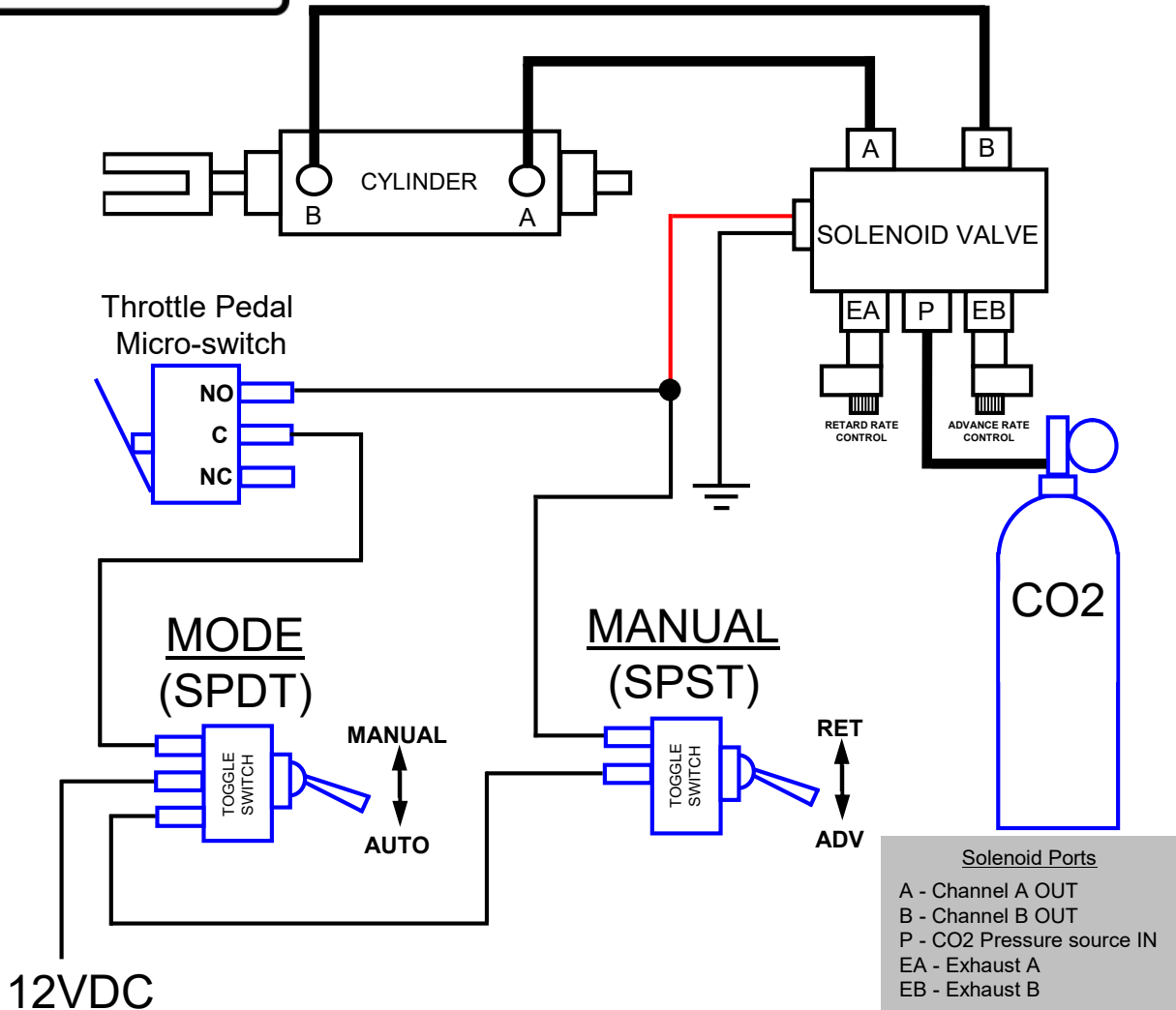




FIE Magneto Mechanism Electric Activation

Example: Starting line traction control



“MODE” switch = “Auto”: The throttle pedal micro-switch is armed, the “MANUAL” switch is disabled, port B is active and the unit is retracted fully (retarded) against the zero stop. When the throttle pedal switch is activated, side B of the cylinder is exhausted and side A is charged, which moves the mag in the advanced direction until the cylinder reaches the stop.

“MODE” switch = “MANUAL”: The throttle pedal micro-switch is disabled and the MANUAL switch determines the magneto position; advanced or retarded. This setup is great for setting up the mechanism and setting the rate control with the motor running in the pits.

The static ignition timing is set to a significantly lower setting than normally used on a pass. Once the throttle pedal is fully depressed, additional timing is brought in to slowly increase power down-track. The vehicle leaves the starting line with less power and more traction.

Example: 24° static timing + 10° additional from the mech = 34° total.

The vehicle leaves the starting line with 24° to launch on a slippery track. 10° additional is brought in slowly at a predetermined rate for a total of 34°.