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Thanks for picking up the DYNA-S ignition kit from Bevel Heaven. Below you will find some install notes collected from online discussion on the subject to help you complete the installation....

Dyna-S Ignition Installation addendum by: Tom Rolland

I have the instructions here in front of me and yes they sort of suck. But installing them is not really all that hard. Critical is step 3. Remove the distributor from the engine, easy to gloss over that. Take the distributor off the bike, don't rotate the engine with the distributor off the bike, the bevel gear/shaft for the distributor will climb up and it could skip a tooth, not likely but it can come close to doing that. Before you take the distributor off rotate the engine so that it is at TDC on the front cylinder. The key is that your timing is now going to be running off your front cylinder instead of the rear. Your outer pickup will be running the front cylinder instead of the rear with points. OK you have the distributor off and you have installed the pickup plate as described, smaller pickup is on the out side. You have set the motor to TDC on the front cylinder before you pulled the distributor. You have the round pick up collar installed on the flats of the distributor cam. Now you put the distributor back on, it is here where you mesh the teeth of the distributor to the front cylinder, new position from where it was before. Mark the place where the little pickup magnet is on the top of the round collar. That little magnet will just be coming up to the small pick up. You have a degree wheel on the LH side of the motor. The pick up plate in the center. If it's not in the center then you are off a tooth on the distributor. Now with the engine at TDC zero your degree wheel, rotate the engine backwards, have your plugs hooked up, turn on your ignition, rotate the engine forward and at 10 degrees BTDC your plug should spark. Viola it's timed. If it's not sparking at 10 degrees BTDC then you can adjust the pick up plate. If you can't get it to spark and you have it completely one way or the other in the adjustment slot then you are still off a tooth on the distributor and you'll have to pull the distributor and move it a tooth. OK now that you have the front cylinder timed to where it's firing at 10 degrees BTDC you can go check the top cylinder. You have the plate tightened down as you won't be adjusting it again. Now set the top cylinder at TDC, zero your degree wheel again. Rotate backwards, turn on your ignition and rotate forwards you should have the plug fire at 10 DBTDC. If it's off you can adjust the inside pick up, it can be moved and adjusted without moving the main pickup plate holder. Get it to fire your plug at 10 degrees BTDC and you are done. Your bike should start on first or second kick.

Ignition timing (with Dyna-S Ignition) by: Joe Tokarz

Tools Needed:

- Indicator light
- Piston Stop tool
- Degree wheel and wire pointer

Rotate engine to just before top dead center - the exact distance is unimportant, then screw your tool into the cylinder head, unlock the locknut and thread the rod down until it touches the piston crown, relock the nut.

The important part is to stop the piston going over TDC, then place your degree disc on the crankshaft and fix up a pointer in the normal manner. Next turn the disc to where you think it should be, again accuracy is not all that important at this stage, next turn engine so that the piston is hard up against the rod of your TDC tool.

Now look at your degree disc, say it reads 42 degrees BTDC (before top dead center) make a note of that figure, now turn engine backwards until piston rises and contacts the TDC tool once again. Holding in hard contact look at degree disc, this time say it reads 18 degrees ATDC (after top dead center).

Now comes the interesting part, add your first reading (42 degrees BTDC) to the new figure (18 degrees ATDC), resulting in 60. Now divide 60 by 2 and you have 30 degrees so still holding engine against the stop move your degree disc to read 30 degrees ATDC, to check if you are correct, rotate the engine forward again until the piston contacts the stop and check the disc - it should read 30 degrees BTDC.

Next, remove TDC tool and turn engine till disc reads 0 degrees; this will be true TDC. Easy isn't it?

But just in case, another example: Engine contacts stop at 61 degrees BTDC, turning the engine back the other way stop contacted at 33 degrees ATDC. $61 + 33 = 47$ degrees. So set the disc to 47 degrees ATDC to check, rotate the engine backwards and the reading should be 47 degrees, BTDC.

Remove tool and set engine to 0 degrees as indicated on the disc. As will be seen by the above, the action of holding the piston hard against the stop from both directions removes any inaccuracies due to the various engine clearances. This results in a true TDC impossible to reproduce by other methods.

Note: For beginners, the Ducati Bevel drive twin runs backwards, so don't get your BTDC and ATDC confused.

