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updated 12.11.2013  
program version: 20.131111

## USER MANUAL PSR-X PROGRAMMABLE CDI IGNITION

### **Very important!**

Resistor spark plugs must be used, because they produce less electromagnetic disturbances.

### TECHNICAL DATA

#### Limit values:

- minimum revs	500 RPM
- maximum revs	20000 RPM
- minimum supply voltage	8 Volts
- maximum supply voltage	16 Volts
- max. supply voltage for 1 minute	35 Volts
- current draw	25 mAmp
- maximum continuous current for shift light output	1 Amp
- peak current for shift light output	5 Amp

Circuit is protected against reverse supply voltage (wrong connection).

#### Features:

- CDI charged from hi voltage charging coils (generator)
- does not require battery supply
- store and load function for 2 ignition maps
- external switch for changing ignition map while riding
- one input for magnetic pickup
- tachometer output
- advance/retard whole ignition curve
- three stage rev limit (retard timing, reduced spark, spark off)
- signal delay compensation
- timing calculation for every 1 RPM change (1000, 1002, .. , 9805, 9806, ...)
- easy and fast programming on the field, via hand held programmer
- programming while machine running - you can immediately see effects
- monitoring of rev's, ignition advance,... via LCD(hand held programmer)
- fast processing for high accuracy - delays from 1us

## 1. HOW TO ENTER MENU

**PSR** must be connected to the battery, or engine need to run. Connect **programmer** to **PSR** and wait few seconds for activation of **programmer** and then press . With pressing  , or  you can move through menu and select with pressing  .  
Exit menu with selecting *Exit*.

## 2. MENU ORGANISATION

<i>Load Ign. Curve</i>	- load previously saved ignition curve set (from #1 to #2)
<i>Save Ign. Curve</i>	- save new ignition curve set (from #1 to #2)
<i>Ignition Curve</i>	- ignition curve parameters submenu
<i>Advance</i>	- advance/retard whole ignition curve
<i>Rev Limit</i>	- rev limit
<i>Static Angle</i>	- static angle (stator position)
<i>Compensation</i>	- signal delay compensation (from pickup to spark plug)
<i>Ign. Map SW</i>	- activating/deactivating external switch
<i>Pulses Per Rev</i>	- number pulses per rev from pickup
<i>Exit</i>	

## 3. LOAD IGN. CURVE

Enter menu and move to *Load Ign. Curve* with pressing  or  and then press  .  
Now you can select position number of previously saved ignition curve set, with pressing  or  and then press  .

## 4. SAVE IGN. CURVE

Enter menu and move to *Save Ign. Curve* with pressing  or  and then press  .  
Now you can select position number to which you want to save your ignition curve set, with pressing  or  and then press  .

## 5. Change IGNITION CURVE

Enter menu and move to *Ignition Curve* with pressing  or  and then press  .  
Now you are in submenu for setting ignition curve.

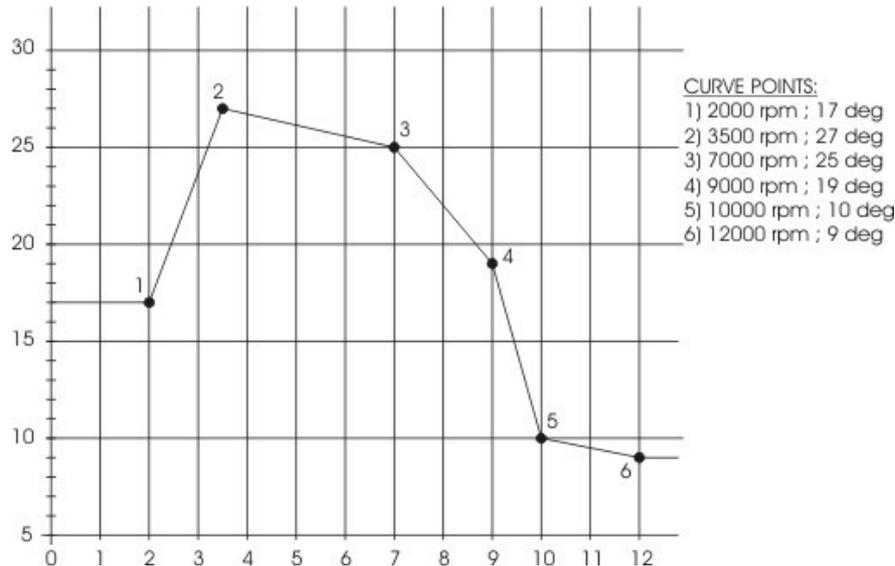
Submenu organisation:

<i>Nr. of Points</i>	- number of ignition curve points (from 4 to 10)
1)	- first ignition curve point
2)	- second ignition curve point
...	...
...	...
<i>Exit Curve</i>	- exit submenu

### Important!

To avoid wrong processing, don't make unreasonable curve course.  
 Every time you make any changes to ignition curve, it is automatically saved to #0 position.  
 Then you can save it to any other position number from #1 to #2.

Curve Example with six curve points:



### 5.1. Change NUMBER OF IGNITION CURVE POINTS

Move to *Nr. of Points* with pressing  or  and then press .  
 Now you can select number of ignition points, with pressing  or  and then press .

### 5.2. Change PARAMETERS OF IGNITION CURVE POINT

Move to point you want to change, with pressing  or  and then press .

Now you can change rev point with pressing  or  (in 100 rpm steps) and then press .

Now you can change advance angle with pressing  or  (in 0.1deg steps) and then press .

### 6. Set ADVANCE

With this setting is possible to advance or retard whole ignition curve. When setting is positive then ignition curve is advanced and when setting is negative than ignition curve is retarded. With *Advance 0.0deg*, ignition curve is unchanged.

Enter menu and move to *Advance* with pressing  or  and then press .

Now you can set advance with pressing  or  (in 0.1deg steps) and then press .

## 7. Set REV LIMIT

Enter menu and move to **Rev Limit** with pressing  or  and then press  .  
Now you can change rev limit with pressing  or  (in 100 rpm steps) and then press  .

## 8. Set STATIC ANGLE

Enter menu and move to **Static Angle** with pressing  or  and then press  .  
Now you can set static angle with pressing  or  (in 0.1deg steps) and then press  .  
More information's about static angle you can find in section 12.

## 9. Set COMPENSATION

It is compensation of signal delay from pickup to spark plugs. You can check this delay with stroboscope lamp. Without this compensation, ignition advance angle decreasing with rising revs.

This compensation helps that advance angles in ignition curve are real (more accurate).

How to check, if compensation is correct:

First you must set flat ignition curve. Then measure with stroboscope lamp, if mark at flywheel moving when changing revs. If mark moving, then you must change compensation delay.

Change Compensation:

Enter menu and move to **Compensation** with pressing  or  and then press  .  
Now you can change compensation delay with pressing  or  and then press  .

## 10. Set Ign. Map SW

Enabling or disabling external switch for changing ignition curves while riding.

Enter menu and move to **Ign. Map SW** with pressing  or  and then press  .  
Now you can enable or disable external switch with pressing  or  and then press  .

## 11. PULSES PER REV

It is number of pulses per rev from pickup coil and is important for correct rev reading. Setting is 2 for all twins with wasted spark ignition system.

Enter menu and move to **Pulses Per Rev** with pressing  or  and then press  .  
Now you can change nr. of pulses per rev with pressing  or  and then press  .

## 12. MECHANICAL SETTINGS (Static Angle)

**Static Angle** is ignition advance angle, set with stator (generator). Measure this angle with dial gauge. This measured **Static Angle** is your maximum advance angle you can set with **PSR**.

Example:

*Measured Static Angle = 39.2deg (this angle you must enter in PSR)*

*Calculating mm to deg or vice versa:*

$\alpha$  = ignition advance in degrees

$T$  = ignition advance in mm

$R$  = engine stroke divided by 2 in mm

$L$  = conrod length in mm

$P = R + L - T$

$$\alpha = \cos^{-1} \left( \frac{P^2 + R^2 - L^2}{2 \cdot P \cdot R} \right)$$

$$T = L + R \cdot (1 - \cos \alpha) - \sqrt{L^2 - (R \cdot \sin \alpha)^2}$$

## 13. MONITORING

Connect **programmer** to **PSR** and wait few seconds for activation of **programmer**. First information displayed on the **programmer** is software version.

With **programmer** you can watch revs, calculated advance ignition angle.

### Information!

You can connect or disconnect **PSR** unit from **programmer** any time you want, without any harm. It is not important, if motor running, or not and if power supply is connected or not.

### Important!

Do not use too much force when connecting or disconnecting **programmer** unit!