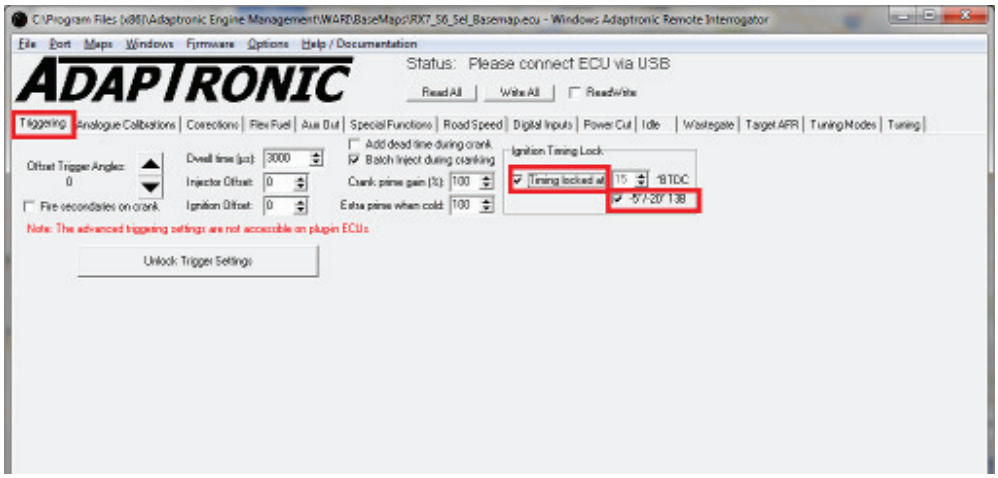
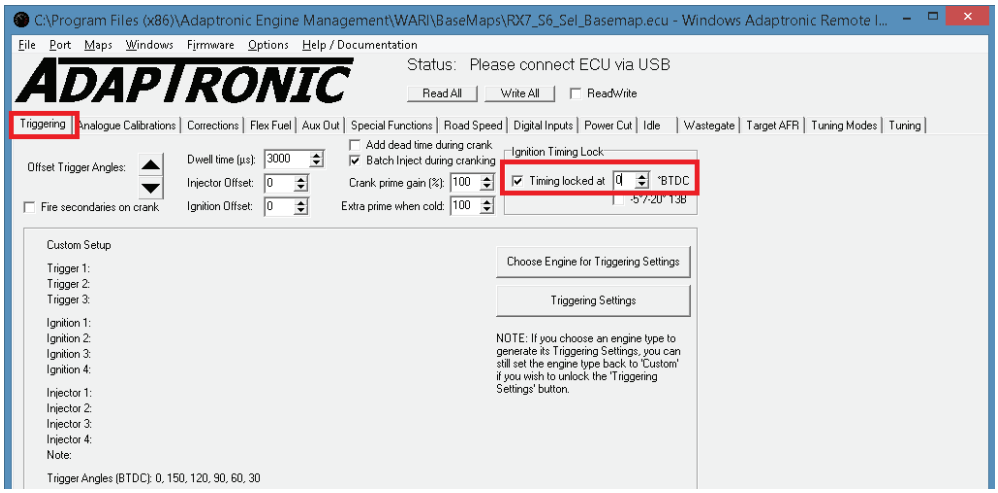
11. Set the base timing

1. Check that the leads are on the correct spark plugs.
2. Get a timing light; if it requires 12V power then connect it to a 12V power source.
3. Start the engine. Use the master fuel trim up / down or throttle to allow it to idle if required.
4. Lock the ignition timing.

When you're using the factory trigger setup:
Lock the ignition timing to "-5°/-20° BTDC" in WARI, by enabling the timing lock function and enabling tick box for 13B, as shown below. Please note that this feature is only available on WARI and firmware version 12.012 and above.



When you're using the FFE crank trigger setup:
Tick the 'Timing Locked' box and set the ignition timing to 0° BTDC, as shown below.



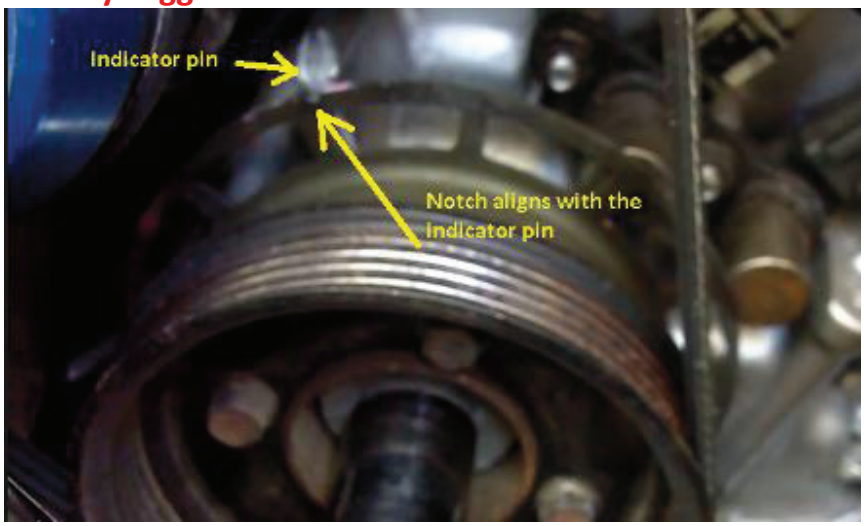
5. Clamp the timing light clamp to the high-tension lead of the front trailing plug.

6. Locate the timing marks on the crank angle sensor plate (behind the crankshaft pulley) and the reference on front of the engine:

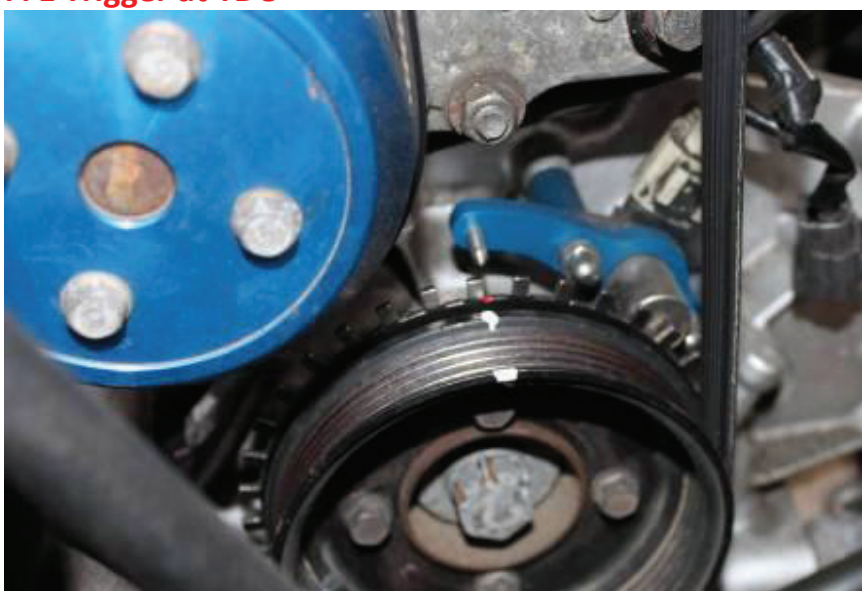
7. Illuminate the timing mark on the engine's crankshaft pulley, with the engine running. The mark should appear stationary when the timing light flashes.

8. Verify that the timing mark (notch) on the crank angle sensor plate is aligned with the indicator pin.

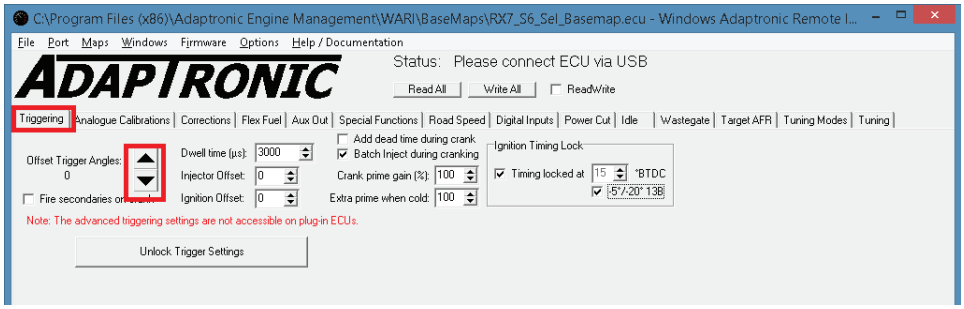
Factory trigger at 20° ATDC



FFE Trigger at TDC



9. Adjust the timing in WARI with the trigger offset up/down arrows until the timing mark on the engine matches the ignition timing of the trailing plug at 20° ATDC (-20° BTDC) using factory triggers or 0° BTDC using the FFE crank trigger.



10. Unlock the timing when finished.