

DYNA III ELECTRONIC IGNITION

Troubleshooting Guide

The DYNA III Electronic Ignition is manufactured from the highest quality parts and materials available, using the greatest care possible. Although failures can occur, many times operational problems are due to improper installation or intermittent connections.

- 1) If a **4 cylinder** engine runs on only 2 cylinders; remove spark plugs, replace in caps and lay them on cylinder head. Turn engine over and watch sparks to determine which are missing. Disconnect (key off) the white and black sensor wires and reconnect in reverse (black to white). If sparks transfer to opposite plugs, it indicates a bad sensor. If they stay with the same plugs, it indicates a bad electronic module, a bad coil, or a problem somewhere in the wiring not associated with the sensor plate.
- 2) If a **Moto Guzzi** runs on 1 cylinder; remove spark plugs, replace in caps and lay them on cylinder head. Turn engine over and watch sparks to determine which is missing. Disconnect (key off) the white and black sensor wires and reconnect in reverse (black to white). If spark transfers to opposite plug, it indicates a bad sensor. If it stays with the same plug, it indicates a bad electronic module, a bad coil or a problem somewhere in the wiring not associated with the sensor plate.
- 3) If a **BMW** Twin with a -1 ignition runs on 1 cylinder, it indicates a bad sensor. If both cylinders are out, it is most likely a bad electronic module, a bad coil, or a problem somewhere in the wiring not associated with the sensor plate. If the bike uses a -2 (dual) ignition, use the procedure in paragraph 2.

4) MODULE / COIL TEST

Disconnect the sensor wires and touch the female (module end) of the input wires to ground. **Do not** touch the 12 volt (red) sensor wire to ground. You should get a spark at the appropriate spark plugs every time the inputs are grounded. If not, it indicates a bad electronic module, a bad coil, or a problem somewhere in the wiring not associated with the sensor plate.

- 5) If a **GL1000** fails to idle, and runs poorly at low engine speeds, the most likely cause is a defective ballast resistor, or one of the wire connections associated with that part.

DYNATEK

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