

## DYNA S ELECTRONIC IGNITION INSTALLATION INSTRUCTIONS

### PART NO. DS4-1 FOR 1972 - 1974 750 DUCATI V TWINS

The DYNA S Electronic Ignition System replaces your entire points plate assembly and mounts in the original position. It should be used with coils having 5 ohms primary resistance for street applications. For race applications, 3 ohm coils can be used.

#### INSTALLATION PROCEDURE -

- 1) Remove the fuel tank.
- 2) Disconnect the points wires where they connect at the coils.
- 3) Remove the ignition distributor from the engine.
- 4) Remove the points cover.
- 5) Cut the wires connecting the condensers to the points at the condenser end.
- 6) Remove the two screws holding the points plate to the distributor and remove the points plate assembly.
- 7) Clean the points cam, and the points plate mounting surface inside the distributor.
- 8) Slip the DYNA S rotor over the points cam, and push it down until the flange rests against the top of the cam.
- 9) Position the rotor so that the two set screws are on the heel of the cam (V shaped back portion). Alternately turn both set screws in, while rocking the rotor back and forth to center it on the V.
- 10) Tighten the set screws and spin the distributor shaft to make sure there is no run-out in the rotor.
- 11) Install one of the hold down screws in the DYNA S plate slot nearest the cable. Place the DYNA S plate assembly into the distributor and run the mounting screw in, using a small screwdriver. Be careful not to pinch any wires under the washers. Install the other hold down screw and snug both down in the center of the slots.

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- 12) Rotate the engine until it is on the front cylinder timing mark, on the compression stroke.
- 13) Keeping in mind that the distributor shaft rotates counterclockwise, reinstall the distributor in the engine, meshing the gears so that the leading edge of the magnet in the rotor is near the center of the raised boss on the smaller power module.
- 14) Route the DYNA S cable up to the coils and connect the white and black wires to the terminals where the points originally connected. The white wire goes to the front cylinder coil. Connect the red wire to the 12 volt side of one of the coils.

#### TIMING PROCEDURE -

- 1) Connect a 12 volt test light from the front cylinder coil connection (white wire) to ground.
- 2) Turn ignition switch on. Rotate the engine in the direction opposite to it's normal rotation (counterclockwise), until the test light goes out. Rotate the engine slowly clockwise until the light becomes bright. At that point, the front cylinder timing mark should align with the static mark.
- 3) If the marks do not align, loosen the screws holding the plate and rotate it clockwise or counterclockwise, as appropriate, and retighten the screws.
- 4) Rotate the engine counterclockwise until the light goes out and repeat steps 2 and 3 if necessary.
- 5) After front cylinder timing is verified, connect the test light to the rear cylinder coil, and repeat step 2 using the rear cylinder timing mark. If it is necessary to adjust rear cylinder timing, loosen the cap screws holding the large power module, using the allen wrench supplied with the kit, and move it clockwise or counterclockwise as appropriate, (.010 inch equals 1 degree) and retighten screws.
- 6) Recheck timing and adjust as necessary using the above procedure until proper timing is verified.
- 7) The grommet can be used from the points cable by cutting it to remove it, and then placing it on the DYNA S cable. It may be necessary to loosen the cable clamp support screw slightly to position it properly. Be sure to retighten the screw afterward.
- 8) Install the distributor cover and fuel tank.