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KILL SWITCH

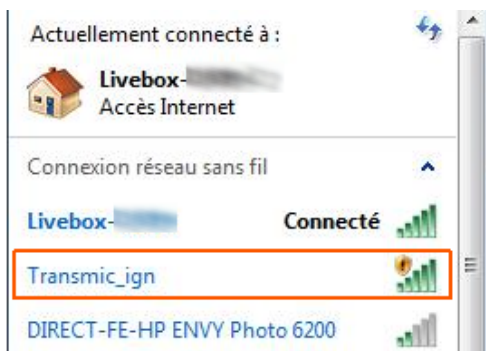
The ignition uses the Kill switch input as a selector between 3 functions :

- Setup
- rev-limiter
- Stop engine.

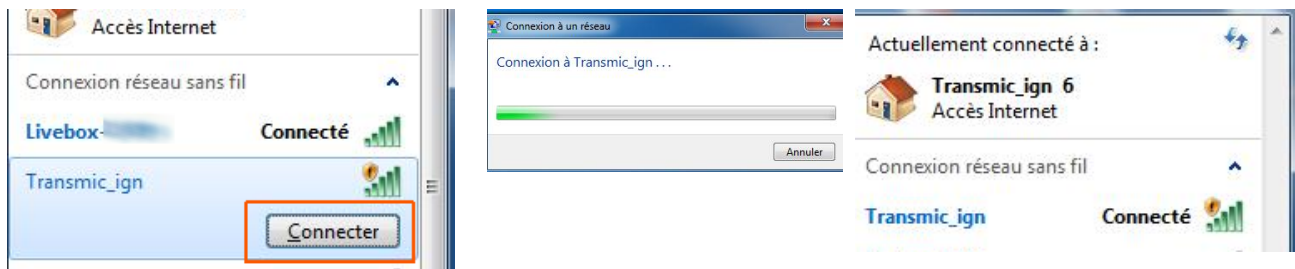
Let's see them...

Setup Mode

- 1) Turn the **Kill Switch ON** (*blue wire connected to ground*) PRIOR to power on the ignition box.
- 2) **Power on** the ignition box with a 12v battery.
When the ignition box detects that the kill switch is already grounded, it turns into SETUP Mode.
- 3) The **Blue Led** inside the box blinks 3 times then flash every 5 seconds.
- 4) The ignition box starts a **WiFi AP** (*Access Point*)
- 5) On your phone, laptop, PC, whatever, go to the **Wifi setting** and search for a new SSID called **Transmic_ign**



- 6) **Connect** to it (*there is no password*)



- 8) Once your device is connected to the AP, open up a **browser** and head over to <http://192.168.4.1>
- 9) Once connected your browser should display:

TRANSMIC.FR

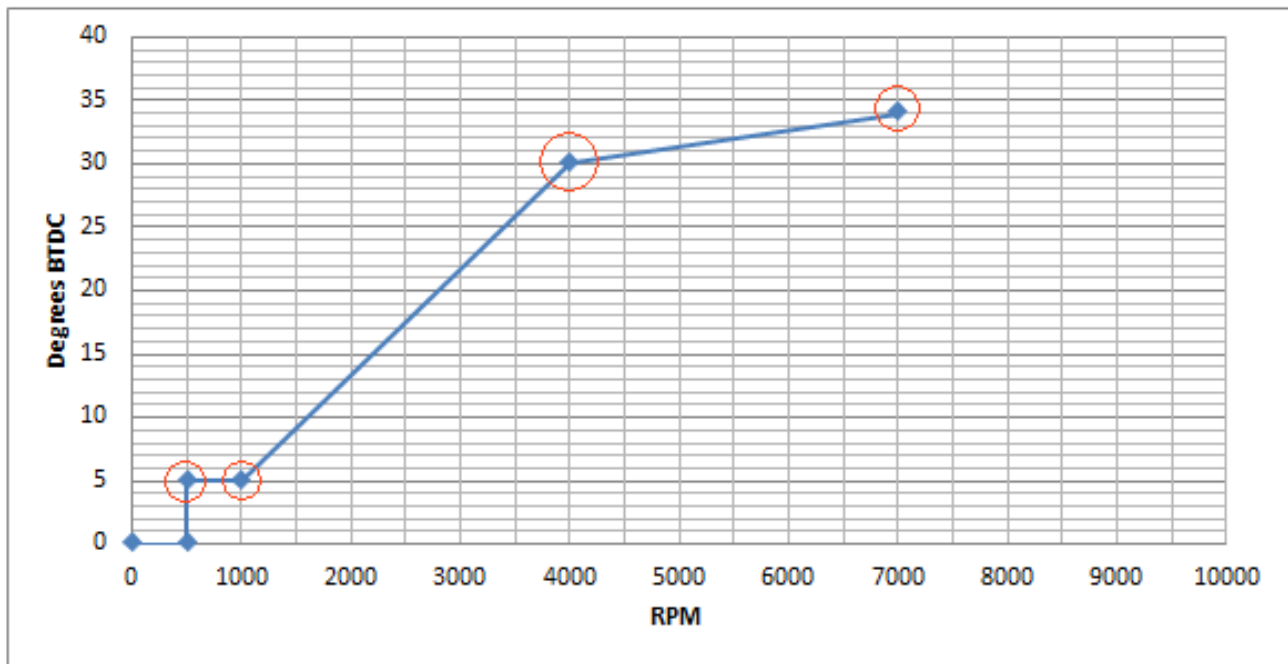
TCI v11r0c0

You are now connected
to your ignition box.
Serial: 2201

Configuration

Ignition Timing

Assuming you want this ignition timing:



One can define this curve with 4 points but you can use up to 13 points.

(0 to 500rpm at 0° BTDC is hard coded for no kickback.)

The curve above is defined by 4 pairs of values

500 rpm	=	5° BTDC
1000 rpm	=	5° BTDC
4000 rpm	=	30° BTDC
7000 rpm	=	34° BTDC

Those values will be filled out in the form in ascending order of RPM along with the pickup position.

Setup

1) Go back to the browser and first thing first, enter the **Pickup Position** then click **Send**

See [Appendix 1](#) to find the pickup position.

TRANSMIC.NET TCI v11

PICKUP TYPE [1] ☐ Auto (0) ☐ PN (1) ☐ NP (2) **Send**

PICKUP POSITION [50] BTDC 50° **Send**

ADVANCE TIMING RPM [500] **Send**
ADV [5]°

DWELL [3] 3ms **Send**

AUTOSPARK [0] ☐ Off (0) ☐ 300rpm ☐ 1000rpm ☐ 3000rpm ☐ 10000rpm **Send**

BYPASS [0] ☐ Off (0) ☐ On **Send**

MODIFY LINE **Send**
NEW VALUE

2) The **blue Led flashes** when value is processed then the *Pickup Position* appear on the left hand side of the form.

3) Proceed now to enter the advance timing.

We want to setup:

500 rpm	=	5° BTDC
1000 rpm	=	5° BTDC
4000 rpm	=	30° BTDC
7000 rpm	=	34° BTDC

Enter values in ascending order of RPM !

Pair 500:5 first etc etc...

7000 being the last value, it's the hard rev-limiter: no more sparks at 7001 RPM !

ADVANCE TIMING

[500rpm => 5°]
[1000rpm => 5°]
[4000rpm => 30°]
[7000rpm => 34°]

RPM [7000] **Send**

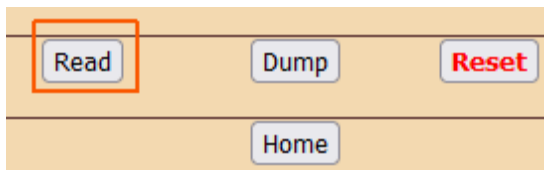
ADV [34]°

V11R4C0

RPM can be entered with a precision of 100rpm

Timing can be entered with a precision of 1°Read

To display the values that have been set, click on the **Read** button on the **Home** page :



Stored Values:

Timing Curve:

0	500
4	5
8	1000
12	5
16	4000
20	30
24	7000
28	34
32	0
36	0
40	0
44	0
48	0
52	0
56	0
60	0
64	0
68	0
72	0
76	0
80	0
84	0
88	0
92	0
96	0
100	0

Settings:

208	0	Autospark (TCI)
212	0	Pickup Type
216	50	Pickup Position
220	0	DwellType (TCI)
224	2	Dwell (TCI)
228	0	Console output
232	0	Bypass
236	0	
240	0	
244	1	Last pkp polarity detected
248	513	Starts

Home

Modification

Say you want to modify the advance timing for 7000rpm and set 35° instead of 34°

In *Read* mode above, we saw that RPM 7000 is stored at address 24 and timing for 7000rpm is at address 28.

24	7000
28	34
32	0

Since we want to modify the advance timing at line 28, we now have to enter :

Line **28**
New value **35**
then **Send**

MODIFY

LINE
28

NEW VALUE
35

Send

Same thing to change any other values.

Add points

Say you want to add one advance timing of 34° @ 8000rpm

In *Read* mode above, we saw that last RPM 7000 is stored at address 24 and timing for 7000rpm is at address 28.

The next 2 empty slots available are:

24	7000
28	34
32	0
36	0
40	0

Address **32** for RPM and Address **36** for timing

We now have to enter :

Line **32**
New value **8000**
then **Send**

Line **36**
New value **34**
then **Send**

Dump

Read EEPROM addresses and display them in HEX values for debug purpose.

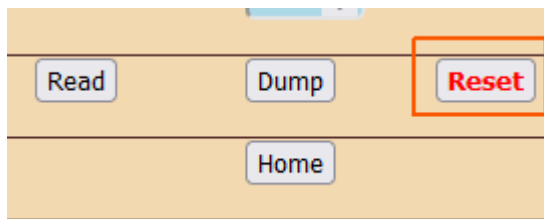
Dump EEPROM Hex Values:

0	F4	01	00	00	05	00	00	00
8	40	1F	00	00	28	00	00	00
16	34	21	00	00	28	00	00	00
24	00	00	00	00	00	00	00	00
32	00	00	00	00	00	00	00	00
40	00	00	00	00	00	00	00	00
48	00	00	00	00	00	00	00	00
56	00	00	00	00	00	00	00	00
64	00	00	00	00	00	00	00	00
72	00	00	00	00	00	00	00	00
80	00	00	00	00	00	00	00	00
88	00	00	00	00	00	00	00	00
96	00	00	00	00	00	00	00	00
104	00	00	00	00	00	00	00	00
112	00	00	00	00	00	00	00	00
120	00	00	00	00	00	00	00	00
128	00	00	00	00	00	00	00	00
136	FE	00	00	00	00	00	00	00
144	00	00	00	00	00	00	00	00
152	00	00	00	00	00	00	00	00
160	00	00	00	00	00	00	00	00
168	00	00	00	00	00	00	00	00
176	00	00	00	00	00	00	00	00
184	00	00	00	00	00	00	00	00
192	00	00	00	00	00	00	00	00
200	00	00	00	00	00	00	00	00
208	00	00	00	00	00	00	00	00
216	32	00	00	00	00	00	00	00
224	02	00	00	00	00	00	00	00
232	00	00	00	00	00	00	00	00
240	00	00	00	00	01	00	00	00

[Home](#)

Reset

Reset button will **clear ALL values** WITHOUT confirmation.



Browser shows :

EEPROM values cleared!

Please restart the ignition box.

[Home](#)

Restart the ignition box. (power off/power on)

Don't forget the Kill switch position if you want to return in Setup mode....

Restricted Mode

Default: Off

This function create a **temporary rev-limiter** that restrict the engine to **4000rpm** max.

It is useful for 50cc bikes to seem to be « *Street legal* » in countries where there are limited to 50km/h or to lend the bike to a rookie... ;-)

This setup lets you enable [1] or disable [0] the option of capping the maximum RPM to 4000 when Kill wire is connected to ground during the 30 first seconds following the very first spark.

LEGAL REV LIMIT [0]	<input type="radio"/> Off (0) <input type="radio"/> On	<input type="button" value="Send"/>
------------------------	---	-------------------------------------

When "Legal Rev Limiter" is enabled [1], to enter in this restricted mode :

- Turn on the master ignition key.
- **Start** the bike
- Flip the **Kill switch** ON then OFF once during **the first 30 seconds**.
- Engine is **now limited** to 4000rpm until you turn off the master key.

Kill

After 30 seconds since the first spark, the Kill switch acts normally and stops the ignition.

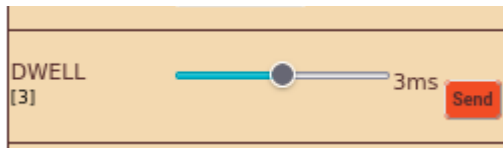
Dwell

Default: 2

Dwell time is the charge time for the ignition coil.

It vary with different types of ignition coil and is typically 2 milliseconds for many modern coils and 4 or 5 milliseconds for older ignition coils.

Spark appends when the current flow is stopped after Dwell time.



A control interface for Dwell time. It features a label 'DWEELL' with '[3]' below it. To the right is a horizontal slider with a blue track and a grey knob. The knob is positioned at approximately one-third of the track. To the right of the slider is the text '3ms'. Further right is a red 'Send' button.

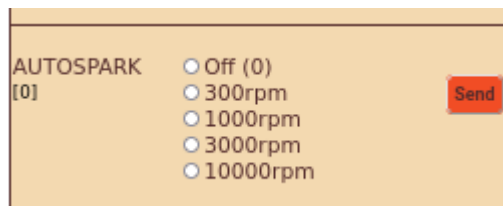
AutoSpark

Default: Off

This **autotest function** is usable on TCI only.

The TCI ignition sends sparks at 300/1000/3000/10000rpm WITHOUT any pickup connected.

This way you can test the wiring, the TCI, the coil and sparkplug.



A control interface for AutoSpark. It features a label 'AUTOSPARK' with '[0]' below it. To the right are five radio button options: 'Off (0)', '300rpm', '1000rpm', '3000rpm', and '10000rpm'. The 'Off (0)' option is selected. To the right of the options is a red 'Send' button.

Bypass

Default: Off

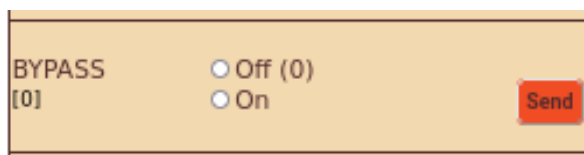
This function bypass the advance timing and trigger a spark AS SOON AS a pickup pulse has been detected.

This function comes handy when you want to know the pickup position with a Timing Lamp :

Remove the sparkplug out of the engine and connect it to the metal frame then rotate the engine with a drill machine.

With points and mechanical advance system, TCI in Bypass mode is acting as a simple Transistorized Ignition.

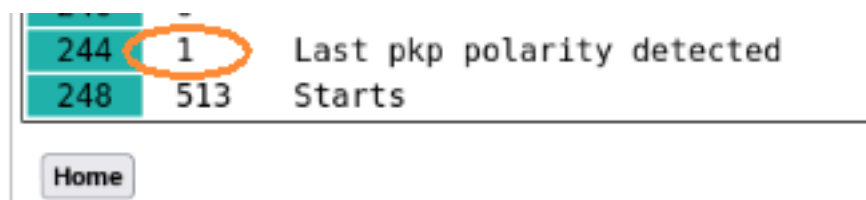
/!\ Don't use the function on a running engine with pickups or hall sensors otherwise the spark will append way too soon and can harm the piston !!



Pickup Polarity

When "Pickup Type" has been set to "Auto(0)" the ignition try to detect the polarity of the pickup.

Its finding is logged in the Eprom at the address 244 and is accessible by clicking the "[READ](#)" button.



244	1	Last pkp polarity detected
248	513	Starts

Home

0 = pickup not detected

1 = pickup detected as PN type (Positive first then Negative)

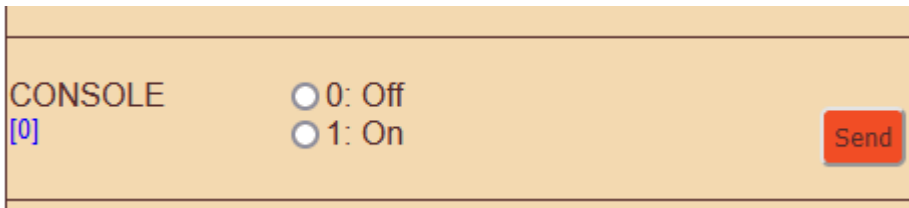
2 = pickup detected as NP type (Negative first then Positive)

Console

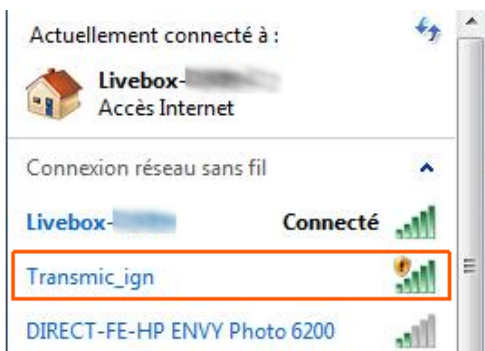
Default: Off

Enable the Console output:

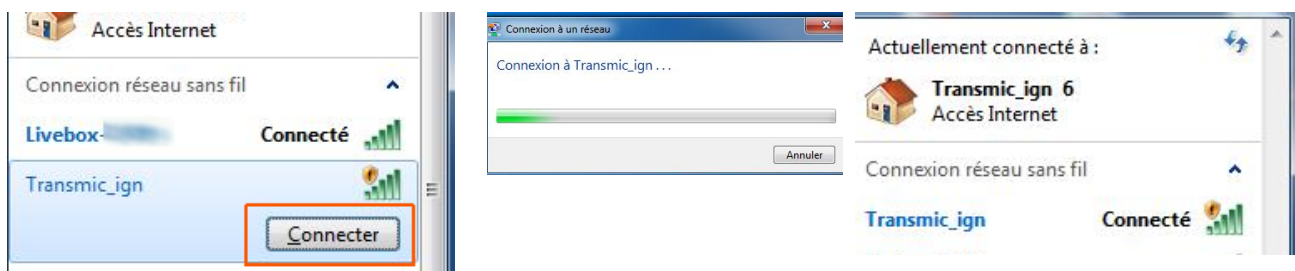
- Turn the ignition box in [Setup Mode](#)
- Go to "**CONSOLE**", check "1" to enable the console output, press Send



- Power **off** the ignition box
 - **Disconnect** the Kill wire from ground
- 1) **Power on** the ignition box, it goes in "**Run Mode**"
 - 2) The **blue LED** stays on (if pickup Auto mode) or blinks one time (if pickup forced to NP or PN)
 - 4) The ignition box also creates a **WiFi AP (Access Point)**
 - 5) On your phone, laptop, PC, whatever, go to the **Wifi setting** and search for a new SSID called [Transmic_ign](#)



- 6) **Connect** to it (*there is no password*)



8) Once your device is connected to the AP, open up a **browser** and head over to <http://192.168.4.1>

9) Once connected your browser should display:

RPM vs ADV

Wait for pickup...

undefined



10) **Start** the engine

11) After a few seconds, the browser should display both the **RPM and the advance timing** in degrees BTDC followed by 2 bargraphs.

RPM vs ADV

3360

39.29



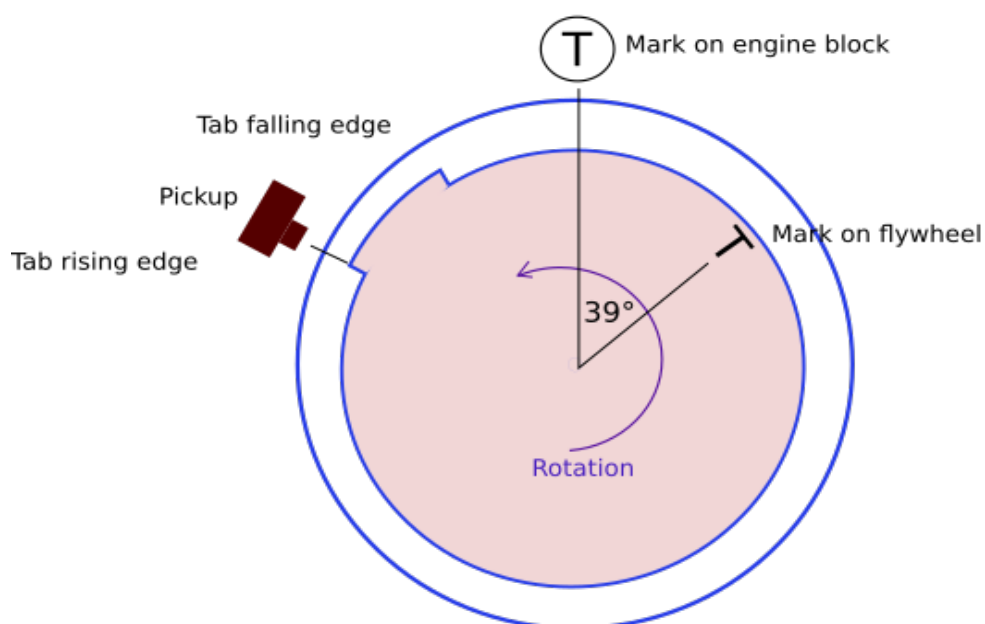
Appendix 1

Find the pickup position.

In the example below the pickup is set at 39° BTDC

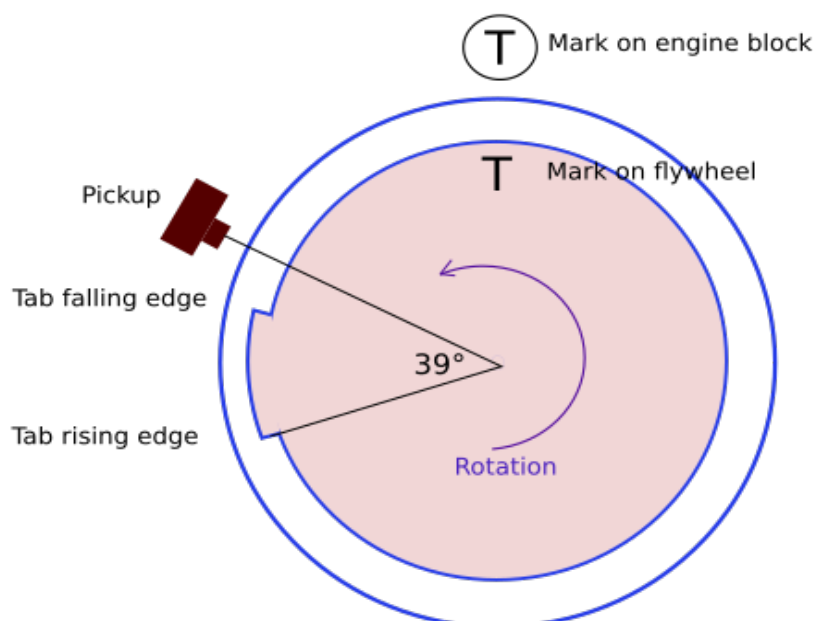
Method N°1

Pickup aligned with rising edge



Method N°2

Engine at TDC



Appendix 2

A) Remove the sparkplug, find the TDC position with a *dial indicator gauge* or a *caliper rule*:



B) Align the pickup with the beginning of the magnet on the rotor and measure the travel of the piston with the caliper rule:



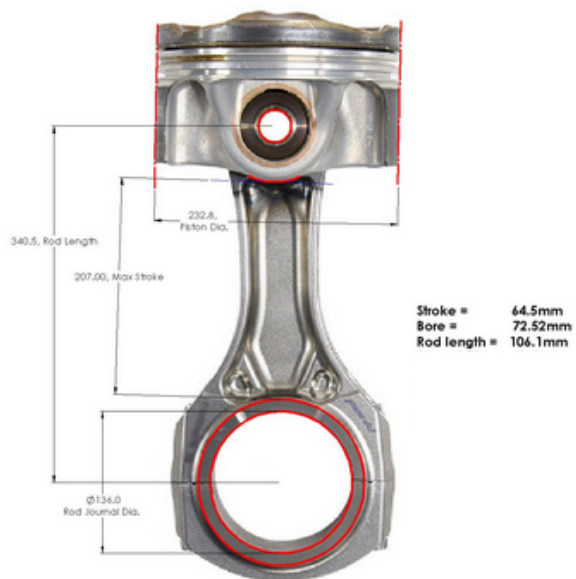
C) Use an online timing calculator to convert millimeters into degrees:

<https://lambretta-images.com/tuningh/port-timing-calculators/degrees-to-mm-timing-calculator/>

or

<http://www.ajcshop.fr/Calculettes/html/calculette-convertisseur-allumage.htm>

ie:



=>

1	->	64.5	Course en mm
2	->	106.1	Longueur de bielle (entraxe) en mm
3	->		Diamètre (D) du volant en mm (uniquement)
4	->	0.67	Avance en mm
Calculer			10.25
Avance en degrés (angle α) (renseigner 1, 2, 4) Le résultat est en ° et centièmes de °			