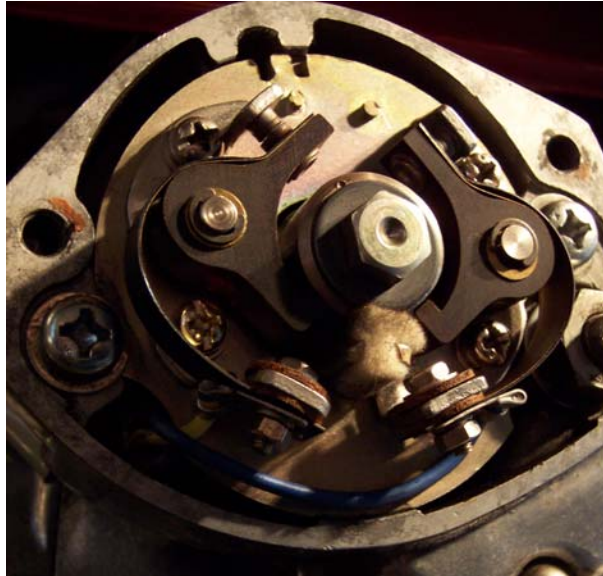
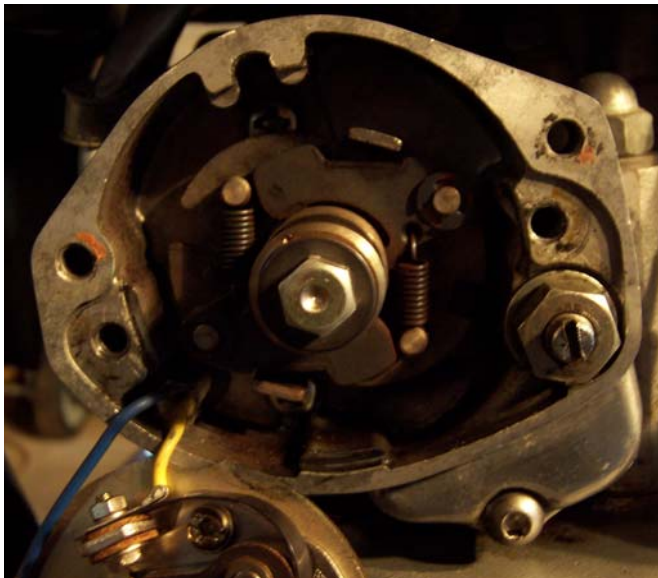


## INSTALLING DYNA S IGNITION FOR GL1000 ON CB450K4

The original points system. Blue for right cylinder.



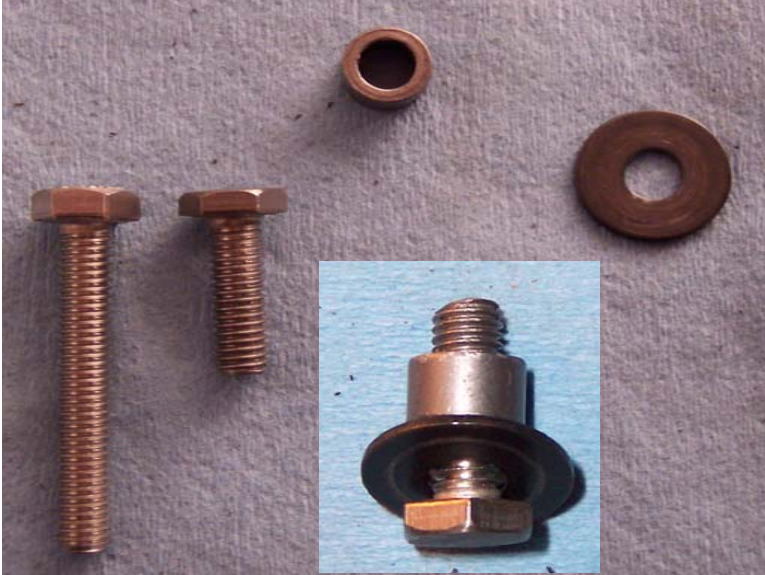
Magnetic rotor of Dyna S ignition for GL1000 on 450 advance unit.



## INSTALLING DYNA S IGNITION FOR GL1000 ON CB450K4

We changed the hardware holding the magnetic rotor in place to the advance mechanism.

Above from left to right: a 6mm hex head bolt (30mm long). We ground this down to the required length then ground off 1/3 of the head



to get the cover to fit nicely (without a spacer). The small spacer (top middle) fit over the bolt and was 0.245" long. The spacer allows the bolt to be tightened without having the washer interfere with the advance motion of rotor. The washer was original.

The installed setup.



Dyna S ignition for GL1000 (red markings indicate pickup triggers). We started with the instructions from augustiron. But had to make some modifications that are documented below.



We had to file some of the housing away so that the right side hold-down screw had a perch on the base plate. We covered the bare metal with liquid electrical tape.

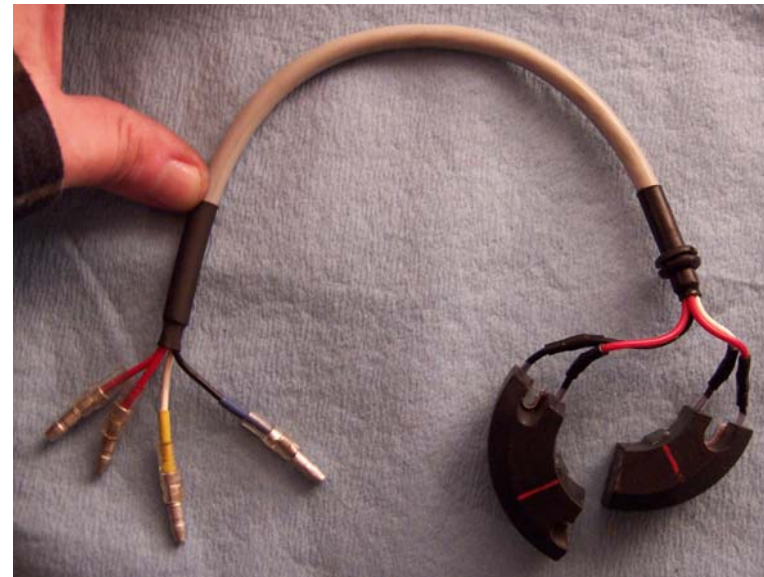
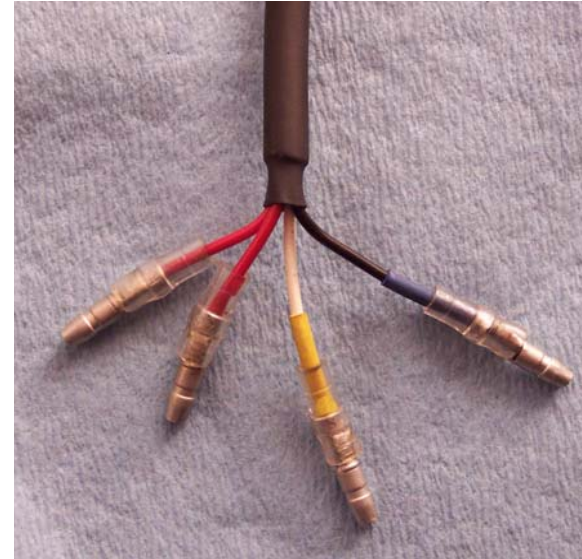


## INSTALLING DYNA S IGNITION FOR GL1000 ON CB450K4

Original wiring on the Dyna ignition is below. The roles of blue and yellow had to be switched relative to the stock coil setup (so blue dyna wire to yellow wire from coil). We had already installed Dyna coils with the stock wiring colors.



We shortened the Dyna wiring. The relative length of the wires is in the second pic below. While doing this we corrected the yellow/blue markings on the Dyna wires to match the stock coils. So yellow-yellow, blue-blue.



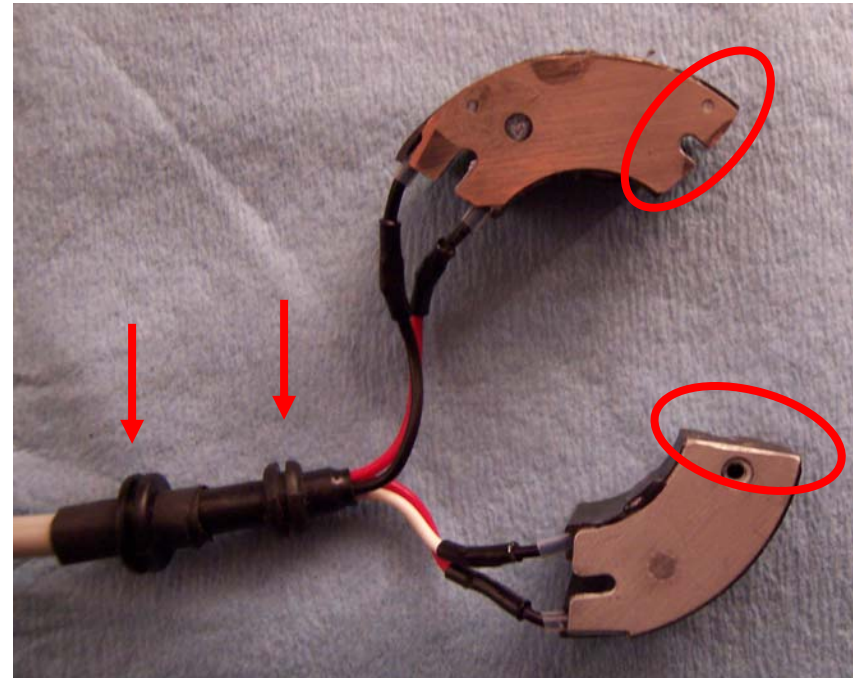
## INSTALLING DYNA S IGNITION FOR GL1000 ON CB450K4

The base plate that came with the ignition was numbered 0643. We made the modifications indicated below in order to get it to fit and be held down by stock hardware. The removed portion labeled "unnecessary" is due to our original orientation of the pickups. We later decided to move the pickups about 180deg in order to use the stock wire way in the points base cover.

### The new setup:



This is shown in the approximate orientation as it is installed on the bike. The 2 required cuts are to give clearance for the washer on valve adjuster nut and to pass the ignition wires through to stock wire way.



We added two grommets (bottom left arrows). One sits around the wire way in base plate (see above) and other sits in the stock hole in base (where original wires for points went through).

You can also see the (rather drastic – lose the warranty) changes we made to the ignition.

We could not get the two pickups of the ignition to fire 90deg apart (measured the closest angle at about 100deg). This was true even with the hold down screws barely holding and pickups in contact with each other (no further adjustment physically possible). Proper relative timing between the cylinders requires 90deg. This problem remains no matter how the ignition is oriented in the bike.

Our solution was to grind off a small portion of each piece of the housings (circled).

We covered all exposed metal with liquid electrical tape.

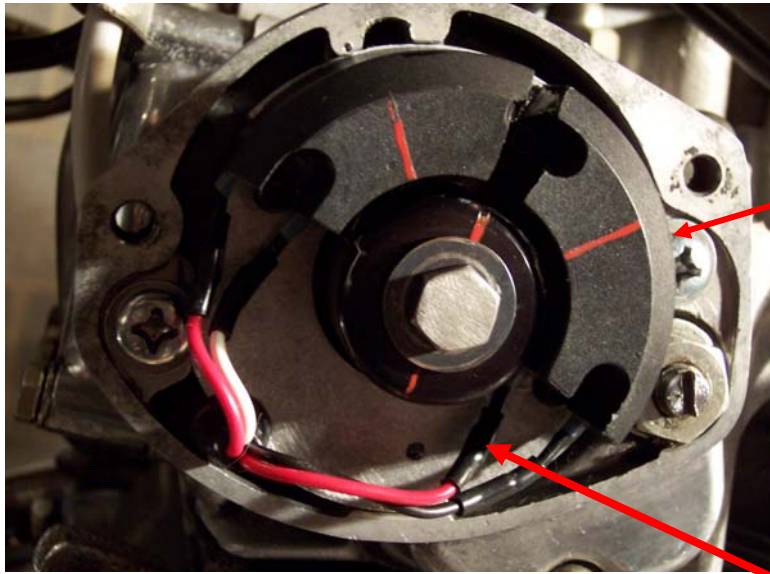
## INSTALLING DYNA S IGNITION FOR GL1000 ON CB450K4

### Installed unit below

Since we had installed and removed pickups from base plate many times during mock-up we replaced the heat sink grease between them (Radio Shack \$2). We think this is important but we're not experts. We removed the wire hold down screw (so that we could route wires through stock hole in base).

The arrow indicates the washer that we filed down to better fit the ignition.

We also ground down a corner of the valve adjustment nut (Dremel tool) to allow space for pickup.



Prior location of wire hold-down screw

We cut a spacer out of 0.050" gasket material. This was all that was needed for stock cover to clear the ground down hex bolt. The stock gasket was still attached to the cover.



The cover with spacer and wires.

