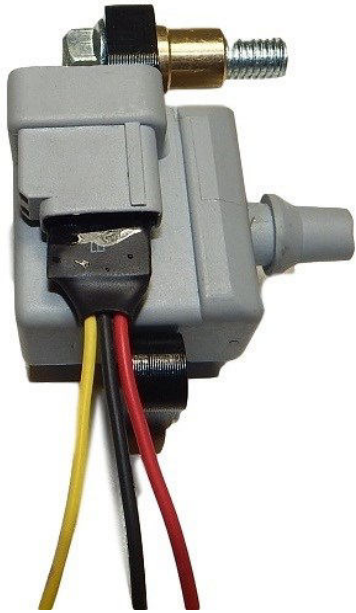




Yamaha

XS Triple Cylinder

Instruction manual with visual guide for
Yamaha XS750-850 triple cylinder



Your kit includes:

- (1) Single Tower coils and mounting hardware.
- (2) Ignition module and adapter plate (with hardware).
- (3) Encoder wheel with spacer.
- (4) Spark plug wire material to make three leads with thread on plug ends.
- (5) Instructions for wire harness.

Basic installation involves:

- Set engine on TDC of the #1 (left) cylinder, then remove the stock ignition and install the new C5 ignition kit.
- Install new coils.
- Time the new ignition then connect power to the coils.

Step 1.

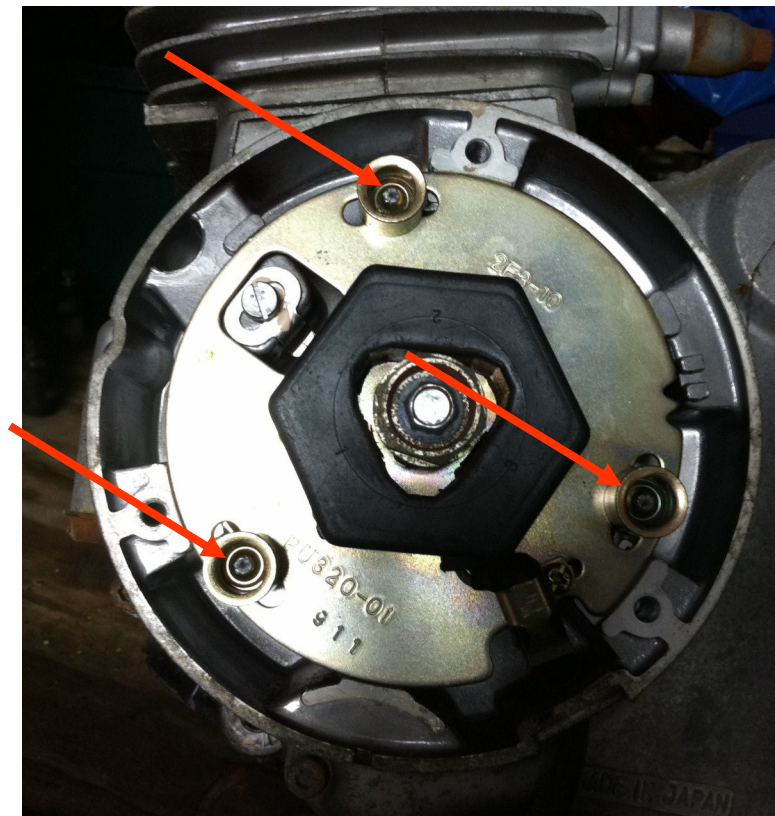
Disconnect your battery.

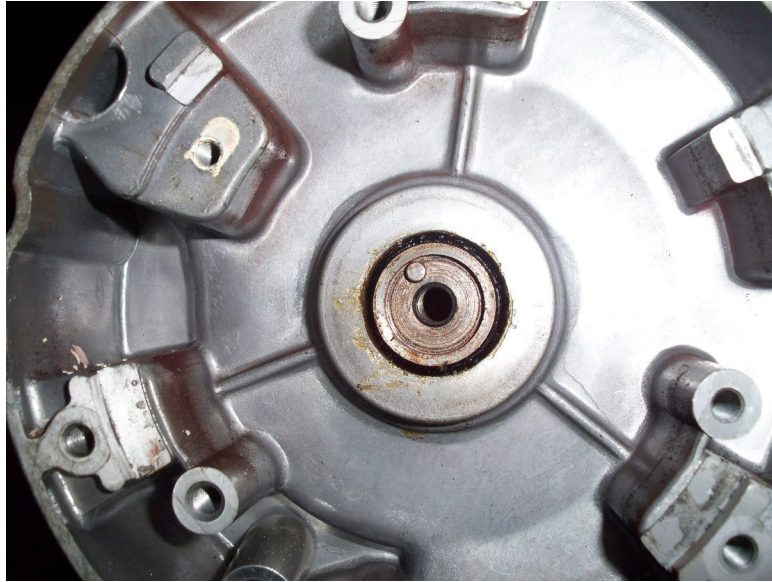
Remove the left engine cover. Set your engine to TDC on left cylinder (#1 for our kit).

Carefully remove stock timing parts, being careful not to rotate the engine. Use a punch, scribe, or permanent marker to create a new TDC mark for future reference.

Using a 25/64 inch drill bit or similar size, **drill out the OEM screws** securing the ignition plate to the engine if they have not been replaced yet. The heads of the stock screws have no head, so drilling is required.

Save the factory wire harness grommet by carefully slicing it on the flat side, then install on the new ignition once it is installed.

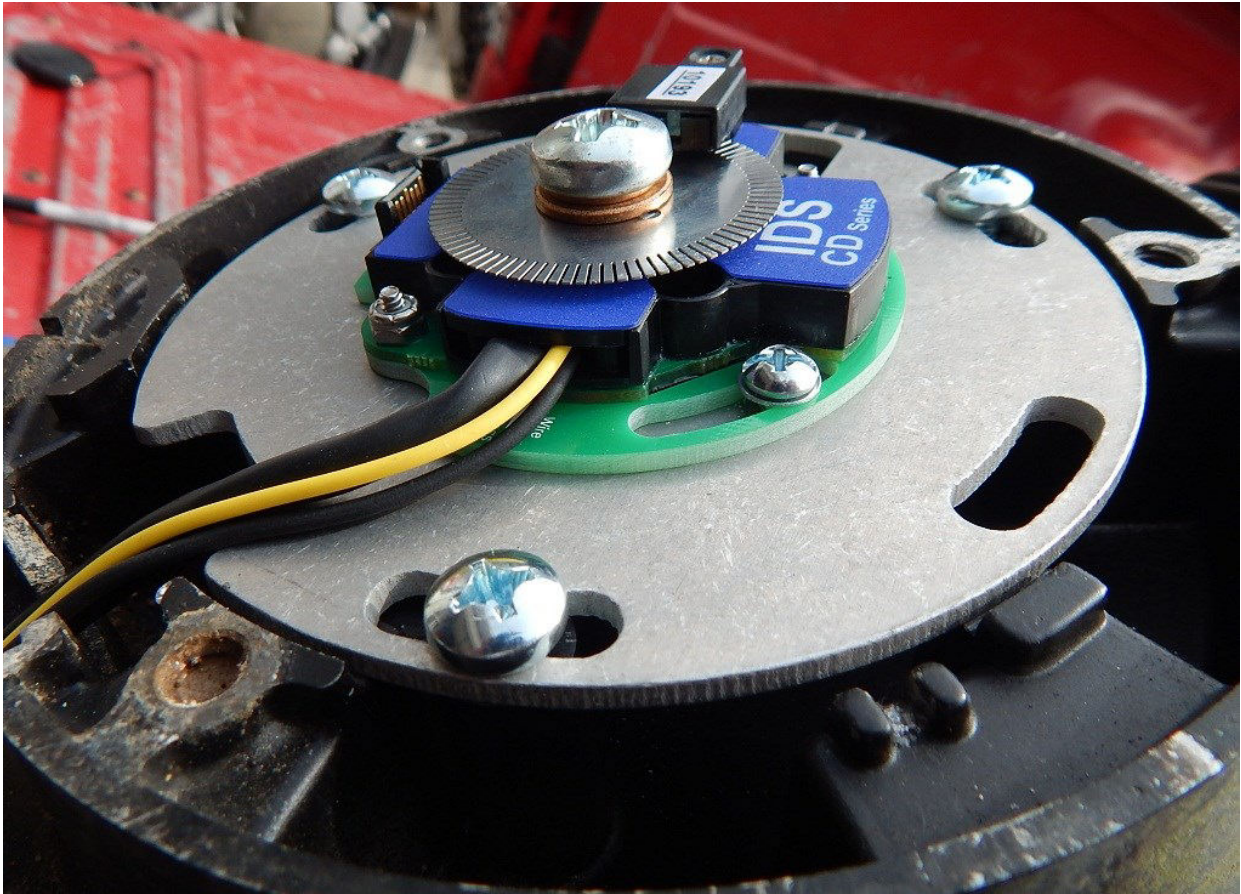




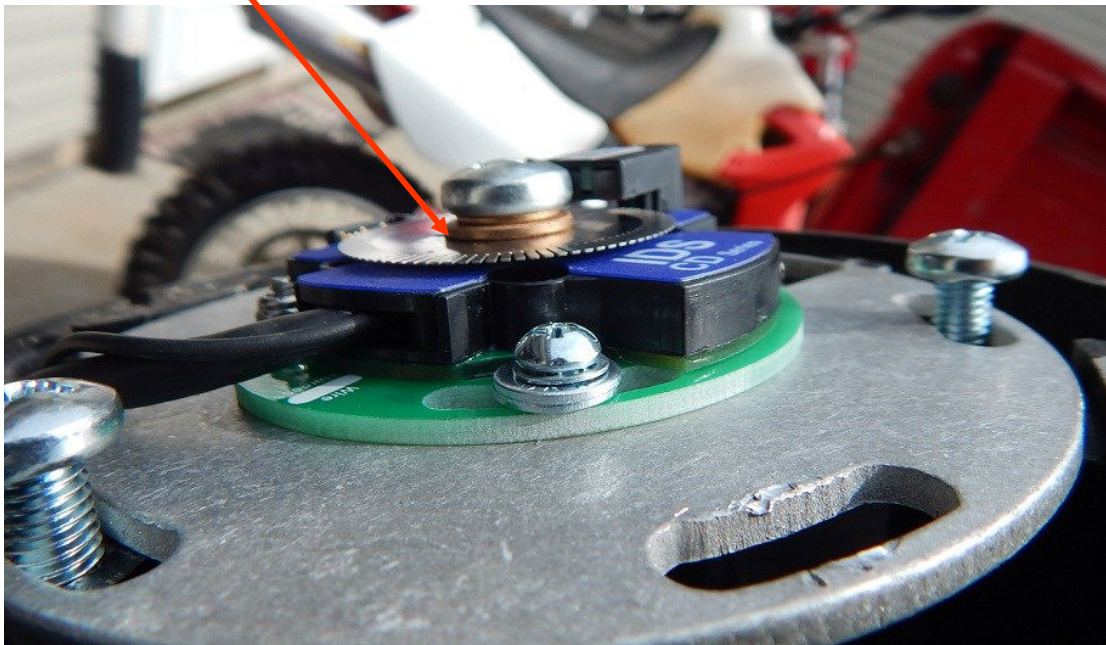
Step 2.

Once the stock timing parts are removed, install the adapter plate using the new M6x16 screws supplied in the kit.





Install your aluminum spacer provided, and install encoder disc with bushing. Do not tighten until you have connected 12v power to the module and are ready to set timing for the final time. Use a small amount of low strength locking agent on the threads if you wish. Be sure to place the washer on top of the disc before the bushing is installed on top of it.



Step 3.

Route wires following OEM path and connect according to the instructions provided in your kit.

Red=12 volt power

Black=Battery ground (-)

Yellow, Black, White= coil triggers

Green=tachometer (tape or shrink tube if not used)

Blue & Brown= Changes timing maps. Ground both leads for stock type curve with the most total

Install your ignition coils in the stock location or suitable area to avoid excessive heat.

DO NOT allow yellow trigger leads to touch a ground source. DO NOT connect power to the coils until after the module timing has been set.

Route all ignition and coil wires so they do not contact stator output wires or the secondary coil (spark plug) leads. This can cause damage or failure of module or coil.

Use NGK style thread on spark plug caps or install new crimp style caps. That is your choice.

If you do not use resistor spark plugs you MUST use resistor caps!

Step 4 Set timing.

Connect all leads EXCEPT power to the coils Verify again that your #1 cylinder is at TDC. The more accurate you are now, the better our timing curves work. Take your time and seek professional help if you are unsure what you are doing.

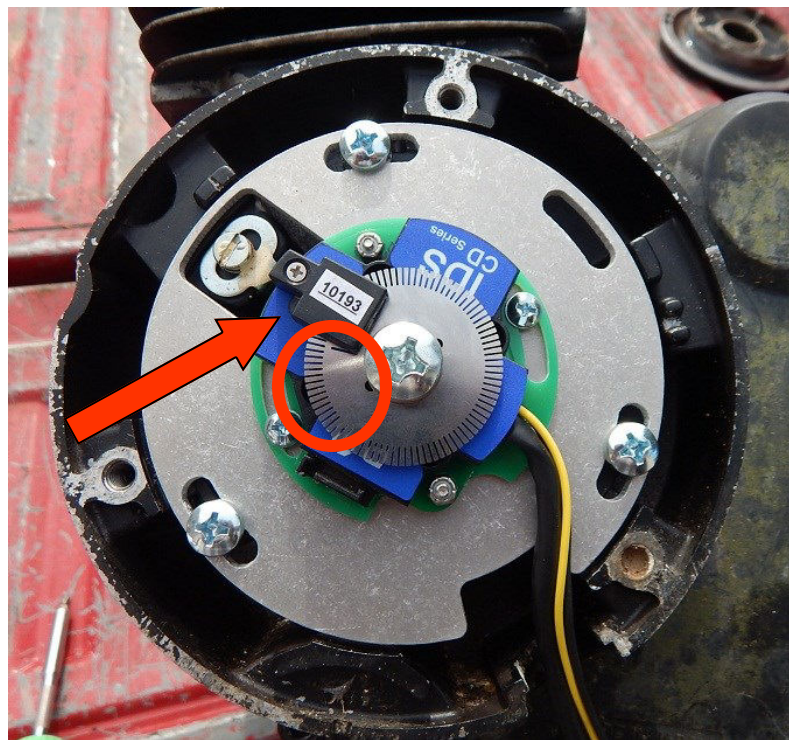
Do not connect coil power until timing is set.

Here is the sequence for using the blue (sensor 1) and brown (sensor 2) leads to toggle between the pre-programmed curves, from Most to Least amount of timing:

<u>BLUE</u>	<u>BROWN</u>
GROUND	GROUND
GROUND	UNGROUND
UNGROUND	GROUND
UNGROUND	UNGROUND

Turn on the ignition module power. As you turn the encoder disc, there is a small “single” slot that will be rotated under the reader. As this happens the LED timing light will come on. Hold in place and tighten the center bolt KEEPING THE LIGHT ON as you are securing the disc. You can use the slotted mount to make minor adjustments if needed.

Once this is done, your timing is set. Connect power to the coils, reconnect battery power, and start



LED light comes on when the slot (shown in red circle) is directly under the reader.

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 experience poor starting, erratic idle, or stuttering...recheck connections, verify carb synchronization, and be sure the blue and brown leads are grounded to the frame or engine. Now that you have an incredibly strong ignition, any carb issues you have will now become glaringly obvious. Call or email if you have questions or concerns about your kit.

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.

920-403-0555

c5@c5ignitions.com

www.c5ignitions.com

