

### **Chisel Speed Advance / Retard unit**

The values are dependant on the tolerance of the rotor winding, and as such will vary from unit to unit.

With the static set at 25 degrees advance then at 8000 RPM the advance would be:

<b>Unit Setting</b>	<b>Advance</b>
<b>0</b>	<b>21.</b>
<b>1</b>	<b>20.5</b>
<b>2</b>	<b>20</b>
<b>3</b>	<b>19.4</b>
<b>4</b>	<b>18.5</b>
<b>5</b>	<b>17.9</b>
<b>6</b>	<b>17.3</b>
<b>7</b>	<b>16.7</b>
<b>8</b>	<b>15.5</b>
<b>9</b>	<b>15</b>
<b>A</b>	<b>14.3</b>
<b>B</b>	<b>13.8</b>
<b>C</b>	<b>12.8</b>
<b>D</b>	<b>12.3</b>
<b>E</b>	<b>11.6</b>
<b>F</b>	<b>11.1</b>



# Chiselspeed Advance/Retard Unit



[www.chiselspeed.co.uk](http://www.chiselspeed.co.uk)  
+44 113 2811052



Achieve the advantage of better acceleration with more advance at low rpm without the danger of seizure or piston holing when running lots of advance at high rpm by fitting this unit which retards the timing by up to 10 degrees.

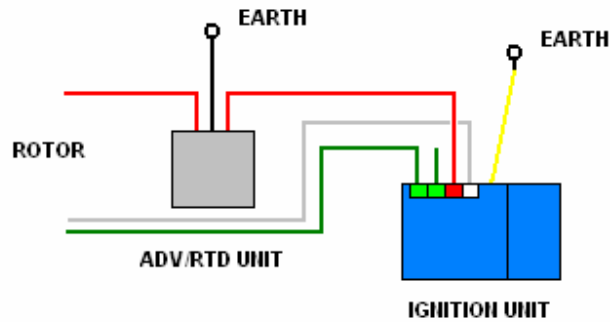
The unit is adjustable enabling you to tailor it to your machine rather than having to make do with the pre-set unit, giving you the best possible power delivery from your engine.

## Connection and mounting of unit

- Bolt unit in suitable place away from heat using stud and nut fitted, e.g. the original junction box holes on an LI series Lambretta. Or you may wish to fabricate your own bracket. Connect ring terminal to good Earth, make sure frame is earthed to engine.

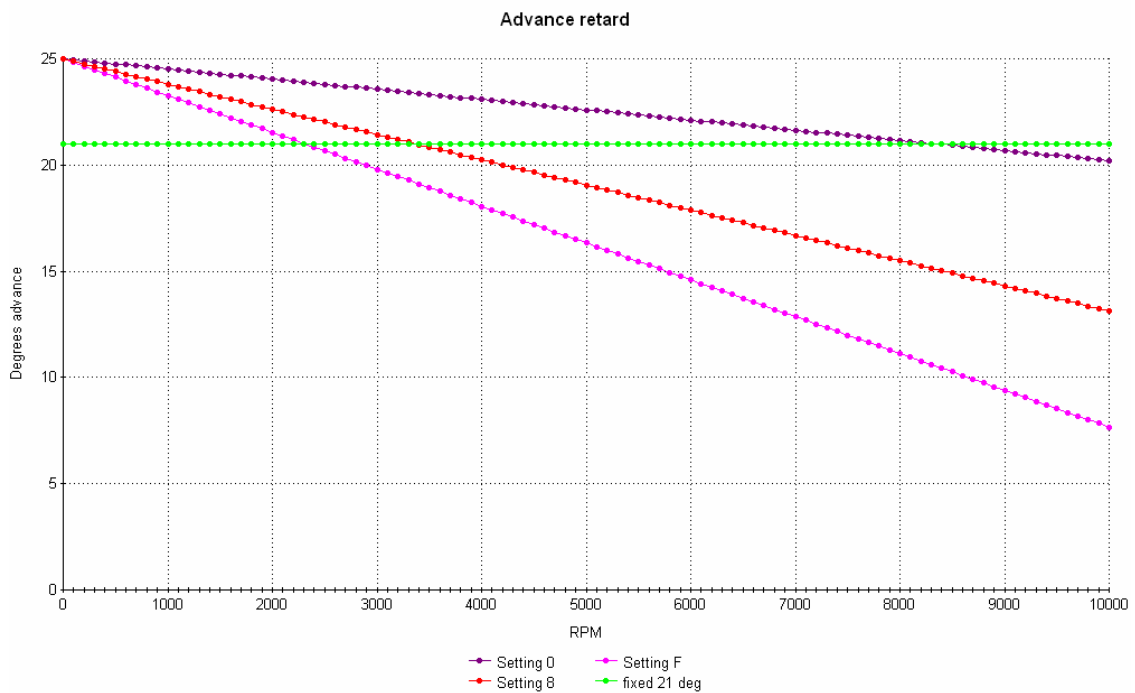
**WARNING** the mounting bolt is nylon and only requires 3 lbs – ft of torque to tighten. Use loctite on the nut to prevent loosening. The bolt is nylon intentionally to prevent over tightening and consequent damage to the electronics inside the box. (It will shear before doing any damage and you'll have to use a tywrap instead – much more preferable to having to buy another unit! )

- Remove ignition pickup wire (normally red) from cdi/coil unit and replace with female spade from new unit.
- Connect original pickup wire to male spade from new unit.



## Adjust the Timing

- Reset ignition timing, this will depend on a large number of variables, but 25 deg BTDC is a good starting point.
- If you have requested a unit that is pre-set, then get the bike running and do a few miles to warm up, before doing a plug chop to check carburetion settings (ignition timing has an effect on this).
- If you wish to experiment yourself then remove the 4 small screws on the unit's cover and set to pos 7 (the middle setting).
- If when running the engine it "brickwalls" at higher rpm turn up 1 setting at a time until the desired result is achieved. If the engine is revving out but lower acceleration is poor then down 1 setting at a time (towards F).



- The unit provides more retard per RPM increase as the switch setting is increased towards F
- There are 16 settings 0..9,A,B,C,D,E,F. 0 is the least effect, F is the largest

## Specification

Weight	40g
Size	40mm x 28mm x 18mm
Mount	m6 x 13mm nylon, 25mm washer
Voltage rating	40v peak
Range	16 settings: 0-9, a, b, c, d, e, f
Cables	black 600mm m6 ring terminal red 380mm male spade red 380mm female spade

Setting F is the equivalent of the 'augusto 6000' unit

Setting B is the equivalent of the 'augusto 7000' unit

Setting 3 is the equivalent of the 'augusto 8000' unit

## Disclaimer

All parts supplied are not for highway use. All parts supplied are not guaranteed when used in competition events. As such, it is a condition of our making all parts available that it is solely the decision of each individual, rider, team member or team whether they choose to use any part supplied and in doing so, absolve the manufacturer of any or all such, including damage to equipment and/or injury to personnel irrespective of how caused.