



MAGNETO IGNITION SYSTEM

SUPER-MAG® II, III, IV, V, + SPRINTMAG®, II, III, +

IGNITION TIMING

Follow the included procedure for setting initial ignition timing using a magneto static timer (buzz box). Timing may be checked with most timing lights after installation is complete.

WIRING

- Connect the long harness to the generator. Follow the included wiring diagram for connections to the transformer coil.
- **NEVER** connect any part of this ignition to 12 volts.
- A kill switch must be used to stop the engine from running. The switch must ground the positive (+) terminal of the transformer coil. See diagram.
- 16 gauge/600V or larger wire must be used on all additional wiring. All grounds must be made to the engine block. Do not ground to chassis or anodized surfaces.
- On dual mag ignition systems, each ignition system must run independent of each other.

GENERAL

- To prevent internal damage to oil filled transformers (28900A, 28990, 28901, 28920), the transformer must be mounted with the high tension lead coming from the bottom and positioned **NO CLOSER** than 2.5" from the nearest metal surface.
- Set spark plug gaps at .018" to .022" maximum.
- Maintain breaker point gap at .016"
- Disconnect and remove magneto generator before arc welding on the vehicle.
- The magneto is direction specific and can function correctly in ONE direction only. Rotation direction can be changed at the factory to suit different applications. The rotation direction (CW or CCW as viewed from the top) is embossed on the factory label. The embossed "A" on the housing label indicates the direction to turn the housing in order to ADVANCE ignition timing.