



Twin Tec Buell® Blast Tech Note

CAUTION: CAREFULLY READ INSTRUCTIONS BEFORE PROCEEDING. NOT LEGAL FOR SALE OR USE IN CALIFORNIA OR ON ANY POLLUTION CONTROLLED VEHICLES.

OVERVIEW

The Model 1005 ignition module can be used on single cylinder Buell® Blast models with minor modifications as described in this tech note.

REQUIRED PARTS

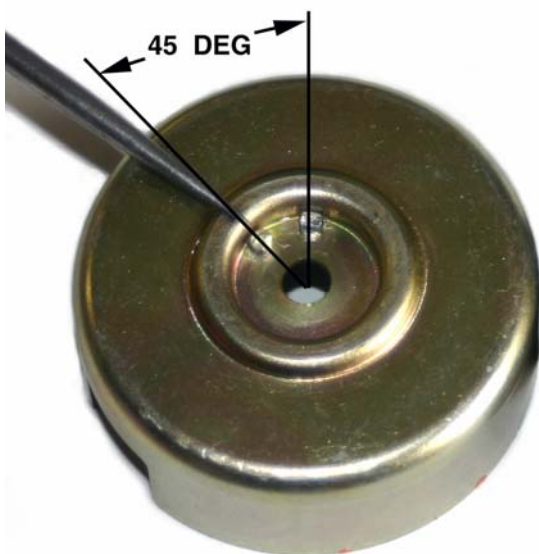
You will require the following parts:

1. Twin Tec Model 1005 ignition module P/N 1005
2. Twin Tec 3 ohm mini coil P/N MINI-COIL
3. H-D® timing rotor P/N 32402-83 or an equivalent aftermarket part such as Twin Tec P/N ROTOR-32402
4. VOES switch (highly recommended for all applications except drag racing) such as Twin Tec P/N VOES-KIT-MC7.

INSTALLATION

1. The timing rotor requires a modification as shown in Figure 1 below. Flatten or grind off the existing index notch. Punch a new index notch oriented 45 degrees counterclockwise from the original notch.

Figure 1 – Timing Rotor Modification



2. The timing cover has a boss that must be relieved to provide clearance for the Model 1005 ignition module as shown in Figure 2. Final orientation of the ignition module is shown in Figure 3. Remove the minimum amount of material so that the ignition module may be rotated freely from end-to-end of the slots once the mounting standoffs are installed. **Caution: if you remove too much material, oil leakage may occur.**

Figure 2 – Timing Cover Modification



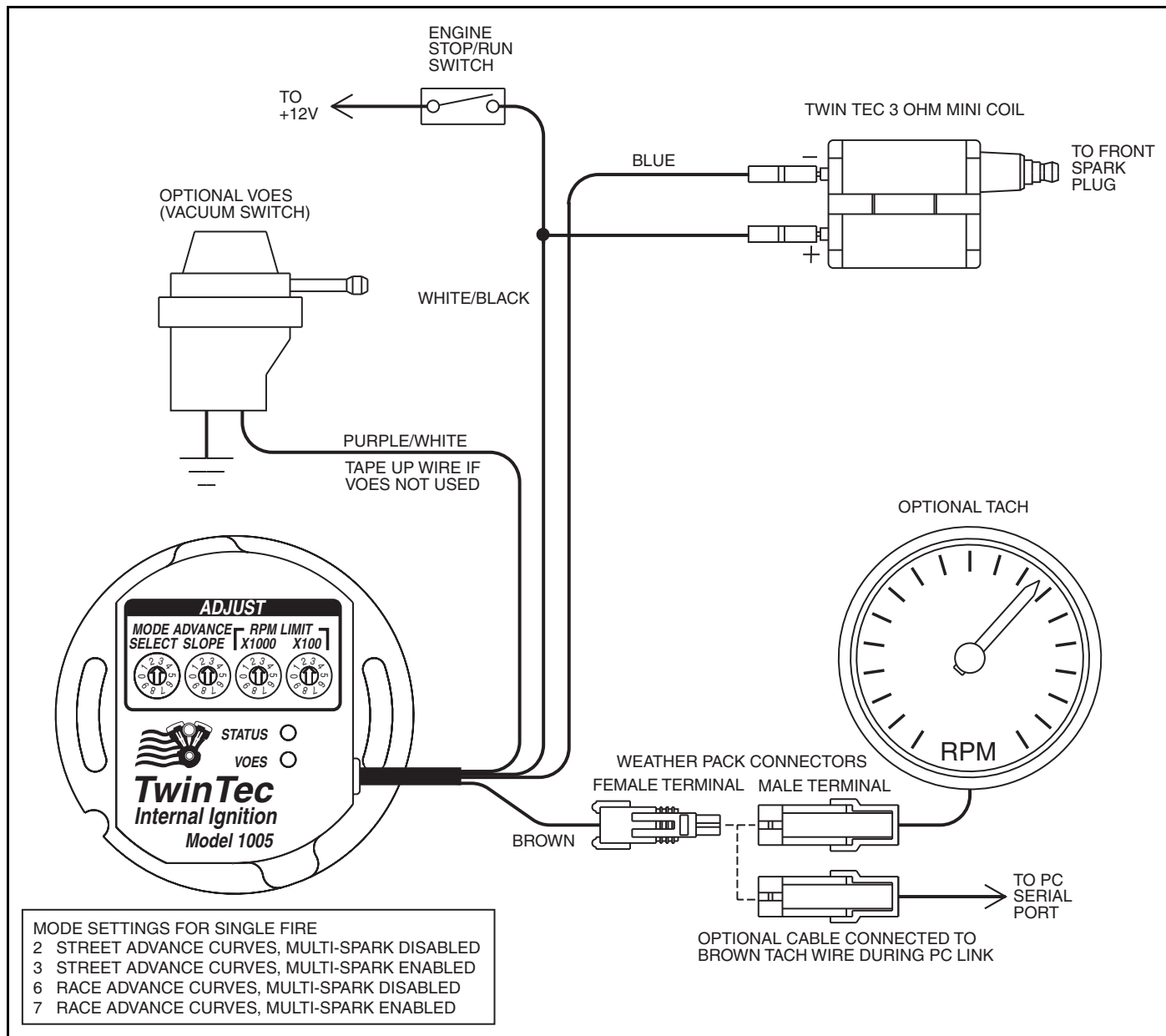
Figure 3 – Ignition Module Orientation



- Follow the Model 1005 installation instructions, except use the wiring diagram shown in Figure 4. The unit must be operated in single fire mode.

Note that the blue wire is used for the coil connection. The unused pink wire should be taped up.

Figure 4 – Buell® Blast Wiring Diagram



TIMING PROCEDURE

The Buell® Blast engine has a straight line as the TDC timing mark. You can follow the same static timing procedure as explained in the Model 1005 instructions. For precise timing or checking custom advance curves, use a dial-back timing light referenced back to the TDC timing mark. All standard dial-back

timing lights should work properly with this single cylinder application. Make sure you disable multi-spark when using the timing light.