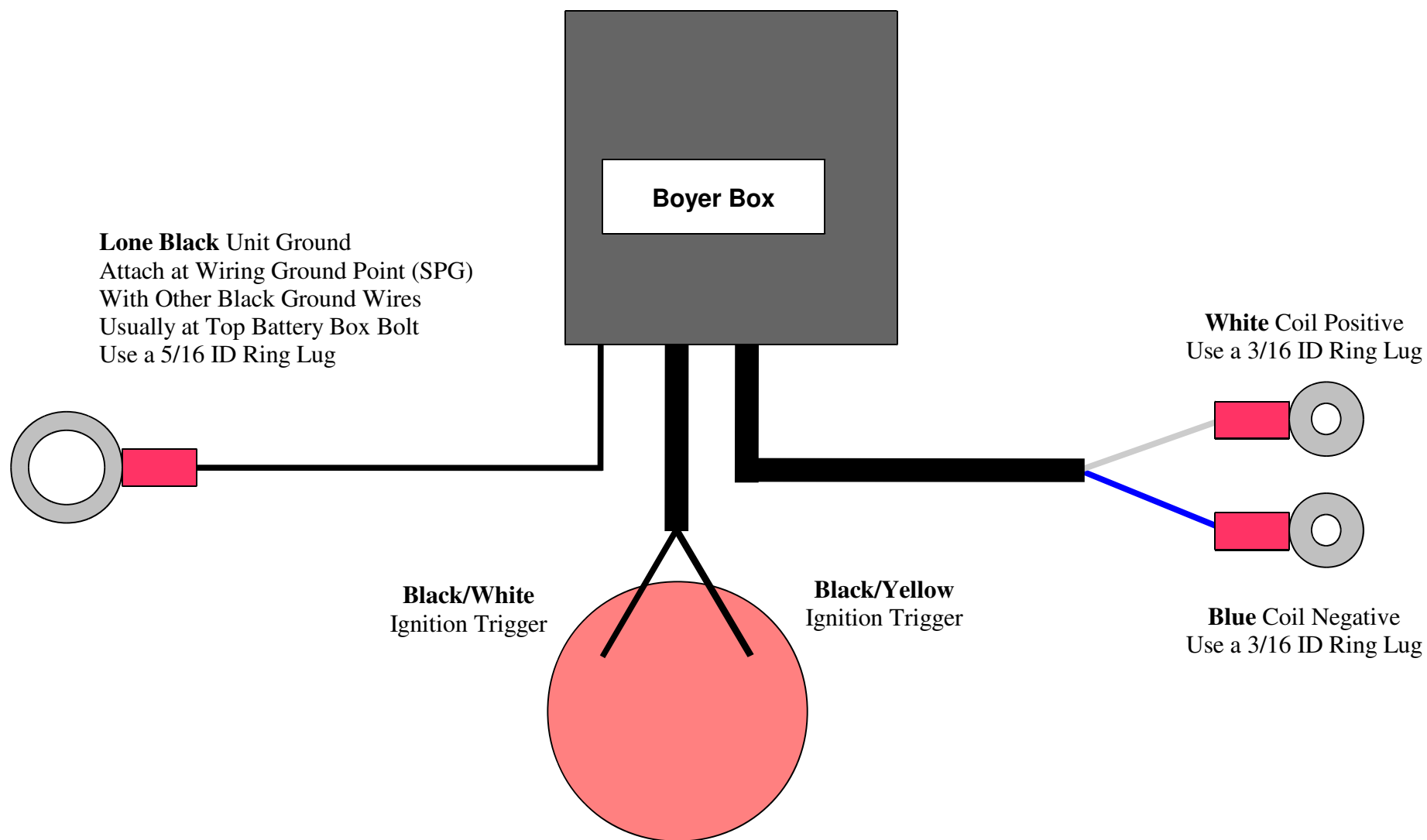


Royal Enfield Mk III Boyer EI Wiring Diagram

Negative Ground 500 & 350cc Models



Royal Enfield Mk III Boyer EI Wiring Diagram

Negative Ground 500 & 350cc Models

- Remove the seat and rectifier mounting bar to allow access to the top of the ignition coil
- Remove the existing Points Plate, Auto Advance Unit, and Black wire going to the coil
- Glue the Boyer Box to the LH tool box, next to the ignition coil. Wires should point down. Adding extra silicone adhesive may help it stay in place.
- Add 5/16 ID ring lug to the single Black wire marked Negative. The crimp will be Red for #16 wire. Attach the Black wire to the existing electrical system ground wires already connected to the frame. This wire group is usually found at the top battery box mounting bolt. Do not connect this wire to just any point on the frame. The object is to get all the ground wires collected on a single bolt.
- Add 3/16 ID ring lugs to both the Blue and White coil wires. The crimps will be Red for #16 wire.
- Attach the Blue wire to the ignition coil terminal marked Negative (-)
- Attach the White wire to the ignition coil terminal marked Positive (+). The existing White (?) wire coming from the handle bar “Kill” switch remains on this terminal also. This is the system power wire.
- Install the Boyer rotor and Boyer “points plate” as instructed
- Plug the Boyer “box” to the Boyer “points plate”. It is important that these wires be plugged same color to same color or the ignition will advance in the wrong direction.
- Turn ON the ignition and check for spark at the spark plug
- Now you can time the ignition per the instructions.
- For strobe timing use 32° BTDC for 7:1 compression and 38° BTDC for 9:1 compression.