



# Pro-Drag8

## 250mJ S4

### ELECTRICAL WIRING & OPERATING INSTRUCTIONS

Applicable  
S/No's 84xxxx

**FAILURE TO FOLLOW INSTRUCTIONS  
WILL VOID WARRANTY**

#### CONTENTS:

- 2. Installation & coil notes
- 6. Connections and specifications
- 7. 8 Channel sequential ignition
- 8. Mounting dimensions

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current instructions



# INSTALLATION NOTES

(Pro-Drag 250mJ Series 4 systems)

## MOUNTING

Mount the unit in a dry location away from intense heat and ensure bottom condensation slots are unobstructed and oriented to permit gravity drain. Ensure a source of cooling air is available.

**Failure to use supplied rubber mounts will void warranty!**

## IGNITION LEADS

Use inductively suppressed spiral wound metal conductor ignition leads. The use of unsuppressed metal leads may cause electrical interference with ecu and/or ignition system.

**Do not use carbon core leads!**

## SPARK PLUGS

Non resistor spark plugs will greatly enhance ignition performance however some installations will require the use of resistor spark plugs for correct ECU operation.

**When using resistor spark plugs test internal resistance as part of regular maintenance!**

Fixed gap surface discharge and semi surface discharge spark plugs are only suitable for naturally aspirated applications.

**Keep spark plug gap  $\leq 0.025"$  (0.6mm) for boosted motors!**

## INSULATION PRECAUTIONS

Degrease sparkplug insulators, sparkplug boots, ignition coil boots and installation tooling.

Use dielectric grease inside main connector on sparkplug insulators and inside sparkplug and ignition coil boots.

## POWER SUPPLY

**REVERSE POLARITY WILL CAUSE DAMAGE TO UNIT!  
ALWAYS INSTALL EXTERNAL FUSE!**

Do not use voltage boosters, if the vehicle contains a PDM use it only to control CDI switch wire.

**Connect ignition supply wires directly to battery!**

When using a total loss electrical system install a 16V battery to ensure adequate voltage and isolate when charging.

## WIRING

**Wire ignition system directly to battery!**

If required power/ground wire length exceeds recommendations use paired battery cable (power and ground) to make up distance. Do not rely on vehicle chassis to provide ground path.

Use twisted pair wire for all power and coil connections. For improved noise suppression use twisted shielded wire similar to aerospace/mil-spec M27500 series.

**Keep coil primary wires well separated from HT leads, coil HV outlet, coil body and any ECU wiring!**

## TRIGGERING

For correct operation trigger voltage relative to CDI ground must rise above 3.2V and fall below 1.6V.

Trigger input & coil output letters (or numbers) indicate CDI firing sequence not cylinder number unless otherwise stated.

M&W CDI systems default to falling (negative) edge trigger. To select rising edge (positive) trigger ground 'Trigger Edge' pin.

**If uncertain lock Ecu timing and monitor engine with timing light while changing RPM. Timing should appear stationary with correct trigger edge.**

## POWER LEVEL SWITCH

To reduce ignition energy under low engine load conditions a power level switch is included.

Activate high power by grounding input through either a 'Hobbs' style manifold pressure switch or programmable output from the ECU when increased ignition energy is required.

**Do not manually or permanently activate this feature!**

## TUNING

**CDI performance is not affected by changes in dwell settings!**

M&W CDI systems typically reduce combustion delay requiring a reduction in timing. The resulting changes in combustion characteristics may also require alterations to fuel flow.

**Always set ECU ignition delay to zero and re-tune both fuel and timing curves after installation!**

## TACHO OUTPUT

Tacho output provides a 50% duty cycle square wave signal approximately 1V below supply voltage. This will work with most aftermarket digital tachos however some earlier types and those designed for coil negative triggering may not read accurately and require an adaptor.

## LED INDICATOR

After applying power to switch wire both the red and green LED's will illuminate for approximately 1 second.

The green led will then extinguish and flash briefly with each trigger event received

The red led will illuminate when high power mode is selected.

A repeated double flash may indicate a faulty ignition coil, faulty wiring, low supply voltage or damage to the CDI.

## TESTING

The CDI may be tested by momentarily grounding the trigger inputs which will cause the LED to flash and corresponding ignition coil to spark.

**Do not conduct this test without grounded spark plugs installed otherwise damage to the cdi and coil will occur!**

## COIL SELECTION

Use of inductive ignition coils with cdi ignition will limit output energy, for ultimate performance use coils specifically designed for CDI use such as the M&W #COI006.

Wire inductive coils reverse polarity when used with M&W CDI's.

**The use of COP/Pencil coils of any brand or type will void warranty!**

## FERRITE CDI COILS

Ferrite core cdi coils such as those from Mercury and MSD emit high levels of EMI requiring additional shielding practices. In addition these coils exhibit extremely short arc duration which may compel a narrow tuning window also making them unsuitable for alcohol based fuels.

**Do not use ferrite coils wired in parallel pairs!**

**Do not use Profex brand coils under any circumstances!**

# M & W IGNITIONS

Performance & Quality

**CAUTION!**  
**HIGH VOLTAGE**



**DISCONNECT POWER BEFORE  
WORKING ON UNIT**

**VIEWED FROM BACK OF CONNECTOR**



1 +12V (Battery)	13 Ground (Battery)	25 Trigger C
2 +12V (Battery)	14 Ground (Battery)	26 Ignition switch
3 +12V (Battery)	15 Ground (Battery)	27 Trigger H
4 Trigger F	16 Trigger B	28 Trigger G
5 Trigger edge	17 Edge ground	29 Trigger D
6 Tacho (T)	18 Trigger A	30 Trigger E
7	19	31 Power (P)
8	20	32
9 Coil G +	21 Coil G & H -	33 Coil H +
10 Coil E +	22 Coil E & F -	34 Coil F +
11 Coil C +	23 Coil C & D -	35 Coil D +
12 Coil A +	24 Coil A & B -	36 Coil B +

## SPECIFICATIONS

Operating voltage	12.5V --> 18V DC
Polarity	Negative ground
Startup voltage	>= 6V
Maximum supply current	19A
Power off current	< 700uA
Maximum ignition frequency	1,000 Hz
Energy limit:	
Single spark	700 Hz
Coil primary voltage:	
Low power	400V
High power	500V
Spark energy (per plug):	
Low power	160mJ
High power	250mJ
Trigger:	
Current	10mA
Edge	Adjustable
Voltage rising	>= 3.2V
Voltage falling	<= 1.6V
Tacho output:	
Voltage	Supply - 1.2V
Output current	100mA
Shape	Square wave
Operating temperature	<= 105°C
Dimensions	173L * 137W * 50H
Weight	1,030gm (per box)

Title <b>PRO-DRAG8 250mJ SERIES 4</b>		
Size A4	Number <b>(C) M&amp;W Ignitions</b>	Revision <b>28.11.16.1</b>
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## Wire Specifications

### POWER SUPPLY:

Use 12ga shielded wire from battery trifurcated into 18ga wire  $\leq 100\text{mm}$  from connector. Junction is best achieved using a butt splice or barrel crimp. Maximum recommended wire length is 2M

### IGNITION COILS:

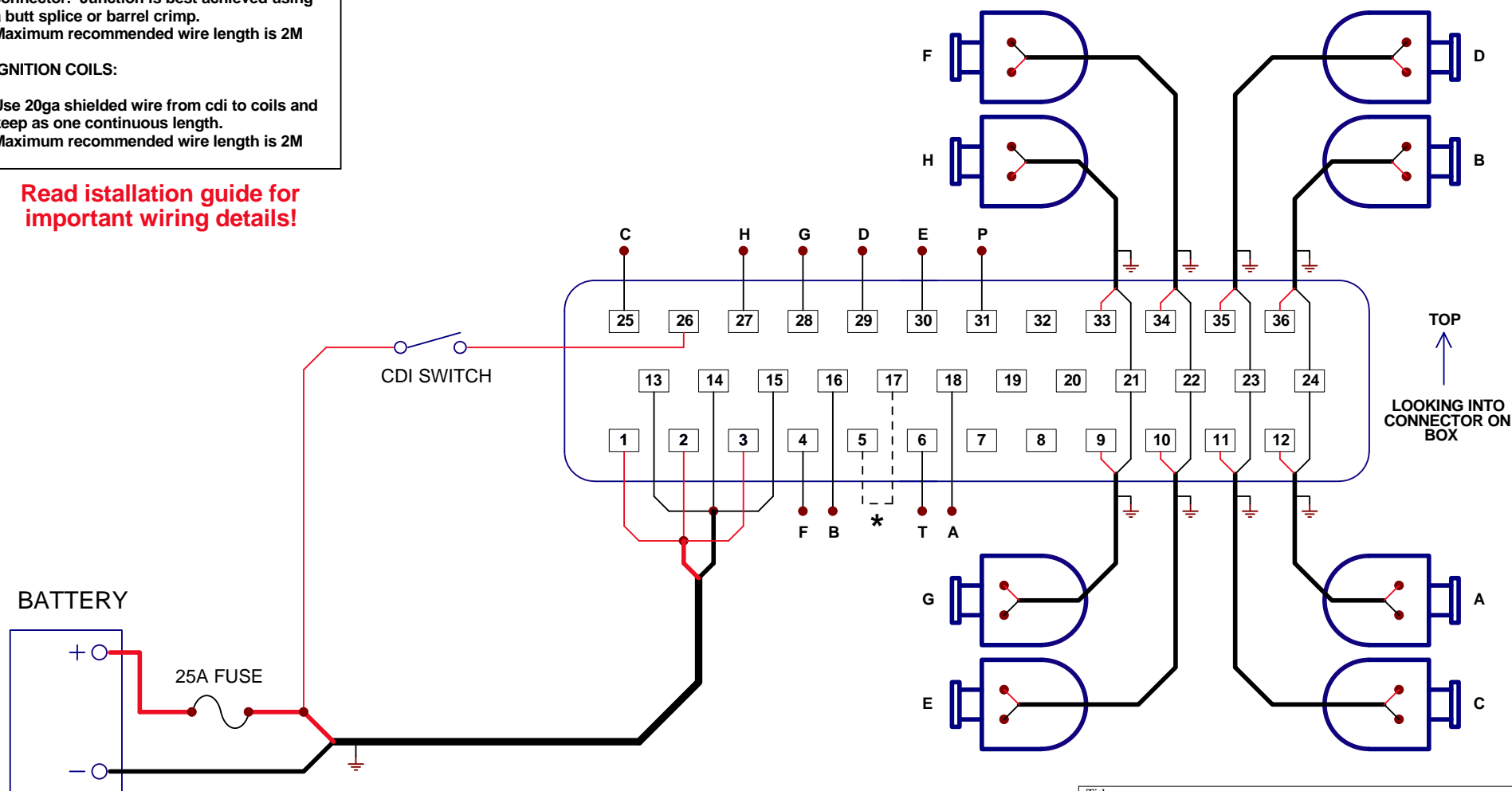
Use 20ga shielded wire from cdi to coils and keep as one continuous length. Maximum recommended wire length is 2M

**Read installation guide for important wiring details!**

# M & W IGNITIONS

Performance & Quality

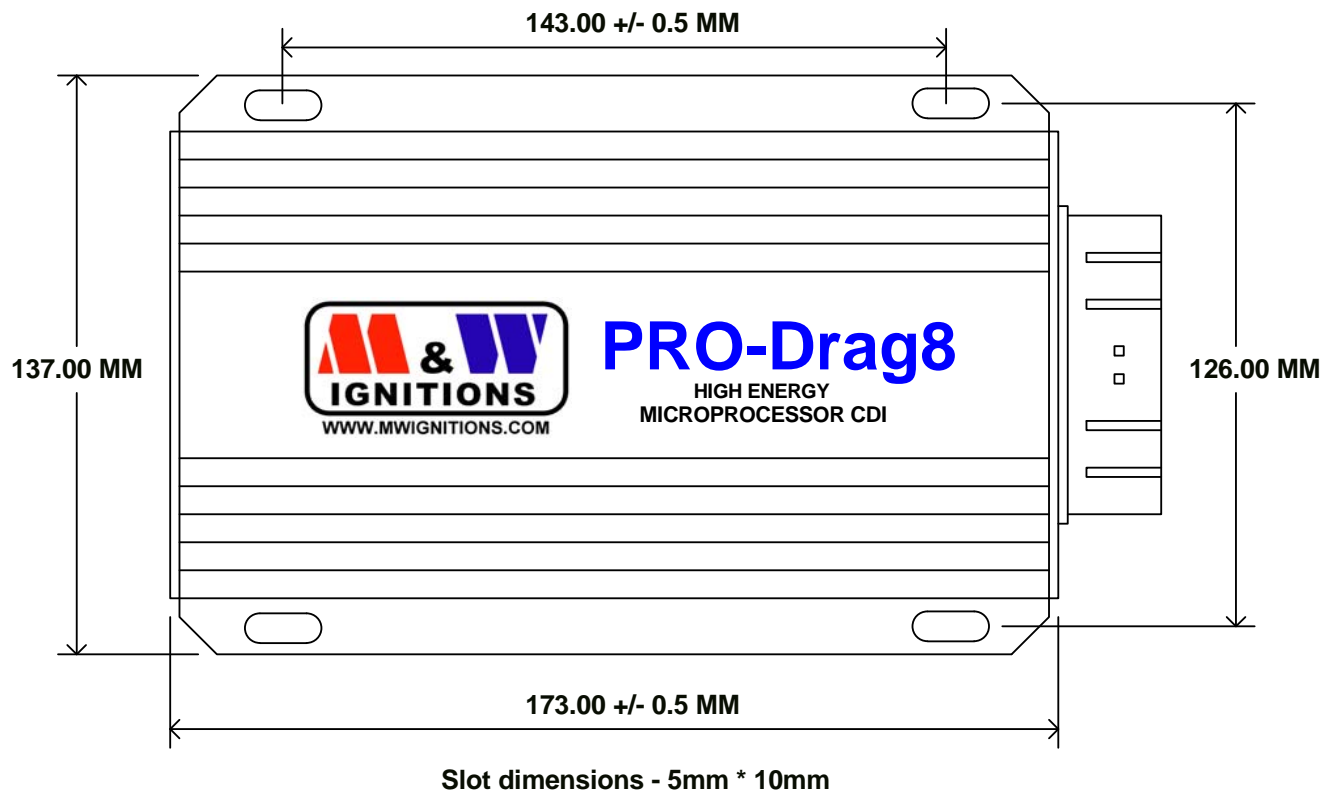
**CAUTION!  
HIGH VOLTAGE**



Title 8 CYLINDER DIRECT FIRE WIRING		
Size A4	Number (C) M&W Ignitions	Revision 28.11.16.1
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DISCONNECT POWER BEFORE  
WORKING ON UNIT



Title			PRO-DRAG8 250mJ SERIES 4	
Size	Number		Revision	
A4	(C) M&W Ignitions		22.10.16.1	
Date:	22-Oct-2016		Sheet 1 of	1
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