


ENGINE ELECTRICAL Ignition Data

1985 Models

Machine Model	Engine Model	Ignition Type Alternator Output	Spark Plug		Plug Gap Inches
			NGK	Champion	
Star	EC25PS-06	CDI-100 Watt	BR8ES	RN-3C	.020
SS	EC44-2PM-3100	CDI-120 Watt	BR9ES	RN-2C	.020
Indy Trail	EC44-2PM-2100	CDI-120 Watt	BR9ES	RN-2C	.020
Indy 400	EC40PL-02	CDI-120 Watt	BR9ES	RN-2C	.020
Indy 600	EC60PL-02	CDI-120 Watt	BR9ES	RN-2C	.020
Long Track	EC44-2PM-5000	CDI-120 Watt	BR9ES	RN-2C	.020

Engine Model	Running Ignition Timing at 3000 RPM					
	MM BTDC	Inches BTDC	Degrees BTDC	Acceptable Variances		
				MM	Inches	Degrees
EC25PS-06	4.19	.165	27.5	3.35-5.12	.132-.202	24.5-30.5
EC44-2PM-3100	3.93	.155	26.5	3.39-4.56	.133-.179	24.5-28.5
EC44-2PM-2100	3.93	.155	26.5	3.39-4.56	.133-.179	24.5-28.5
EC40PL-02	5.19	.204	30.5	4.55-5.85	.179-.230	28.5-32.5
EC60PL-02	4.10	.162	27.0	3.81-4.40	.150-.173	26-28
EC44-2PM-5000	3.93	.155	26.5	3.36-4.56	.133-.179	24.5-28.5

 All above engines require a minimum of 88 (R+M)/2 octane fuel. If fuels of a lesser octane number are used or engines are subjected to frequent overheated situations, the timing must be adjusted to the low side of the accepted variance.

R.F.I. spark plug cap resistance: 3,700 to 6,300 ohms.


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Machine Model	Engine Model	Ignition Type Alternator Output	Spark Plug		Plug Gap Inches
			NGK	Champion	
Star	EC25PS-06	CDI-100 Watt	BR8ES	RN-3C	.020
Sprint (ES)	EC34-2PM-01/02	CDI-120 Watt	BR9ES	RN-2C	.020
SS	EC44-2PM-3100	CDI-120 Watt	BR9ES	RN-2C	.020
Indy Trail	EC50PM-01	CDI-120 Watt	BR9ES	RN-2C	.020
Indy 400	EC40PL-02	CDI-120 Watt	BR9ES	RN-2C	.020
Indy 600 (LE)	EC60PL-02	CDI-120 Watt	BR9ES	RN-2C	.020
Long Track	EC44-2PM-5100	CDI-120 Watt	BR9ES	RN-2C	.020

Engine Model	Running Ignition Timing at 3000 RPM					
	MM BTDC	Inches BTDC	Degrees BTDC	Acceptable Variances		
				MM	Inches	Degrees
EC25PS-06	4.19	.165	27.5 ± 3	3.35-5.12	.132-.202	20.5° @ 6000
EC34-2PM-01/02	3.41	.134	25.5 ± 2	2.90-3.94	.114-.160	15.5° @ 7000
EC44-2PM-3100	3.93	.155	26.5 ± 2	3.39-4.56	.133-.179	14.5° @ 6500
EC50PM-01	3.26	.128	24.0 ± 2	2.75-3.53	.108-.150	16° @ 6500
EC40PL-02	5.19	.204	30.5 ± 2	4.55-5.85	.179-.230	15° @ 7500
EC60PL-02	4.10	.162	27.0 ± 1	3.81-4.40	.150-.173	20° @ 7500
EC44-2PM-5100	3.40	.134	24.5 ± 2	2.87-3.93	.113-.155	12.5° @ 6500

 All above engines require a minimum of 88 (R+M)/2 octane fuel. If fuels of a lesser octane number are used or engines are subjected to frequent overheated situations, the timing must be adjusted to the low side of the accepted variance.

R.F.I. spark plug cap resistance: 3,700 to 6,300 ohms.