

INSTALLING THE RPM SPARK PICKUP (MAGNETO IGNITION SYSTEMS)

Note: Due to the various styles and amperage of magnetos in use today there is no single instruction that covers all types.

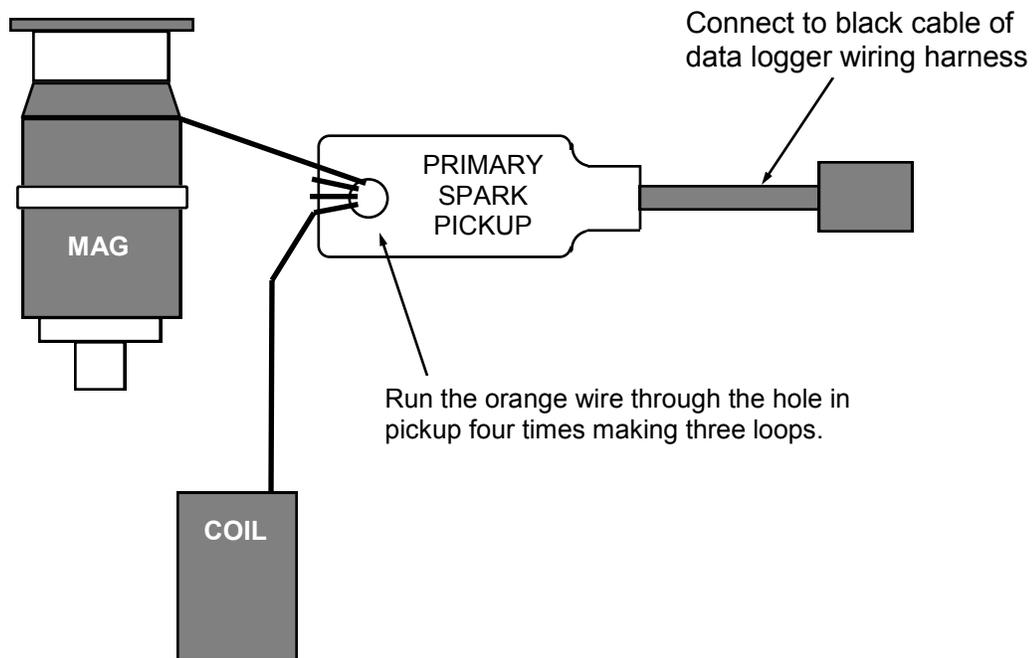
Please locate the schematic for your type of magneto and follow that diagram closely.

The **Primary** wire (usually orange or red in color), that connects the magneto to the coil or control box, must be routed through the Primary Spark Pickup. The wire must pass through the opening in the pickup (see drawing below). The number of times the wire must pass through the hole will depend on the type of magneto you are using:

Up To 5 Amp magneto	4 passes through hole	(3 loops)
MSD 12 Amp magneto	3 passes through hole	(2 loops)
MSD 20 Amp magneto	3 passes through hole	(2 loops)
MSD 44 Amp magneto	1 pass through hole	(no loops)

These are starting points and will work for most applications. If the engine rpm graph has spikes that drop below the real rpm then you will need to add a loop. If the engine rpm graph has spikes that go above the real rpm then you will need to remove a loop.

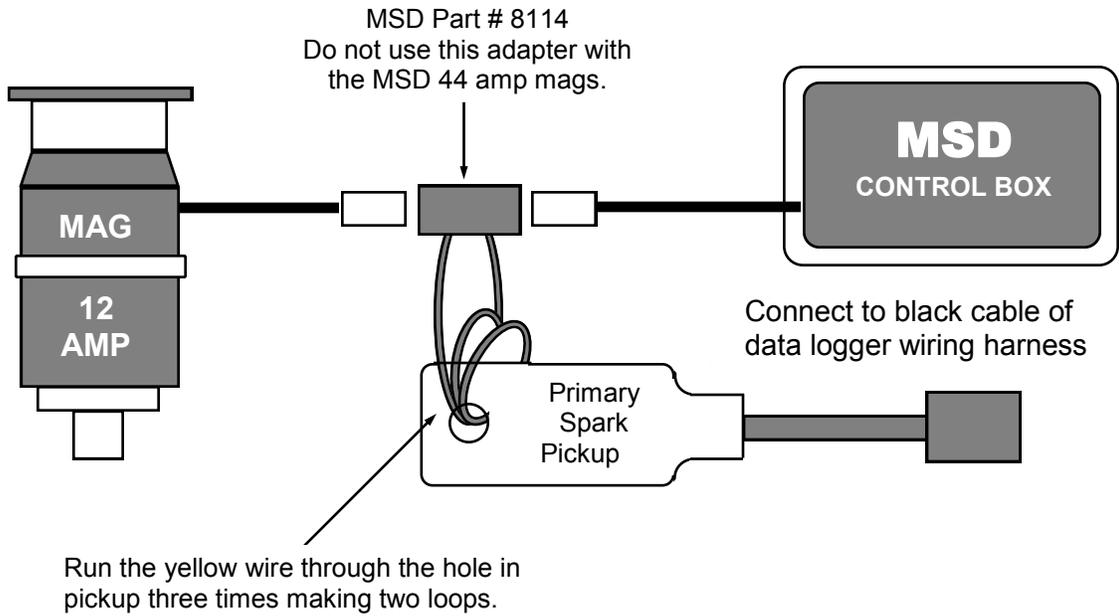
TYPICAL MALLORY MAGNETO INSTALLATION



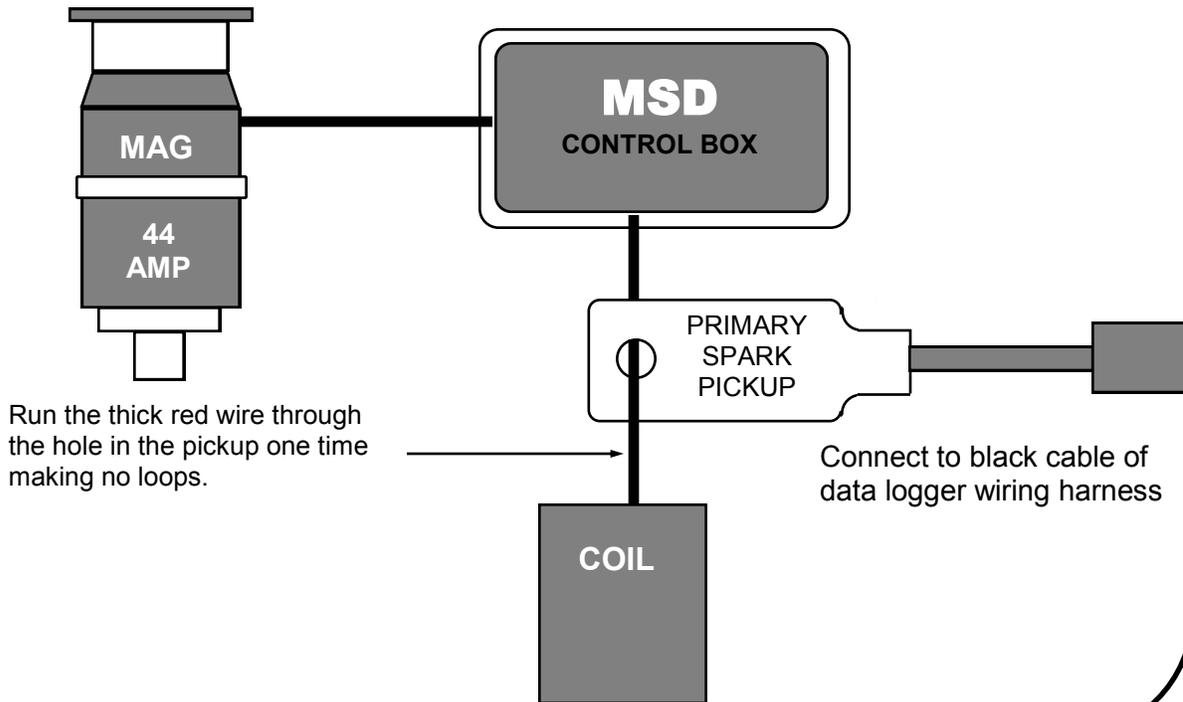
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TYPICAL MSD 12 AMP MAGNETO INSTALLATION



TYPICAL MSD 44 AMP MAGNETO INSTALLATION



Magneto RPM Sensor Part Number 280-SN-MAGPU

Installation Instructions for DYNA Ignition System without Tach Signal Output

If your ignition system has a digital tach output do not use this sensor. Contact Racepak to obtain the correct RPM interface. If your ignition does not have a digital tach output follow the instructions below.

Locate the wire that runs directly from the battery to positive side of the coil. If you have two coils you must have two separate wires run from the battery to each coil. Disconnect the wire between the battery and one of the coils. Run the wire from the battery thru the sensor with the yellow dot side entering first. Make 4 passes with wire thru the hole and connect the wire back to the positive side of the coil as shown below.

