

DYNA IGNITION COIL INSTALLATION INSTRUCTIONS

DUAL OUTPUT DYNA COILS are available with primary resistances of 5 ohms (DC8-1), 3 ohms (DC1-1), 2.2 ohms (DC4-1), and 1.5 ohms (DC2-1). Single output coils are available in 3 ohm (DC3-1) and 5 ohm (DC10-1). For optimum performance, the replacement coil resistance should be within 10% of the original coil resistance.

For breaker points, the 5 ohm coils should be used or the 3 ohm coils can be used and a 1 to 2 ohm ballast resistor placed in the 12 volt line going to the coils. Generally, a ballast resistor should not be used with DYNA COILS on electronic ignitions.

The secondary towers are designed to accept 7 or 8 mm automotive spark plug wire. Wire kits are available from DYNATEK.

- 1) Remove the gas tank. Locate the two ignition coils.
- 2) Unplug the primary wires coming from the coils and disconnect the high voltage wires from the spark plugs. Remove the coil mounting bolts, and remove the coils.
- 3) Cut or unsolder primary wires from coils. Crimp or solder ring terminals supplied with kit to primary wires.
- 4) Attach the primary wires to the DYNA COILS using the 10-32 x 5/16 pan head screws provided. Either wire can be mounted on either terminal of the dual output coils as they have no polarity. On the single output coils, the primary terminal opposite the side with the output tower has a + marking. Plus 12 volts from the ignition switch is applied to that terminal, and the points or ignition system output is connected to the other terminal. On a Kawasaki, make sure there is clearance between the screw head, and the mounting screw spacer. Do not over-tighten screws as damage to the coil could result.
- 5) Using the stock hardware, mount the coils to the frame in the original location. **NOTE:** The DYNA COIL mounting hole spacing is designed to accommodate early model Honda, Kawasaki, and Suzuki motorcycles. There are a wide variety of physical sizes and mounting configurations on the late model motorcycles and it may be necessary to modify existing mounting brackets, or fabricate a bracket to adapt the DYNA COILS to your particular motor cycle.

NOTE: Honda and Suzuki mounting uses the two holes that are farthest apart; with the secondary towers pointing down and back on Honda's, and down and forward on Suzuki's. Kawasaki mounting uses the two holes nearest the coil body. The secondary towers will point up and forward on 900/1000's and down and forward on KZ650's.

On the Honda GL1000, the towers should point down and it may be necessary to cut a small amount off the air filter intake. The ballast resistor must be bypassed when the coils are used with a Dyna ignition.

- 6) Route the primary wires to the connectors that were unplugged in Step 2, and connect the wires according to color.
- 7) Connect the high voltage wires from coils to spark plugs. Make sure that all wiring connections are secure. Replace gas tank.

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