

DYNA TWIN FIRE HI-PERFORMANCE SINGLE FIRE IGNITION COIL

The Dyna Twin Fire ignition coil represents a breakthrough in single fire (one coil for each cylinder) ignition system applications. The Dyna Twin Fire Coil contains two separate high energy ignition coils in one easy to mount package. You no longer have to struggle with mounting two coils to achieve single fire.

The Dyna Twin Fire coil utilizes the stock Harley coil mounting bracket and will fit most models with little or no modification. Three models of the Twin Fire coil are available to fit a variety of stock and custom applications. All three versions are 3.0 ohms primary resistance.

Note: The Twin Fire coil is only for use with single fire ignitions. The stock Harley dual fire ignition or other dual fire ignitions will not work with this coil.

Warning: The Twin Fire coil must be used with a dwell controlled electronic ignition such as the Dyna 2000 ignition system. **Do Not** use this coil with a non-dwell controlled ignition such as a Dyna-S ignition or points as damage to the coil and the ignition system will result.

Warning: Never fire an ignition coil without the spark plug wires attached. To observe a spark from a coil, plug a spark plug into a spark plug wire on the coil and lay the plug against the engine case while turning the engine over. All spark plug towers on the coil should always be connected to a spark plug before firing the ignition.

Installation

Refer to the diagrams on the following page during the installation.

Converting to the Twin Fire coil if you already have a single fire ignition installed.

If you already have a single fire ignition, your coil wiring should look like figure 2. Figure 1 shows how the Twin Fire coil must be connected. Simply remove your old coils, mount the Twin Fire coil and reattach the wires as shown in figure 1.

Converting from the stock dual fire ignition to a single fire ignition with the Twin Fire coil. You must have a single fire ignition system such as the Dyna 2000-HD1 as well as this coil to complete the installation.

If you have a stock ignition, your coil wiring should match either figure 3, figure 4, or figure 5.

If your stock wiring is like figure 3.

Remove the pink wire that goes to the tach and try to start the bike. If the tach stops working and the bike runs, you removed the correct pink wire. Label this as the tach wire. Now remove the rest of the wires from the stock coil and remove the stock coil. Mount the Twin Fire coil in the

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stock coil location. Install your new single fire ignition system with the instructions included with the ignition. Reconnect the wiring to the Twin Fire coil as shown in Figure 1.

Note: It is strongly recommended that the wires from the coil connector be *soldered* to the harness. Butt connectors, wire nuts, etc, will not provide a reliable long term connection.

If your stock wiring is like figure 4.

Remove the wires from the stock coil and remove the stock coil. Mount the Twin Fire coil in the stock coil location. Install your new single fire ignition system with the instructions included with the ignition. Reconnect the wiring to the Twin Fire coil as shown in Figure 1. If you have a tach refer to the section of these instructions entitled "Other tach considerations".

If your stock wiring is like figure 5.

Remove the wires from the stock coil and remove the stock coil. Mount the Twin Fire coil in the stock coil location. Install your new single fire ignition system with the instructions included with the ignition. Reconnect the wiring to the Twin Fire coil as shown in Figure 1. Note - you will have one unused white wire extending from the Twin Fire coil harness pigtail. Tape up the extra white wire at the connector housing - it is not used in this application. If you have a tach refer to the section of these instructions entitled "Other tach considerations".

Other tach considerations

Some tachometers pick up the ignition signal inside the bike wiring harness at an inaccessible location. If your bike has a tach but does not have an extra tach wire (second pink wire) at the ignition coil then you must do the following to connect the tach.

Access the back of the tachometer. This may require the removal of bodywork on dresser models. Remove the pink wire from the back of the tach. Attach a new wire to the back of the tach where the pink wire originally went. Connect the new tach wire to the tach output coming from the ignition module (see Figure 1). Tape up the exposed end of the pink wire.

Spark plug gaps

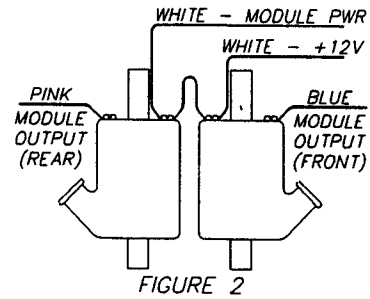
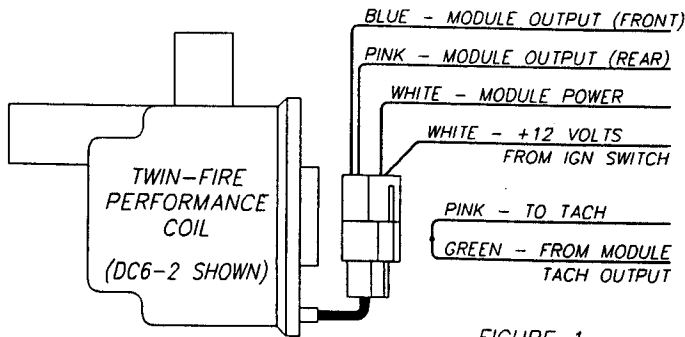
Recommended gap setting for single plug heads with stock compression is .035" to .040". For dual plug applications, gaps should be set at .020" to .025".

Coil Cover

Due to the slightly larger outline of the Twin-Fire coil, most stock covers will require repositioning to fit over the coil. Dynatek has brackets available for this purpose. For Softail models, order part no. 1406001. For FXR models, order part no. 1406002.

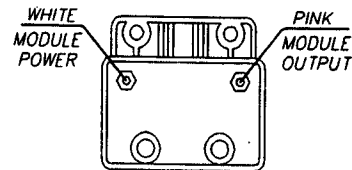
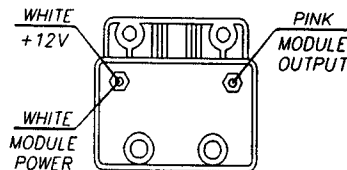
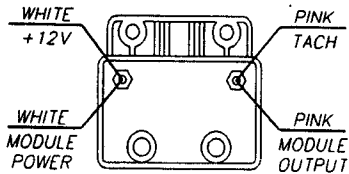
Twin Fire system wiring after installation

Existing single fire installation



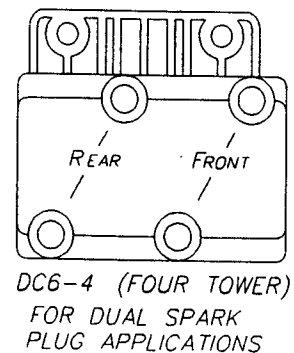
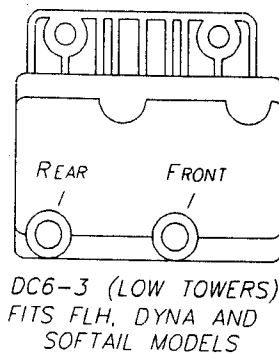
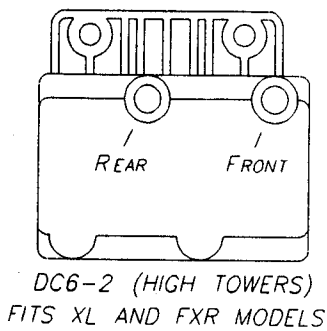
Stock coil wiring variations

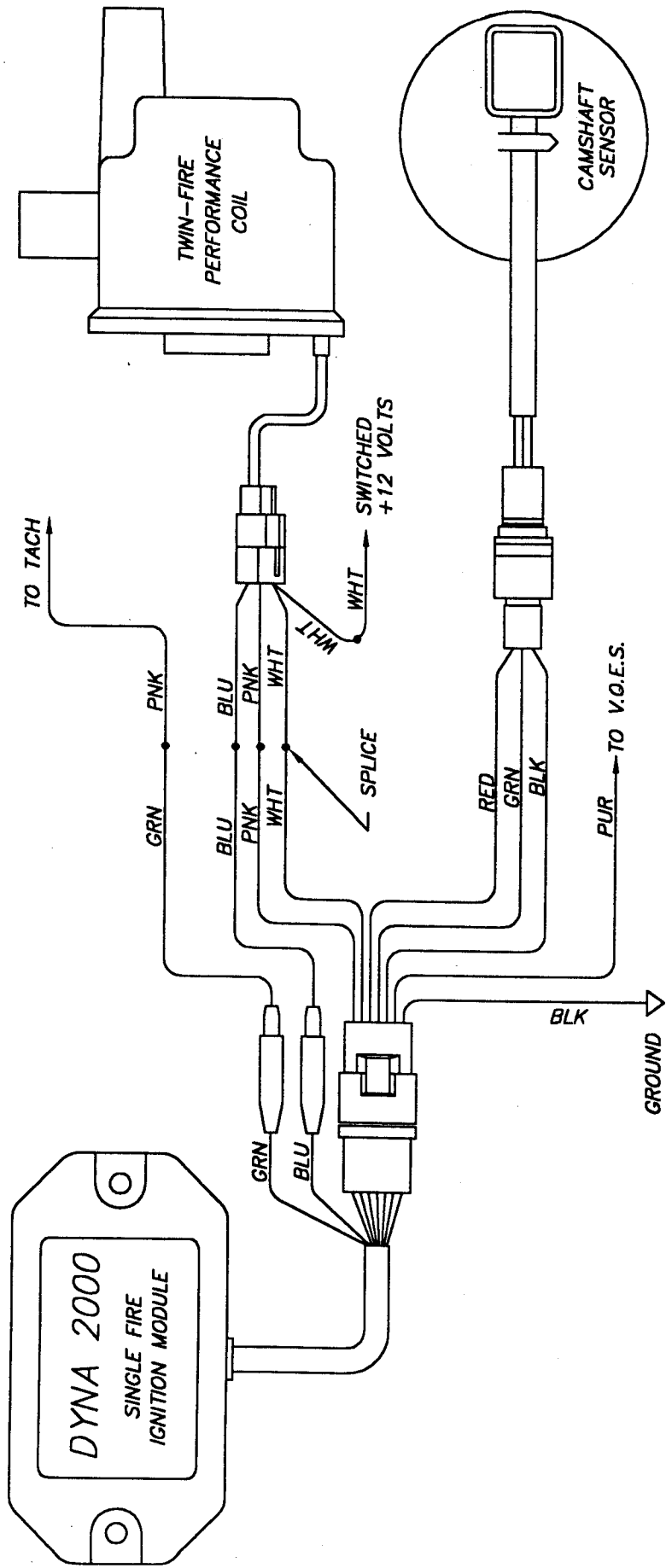
Your stock wiring should look like one of these configurations.



Dyna Twin Fire Coil Models

Three styles of Twin Fire coils are available to match your application needs.





DYNA 2000/TWIN-FIRE WIRING - TYPICAL