



1710 NW Independence HWY
Albany, OR 97321
541-990-2485

Important notes about your Super-Mag or Sprintmag

1. If your mag has the large 9000 Series Mallory "Pro Cap":
 - A. Please take note of the white nylon screws that retain the rotor positively to its mounting base. These must be removed before you can remove the rotor. Some folks don't see the screws and start prying!
 - B. The cap adapter ring has two counterbores for the screws that hold it to the aluminum mag housing. These counterbores **MUST** have silicone in them or our new o-ring plugs so the spark will **NOT** find a ground path to these screws when cylinder pressure increases.
2. If you are using the 28900A (red top), 28990 (black top), 28901 (monster red), or 28920 (monster black) mag transformer: These are oil filled and must be mounted with the high tension output terminal **DOWN** low so that it is covered with oil and kept cool.
3. On 2-wire mag harnesses, the orange or red wire is positive (+) and the yellow or brown is ground. On a 3-wire harness, the red is positive (+) and the black wires are both grounded; one to the negative terminal of the coil and one to the engine.
4. If you have large capacitors on the outside of your mag: The wire(s) that exit the **BOTTOM** of the capacitor(s) are very close to the sharp edged band-clamp. This is not critical as the bottom wires are intentionally made to be the ground wires from the capacitor. If the insulation gets cut or ragged, it won't hurt a thing. If the wire breaks off however, the points will severely arc and misfiring will result. So, take care of those bottom wires, but intact insulation on them is not critical.
5. When setting the timing on a Super-Mag with a rubber coupler: If you set the timing at idle using a timing light, expect to lose approximately 3 degrees of this by 3500 RPM after which the timing will stabilize. Plan to use extra timing to compensate for this or check/set your timing above 3500 RPM.
6. Contact points should **NEVER** be filed! Use **NO** sandpaper! Clean the points only by closing them up on a clean piece of paper. Draw the paper through until it comes out clean. Lightly blow out any remaining lint/fibers. A set of contact points should provide many hours of run-time. Points that fail or burn prematurely are usually caused by wet/oily/dirty conditions, or a bad condenser/capacitor. If contact points have failed, it's probably time to send the mag in for service or testing.
7. For best output, keep the contact points gapped at .016" and the spark plug gap .018" to .022".

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