

The TT1 unit is a fully digital drop-in replacement for the original equipment ignition box as used on the Norton Commander motorcycle. Through the use of modern components and manufacturing techniques, it offers enhanced reliability and additional features.

Installation

The unit should be located away from sources of extreme heat. The ideal place is inside the R/H fairing compartment or alternatively fasten with cable ties as per the original equipment unit. Cool running promotes reliability.

The unit is fitted with AMP crimps which will fit in the original shells. These you will need to remove from the old unit. Some machines have been found to have the pickup connections reversed. Determine correct polarity by a *brief* trial start-up before fitting the plastic shell. If the connections are reversed, the engine will refuse to start, but fuel vapour will build up in the silencers very quickly and is liable to ignite with an extremely loud report.

Connection summary (Original / loom colours in brackets)

	Wire size/length	Loom	Function
RED	16/0.2 700mm	(RED / YELLOW)	Timing pickup 1
YELLOW	16/0.2 700mm	(YELLOW)	Timing pickup 2
BROWN	24/0.2 460mm	(BROWN / WHITE)	Coils Common
YELLOW	24/0.2 400mm	(BLACK / YELLOW)	Coil 1
WHITE	24/0.2 400mm	(BLACK / WHITE)	Coil 2
WHITE	24/0.2 250mm	(WHITE)	Battery Positive
GREY	24/0.2 250mm	(BLACK)	Chassis 0V
ORANGE	24/0.2 320mm	(ORANGE)	Starter relay - cranking boost
RED	24/0.2 320mm	(RED)	Side Stand – switches to chassis when stand down.
2x BLUE/BLACK 16/0.2 400mm (BLUE)			Thermistor

The unit is fitted with two LEDs for diagnostic purposes. They are visible through a small window.

LED indicator function

RED	Side Stand is down (Engine will turn over but not fire)
RED flashing	Ignition ON, engine stationary.
RED and GREEN steady	Engine warm-up

After warm-up:

None	Engine idling
GREEN	Engine speed 1000-2000 RPM (advance curve)
RED	Revolution Limiter 9500RPM