

## INSTALLATION OF THE ZDZ IGNITION UNIT

**THESE INSTRUCTIONS FOR SETUP OF ZDZ IGNITION UNIT ARE VALID FOR ALL IGNITIONS ZDZ WITH SERIAL NUMBER HIGHER THAN T1511 FOR SINGLE CYLINDER IGNITIONS AND 1529 FOR TWIN CYLINDER IGNITIONS.**

1. Before installing the ignition, read the instructions carefully.
2. Make sure that batteries cannot be connected while installing the ignition. They can be connected only when you setup the sensor and spark plug cap is removed from spark plug/engine. Be careful in opened spark plug cap is HIGH VOLTAGE during spark. Do not touch or insert any parts of body inside the spark plug cap.
3. When placing the ignition into the model, choose the position preventing mechanical damage of electric unit or cables during operation. The ignition and all parts that are connected to it (engine including the batteries and cables must be placed as far as possible ( at least 25 cm) from the radio set and all its parts ( batteries, locator, cables etc.) Fix cables well whenever they lead through the model. The guarantee doesn't include mechanical damage of ignition or cables.
4. Distance between electrodes on spark plug NGK BMR6F or NGK BPMR6F must be 0.4-0,6mm. For 80RV-J it is necessary to have it set on 0,4mm.

## INSTALLATION OF SENSOR

Adjustment is following: move the piston of „X“ millimeters (shown in table) stroke before TDC.

„X“ measure

3,5mm for 40-50ccm

3,3mm for 60RV,80RV, 80B2RV, 100B2NG

4,2mm for 80RV-J

2,7mm for 120-160ccm

3,8 mm for 160B2RV-J

3,5mm for 210ccm)

Then adjust the engine according to the following points:

1. Adjust the engine so as to the piston is as described above
2. Move the holder of the sensor at maximum against sense of turn of the propeller.
3. Then, move the holder of the sensor in direction of prop turn. When the ignition is switched on as far as the spark springs.
4. Fix the holder of the sensor in this position and the ignition is set up.
5. The engine is prepared to run after the backward screw on of a spark plug.

You can also use quick basic setup as shown on picture.

Distances are measured from center of magnet to the center of sensor. Position of piston is exactly in TDC.

### Measure A

40 RV-L	- 6 mm
60 RV	- 6,5 mm
80 RV	- 6,5 mm
80RV-J	- 7 mm
80 B2RV	- 6,5 mm
100B2NG	- 6,5 mm
120/160B2RV	- 7 mm
160B2RV-J	- 7 mm
210B2RV	- 9 mm



All the other modes of run are controlled by the microprocessor in dependence on the revolutions of the engine. The spark ignition happens after the magnetic field leaves the sensor. There is a safety feature installed in the ignition, that switches off the device after one minute of inactivity. For the recovery of the function it is necessary to switch the power supply off and reconnect it in about few second.

### BASIC INFORMATION

Parameter	single	twin
Input voltage	4,8-9 V	4,8-9 V
Current consumption	350/6000 mA / RPM	700/6000 mA / RPM
Output voltage	12 kV	12 kV
RPM range	50-15000 RPM	50-15000 RPM
Weight	140 g	200 g
Working temperature range	-40 to +85 ° C	-40 to +85 ° C