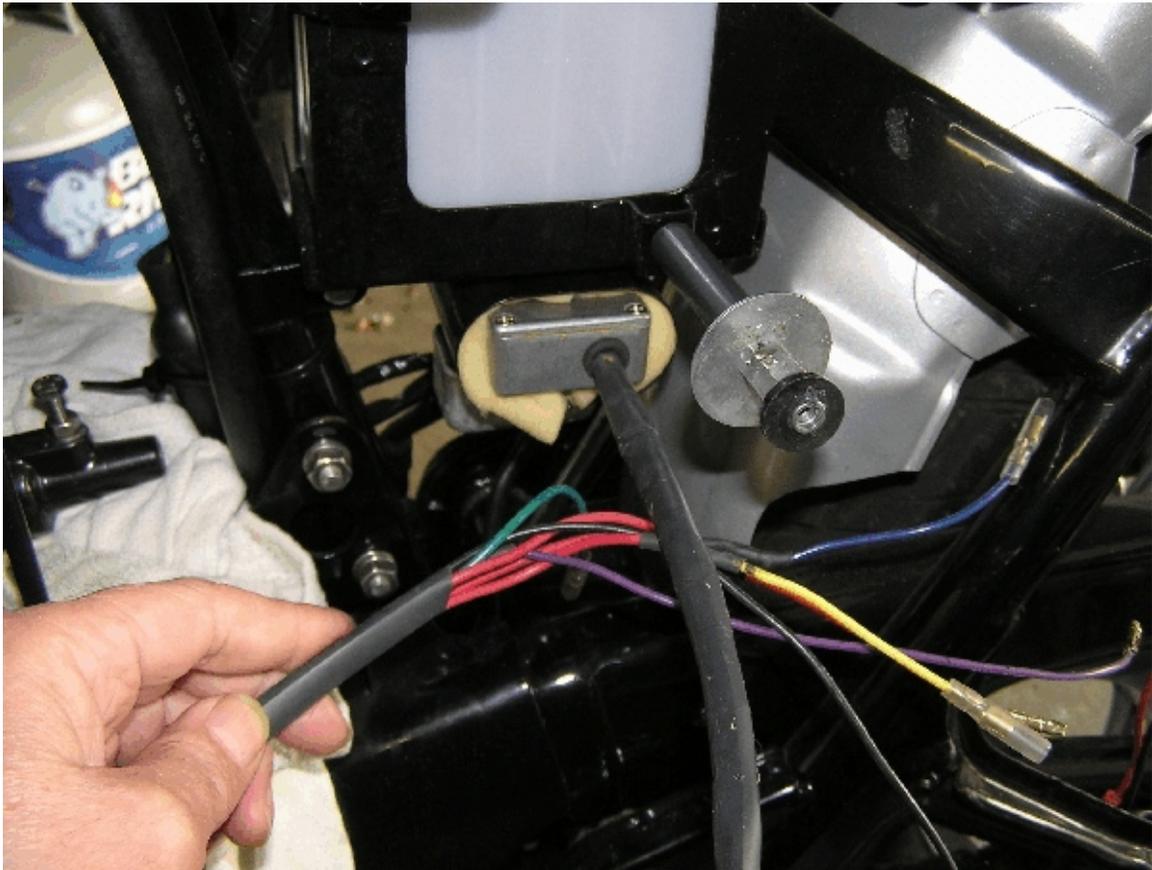


HondaMan Ignition Project

I have some miles on the HondaMan Ignition installed on my CB450 K4 engine, thought I'd report on it.

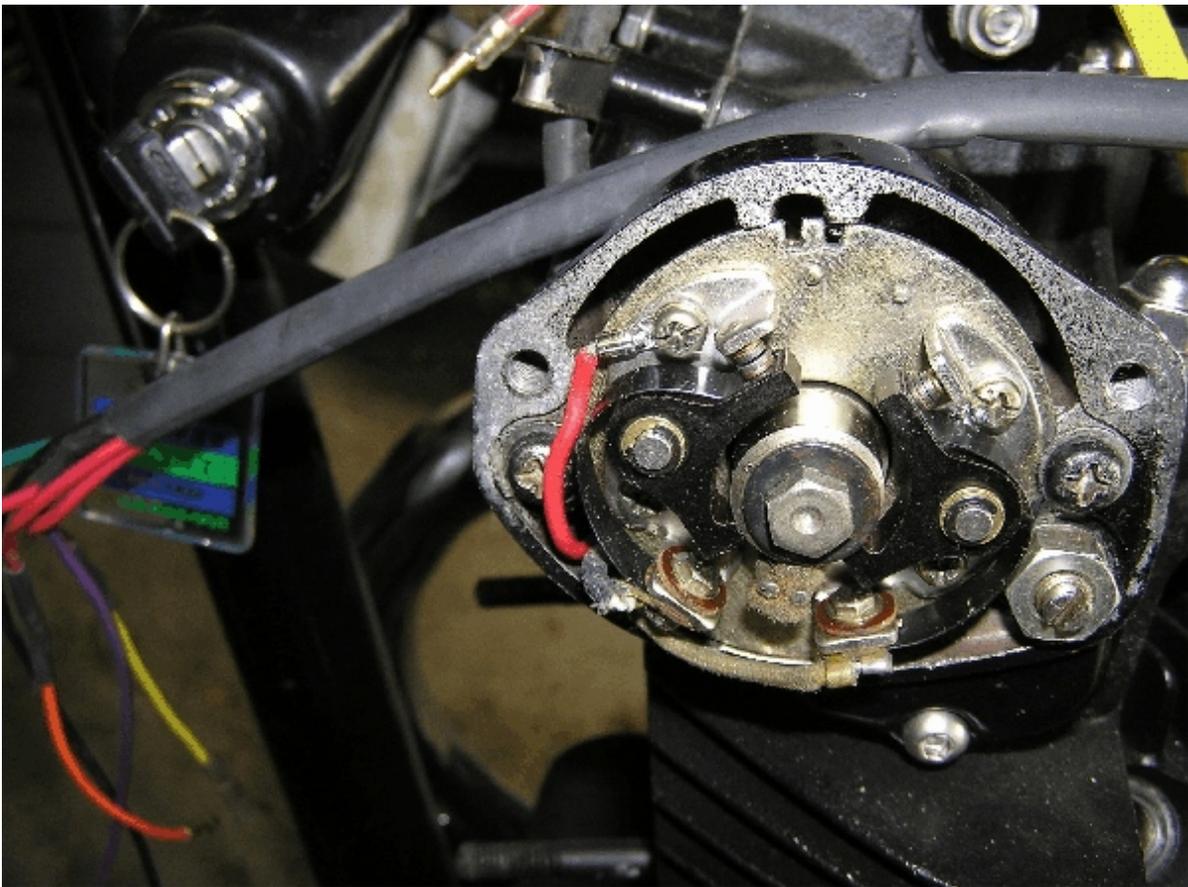
A snap to install, I just wrapped the unit in foam and stuck it in the air cleaner "crossover tube", which is unused on this bike (Uni sock air filters). Lengthened the wires and slipped them through a long piece of shrink tubing (un-shrunk) to serve as sort of a wiring harness. Ran that along the left side of the frame tube, up to the area of interest.

I talked to Mark, he assured me the neither vibration or wire length would change anything.



He supplies a diagram and written instructions, everything went fast. A separate ground wire (red in the photo, it's what I had) is run to the points, disconnect the condenser from the circuit, it starts right up.

Here's the new extra ground wire I had to run from the points - it's red because that's the color I had.



It's done a lot to clean up low-rpm running, that's easily perceptible. The bike idles at a rock-steady 1,000 rpm, like a tractor. Nearly instantaneous throttle response, no hesitation or acting up at all.

Drops right back down to idle fast - this may be partly due to the vacuum adapters I installed in the same session - then used the Morgan manometers to set up the carbs.

By all reports, all I'll need to do is check timing once a year or so, to make sure the points haven't worn down the rub blocks. I can believe it.

The only fly in the ointment is that now there's not enough current going through the points to trigger a 12 volt indicator bulb.

I was smart enough to set the timing (with new points) while the old system was hooked up.

In the future I'll have to get a low voltage flashlight bulb or something.....

I did not check anything with a strobe - runs fine at high rpm, pulls hard all the way up - fabulous at low rpm, starts instantly.

Mike Nellis checked it out, he can comment.

My advice is that every points-based Honda should have one of these - even the Fours, singles, and twins with one point.

Here's a shot of the installed vacuum taps - like Mike, I drilled and tapped the short manifold section of the head. I used 6mm "barbs" from Motion Pro. Used LokTite and a rubber o-ring, seals great. The little rubber caps are a real common item, available in 6-packs for a couple of bucks at any auto part store.

I angled them downward to help prevent the kinks in the vacuum hoses that always happen when they point up.

