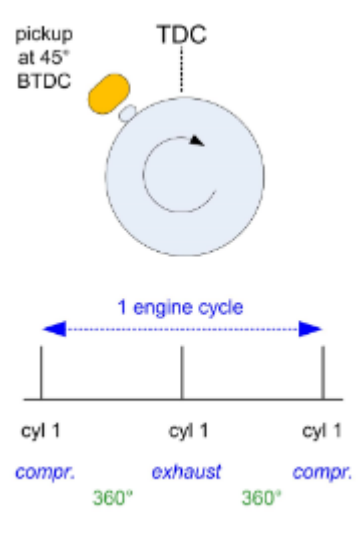
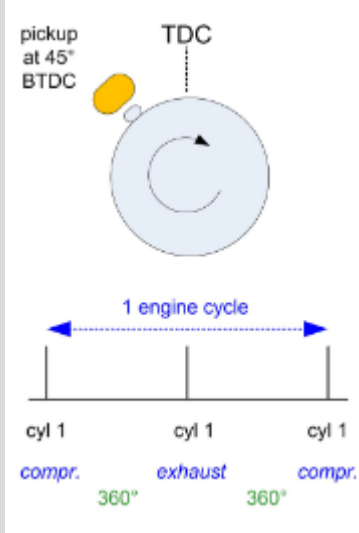
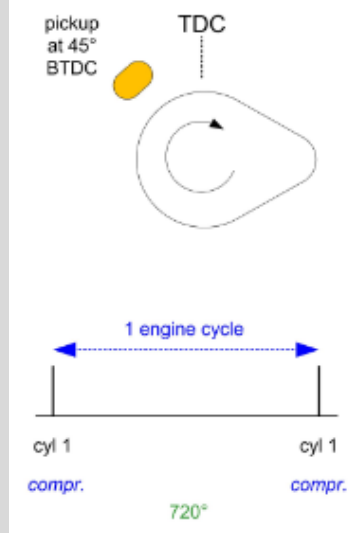


1 cylinder

2 strokes	4 strokes	
pickup on crankshaft <i>There is no camshaft on a 2 strokes.</i>	pickup on crankshaft	pickup on camshaft
Each time the piston reaches TDC (Top Dead Center) of the cylinder, there is a spark.	Each time the piston reach TDC, there is a spark. So a useful spark happens at compression stroke and another wasted spark appends during exhaust stroke.	There is no wasted spark. There is a spark only when piston reaches TDC of the cylinder during compression stroke.
		
CDI compatibility Yes	CDI compatibility Yes	CDI compatibility No <i>as there are 1 pickup signal every 2 rotations, CDI believes that the engine is running at 5000 when it run at 10000rpm</i>

2 cylinders

Opposed pistons.

Pistons are moving in the opposite direction.
(one goes up while the other goes down)

180° crankshaft

Flat/boxer engines

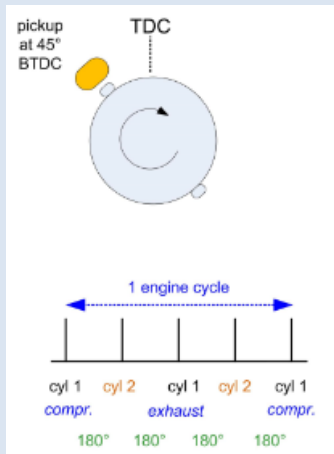
Most Japanese Straight-twin

pickup on **crankshaft**

2 strokes

Each time one of the pistons comes to TDC, there is a spark.

There must be 2 trigger points per crankshaft rotation.
(1 for each piston)



CDI compatibility
No

spark occurs at wrong time

Synchronous pistons.

Pistons are moving in the same direction.
(both go up and down at the same time)

360° crankshaft

Old British Straight-twin

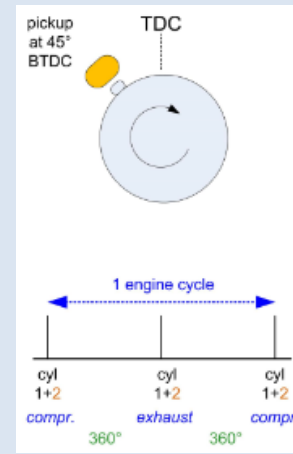
Some V-Twin engines

pickup on **crankshaft**

2 strokes

Each time the 2 pistons come to TDC, there is a spark.

There must be 1 trigger point per crankshaft rotation.



CDI compatibility
Yes