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Pro-Drag2

2 CHANNEL 500mJ

CAPACITOR DISCHARGE

IGNITION

PLEASE REPORT ANY ERRORS
SALES@MWIGNITIONS.COM

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CAUTION

**THIS WIRING DIAGRAM IS
APPLICABLE ONLY TO IGNITION
SYSTEMS WITH THE SERIAL
NUMBER PREFIX STARTING**

53xxxx

**USE OF INCORRECT DIAGRAM
WILL VOID WARRANTY AND
MAY DAMAGE UNIT**

INSTALLATION NOTES

MOUNTING

Do not mount the unit where it will be exposed to water or other liquids and ensure the bottom drain slots are unobstructed. Select a location away from excessive heat and provide a cooling air supply if required. Use soft rubber (40 duro) mounts on all four corners to isolate from strong vibration.

IGNITION LEADS & SPARKPLUGS

Straight metal wire ignition leads radiate electrical interference which may cause erratic operation of nearby electronic devices including the CDI. Carbon suppressed ignition leads are not capable of conducting the CDI energy without becoming damaged.

For best performance use spiral wound inductively suppressed metal core ignition leads such as those produced by Magnecor®. Where possible use non resistor spark plugs to reduce energy loss.

WIRING & POWER SUPPLY

FAILURE TO INSTALL THE RECOMMENDED SIZE FUSE WILL VOID WARRANTY

Trigger input & coil output numbers indicate ignition sequence not cylinder number.

250mJ and larger Pro-Drag CDI systems must not be operated below 13V.

Voltage boosters may limit CDI operation and ignition performance will not increase when operated above 13.8V

Connect the CDI directly to the battery with the recommended gauge wire. All coil negative wires must be joined at or in the connector.

Use twisted pair wire for all power and coil connections. To comply with Australian EMC 'C Tick' standards and for ultimate noise suppression use shielded twisted pair wire.

TRIGGERING

All M&W CDI systems defaults to falling edge ignition, to select rising edge ignition connect the 'Trigger Edge' pin to the 'Signal Ground' pin. Where the ecu contains an in built igniter or there is an igniter between the ECU and CDI it may be necessary to select rising edge ignition. **The trigger edge on the CDI must be set the same as that in the ECU!**

For Autronic® multiplex ignitions set the ecu for –VE Edge (Pulse).

DWELL

M&W CDI systems are 'edge' triggered which means they are not affected by changes in dwell time. If your ecu requires a dwell time be set then use something small such as 0.5-1mS.

LED INDICATOR

After initially applying power to the CDI the LED will illuminate for 1 second then extinguish. The LED will then flash briefly with each consecutive trigger event received.

A repeated double flash of the LED indicates a possible faulty ignition coil, faulty wiring, low supply voltage or damage to the CDI.

TESTING

The CDI may be tested by momentarily grounding the inputs (with the exception of Reluctor trigger cdi's), this will cause the corresponding ignition coil to spark. Do not conduct this test without a grounded sparkplug installed. A comprehensive test procedure document may be found on our web site

http://www.mwignitions.com/pg_data_sheets.php

CAUTION

TO PREVENT IGNITION COIL DAMAGE DO NOT
FIRE THE CDI WITH AN EXCESSIVE SPARK GAP!

CHECK IGNITION TIMING AFTER COMPLETION

IGNITION COILS

COIL SELECTION

Most inductive ignition coils will work satisfactorily with CDI systems however for ultimate ignition energy use a coil specifically designed for CDI applications.

COP COILS

COP (coil on plug) coils with inbuilt drivers are not suitable for use with CDI ignition. COP coils designed for inductive ignition may overheat when used in cdi applications and some contain an internal blocking diode in the secondary winding which must be taken into account during wiring.

FERRITE CDI COILS

Ferrite core cdi coils provide a light weight solution for direct fire applications and give high secondary current however they may not be suitable for all applications due to their very short arc duration. The high level of EMI emitted by these coils may require additional wire shielding to prevent electrical interference with the ECU.

Note! Ferrite CDI coils are for direct fire ignition only. For high performance distributor applications use a coil similar to a Crane[®] PS92 or MSD[®] HVC2.

COIL POLARITY

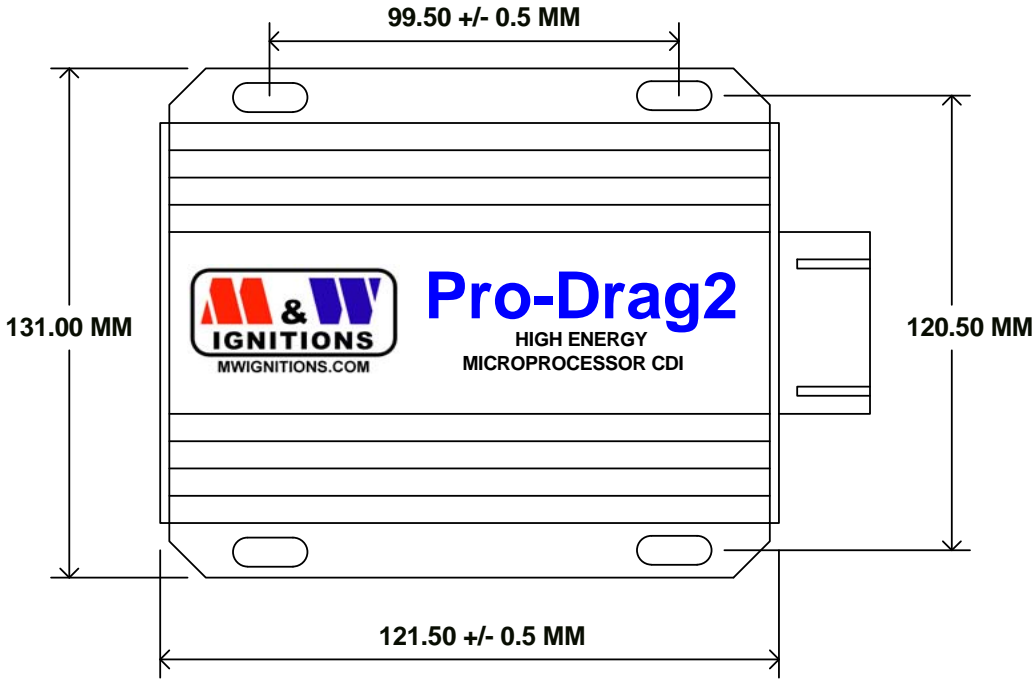
All diagrams are shown for cdi style coils, for correct operation with inductive ignition coils they should be wired with their primary connections reversed to maintain correct spark plug polarity.

CAUTION!

IGNITION COIL DAMAGE MAY OCCUR IF OPERATED WITH AN EXCESSIVE SPARK GAP.



DISCONNECT POWER BEFORE WORKING ON UNIT



Slot dimensions - 5mm * 10mm

Title		MOUNTING DIMENSIONS	
Size	Number	Revision	
A4	Pro-Drag2 S3	1.3	
Date:	13-Sep-2010	Sheet 1 of 1	
File:	D:\M&W\Pro-Drag2_S3_Mounting Dimensions.dwg		



DISCONNECT POWER BEFORE WORKING ON UNIT

VIEWED FROM BACK OF CONNECTOR



TRIGGER EDGE SELECTION

Falling edge ignition - leave pin #9 disconnected.
 Rising edge ignition - connect pin #9 to pin #10.
 When triggering this unit of an existing ignition module or an ecu with built in igniters such as the Microtech 'MTX' series it may be necessary to select rising edge trigger.

KEEP ALL INPUTS WELL SEPARATED FROM COIL OUTPUTS

1 +12V (Battery)	7 Ground (Battery)	13
2 +12V (Battery)	8 Ground (Battery)	14 Trigger B
3	9 Trigger edge	15 Trigger A
4 Tacho	10 Signal ground	16 Ignition switch
5	11	17 Coil B -
6 Coil A +	12 Coil B +	18 Coil A -

SPECIFICATIONS

Supply voltage = 13.8V DC negative ground
 Maximum supply current = 17A
 Shutdown current <700uA
 Maximum ignition frequency = 350Hz
 Coil primary voltage = 500V
 Spark energy = 500 millijoules
 Trigger = 10mA open collector drive
 Trigger edge = adjustable
 Tacho = 12V, 25mA square wave
 Maximum continuous operating temperature = 105°C
 Dimensions = 122L * 110W * 40H
 Weight = 800gm

Title TWO CHANNEL 500mJ CDI IGNITION		
Size A4	Number Pro-Drag2 S3	Revision 1.3
Date: 6-Sep-2011	Sheet 1 of 1	Drawn By: M&W
File: D:\M&W\Pro-Drag2_S3_1.sch		

M & W IGNITIONS

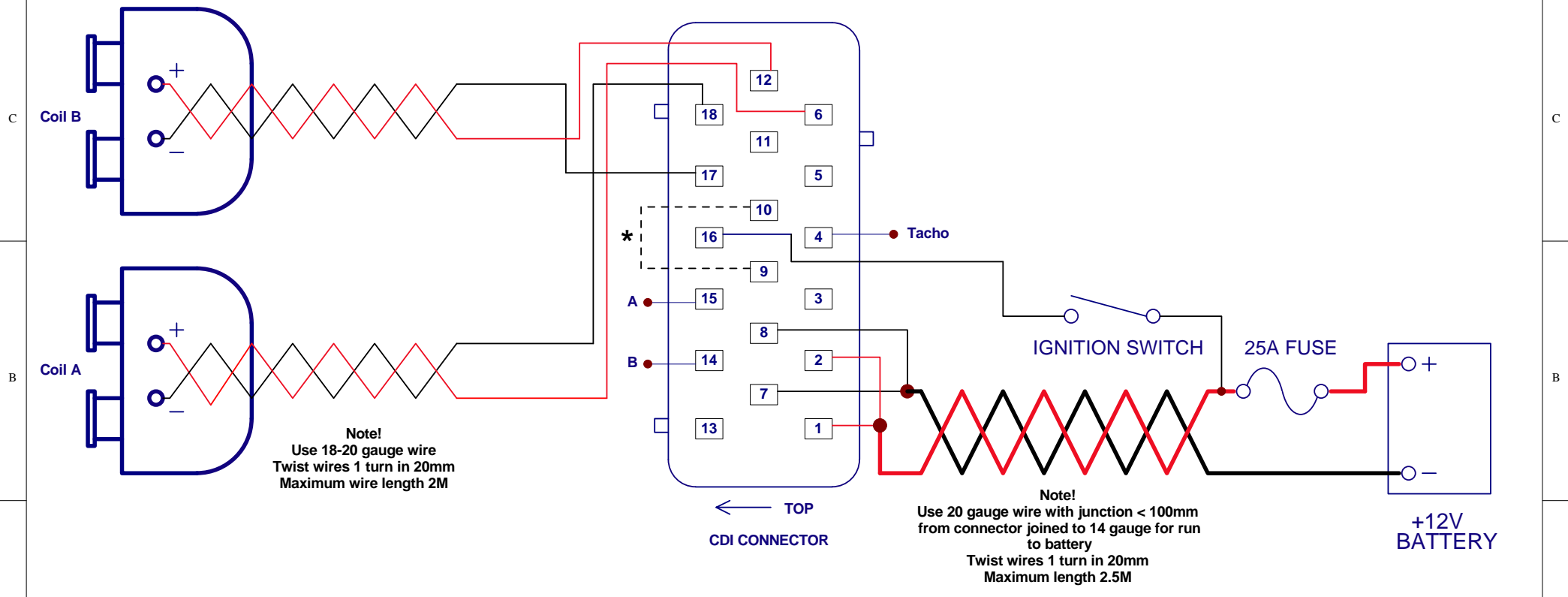
(C)1996 - 2007 M&W IGNITIONS

FOR DRAG RACING USE ONLY

CAUTION!
HIGH VOLTAGE



**DISCONNECT POWER BEFORE
WORKING ON UNIT**



Title			TWO COIL WASTED SPARK IGNITION		
Size	Number	Revision			
A4	Pro-Drag2 S3	1.5			
Date:	13-Sep-2010	Sheet 1 of 1			
File:	D:\M&W\...\Pro-Drag2_S3_2.sch	Drawn By: M&W			

M & W IGNITIONS

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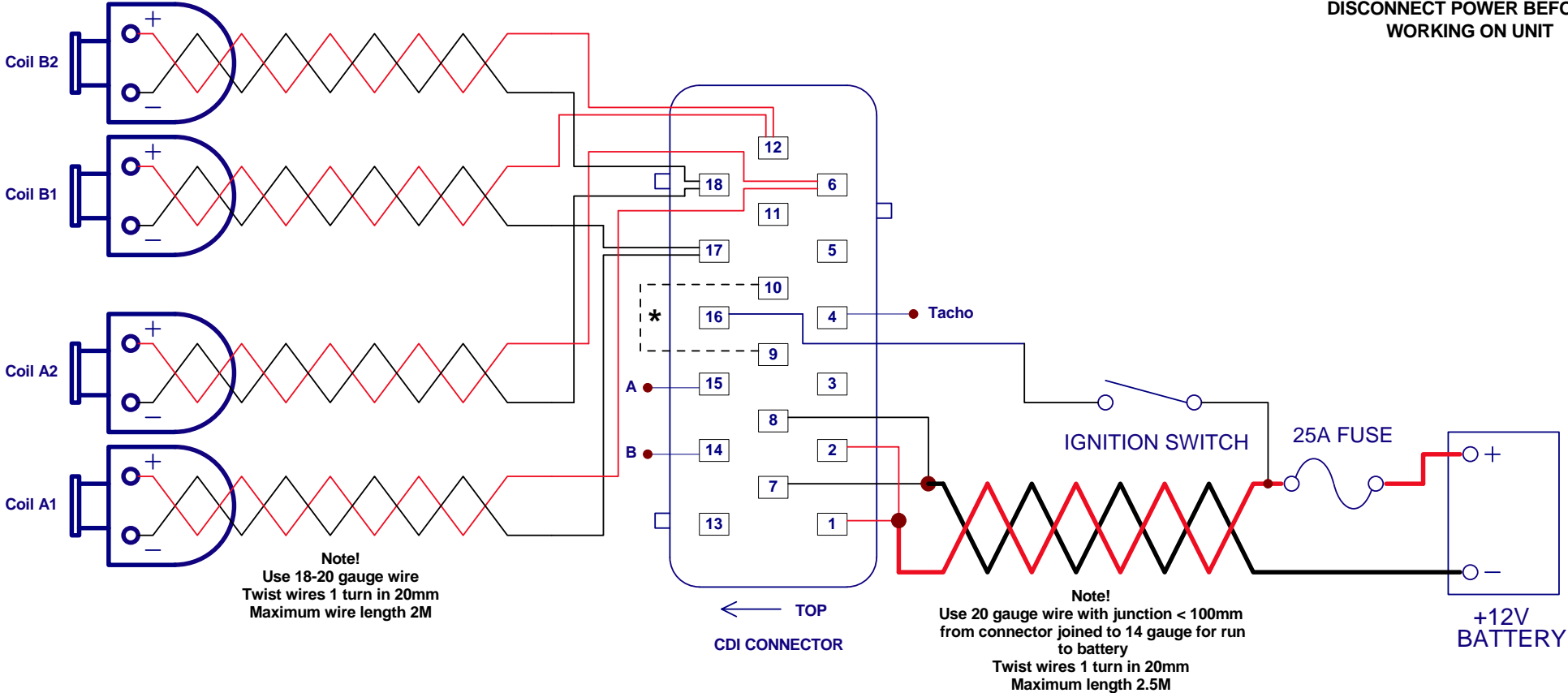
CAUTION!
HIGH VOLTAGE



DISCONNECT POWER BEFORE WORKING ON UNIT

FOR OEM COILS ONLY
DO NOT USE FERRITE COILS

FOR DRAG RACING USE ONLY



* See instructions for trigger edge selection link

Title			FOUR COIL WASTED SPARK IGNITION		
Size	Number	Revision			
A4	Pro-Drag2 S3	1.4			
Date:	13-Sep-2010	Sheet 1 of 1			
File:	D:\M&W\Pro-Drag2_S3_3.sch	Drawn By: M&W			

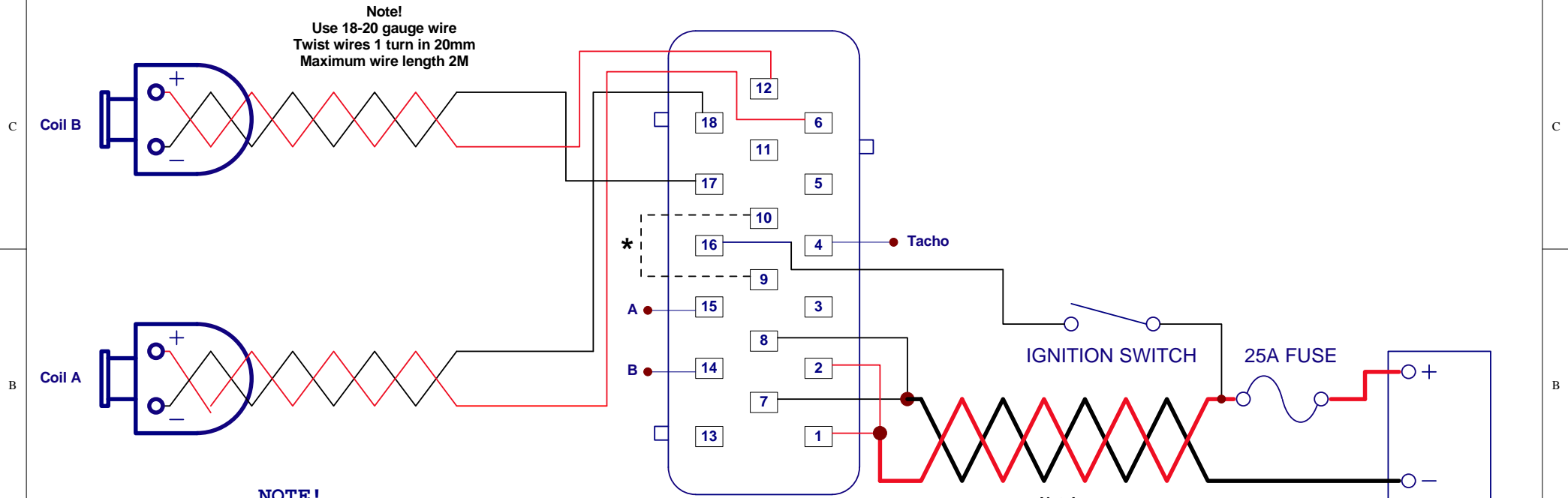
M & W IGNITIONS

Performance & Quality since 1996

FOR DRAG RACING USE ONLY



DISCONNECT POWER BEFORE WORKING ON UNIT



NOTE!

Two 2 channel cdi ignition systems will be required for this installation.

Wire the two ignition circuits from one cdi box to the leading ignition coils and the two ignition circuits from the other cdi box to the trailing ignition coils.

If only 2 ignition outputs are available from the ecu then it is possible to run 'zero split' ignition by connecting the trigger for Leading1 from one cdi box to the same ecu output as Trailing1 from the other cdi box.

Title			2 ROTOR DIRECT FIRE IGNITION		
Size	Number	Revision			
A4	Pro-Drag2 S3			1.4	
Date:	13-Sep-2010	Sheet 1 of 1			
File:	D:\M&W\...\Pro-Drag2_S3_4.sch	Drawn By:		M&W	

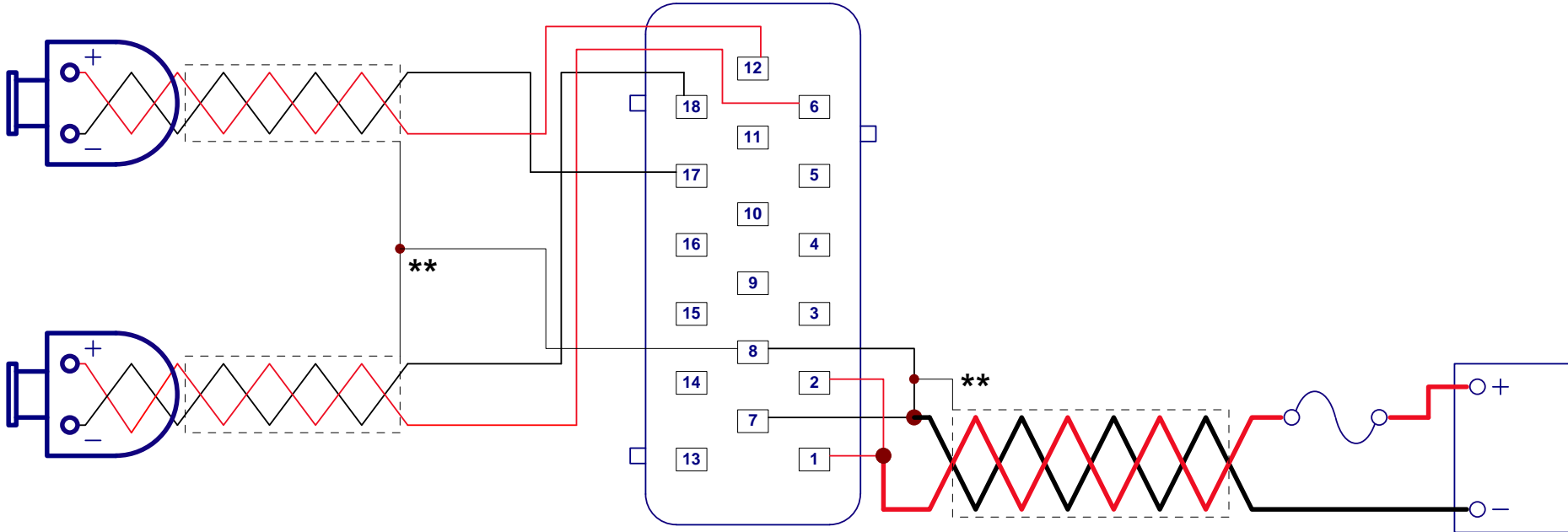
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Performance & Quality since 1996

CAUTION!
HIGH VOLTAGE



**DISCONNECT POWER BEFORE
WORKING ON UNIT**



**** Shielded cables required for Australian EMC compliance**

Title			AUSTRALIAN EMC COMPLIANCE		
Size	Number	Revision			
A4	Pro-Drag2 S3	1.0			
Date:	13-Sep-2010	Sheet 1 of 1			
File:	D:\M&W\EMC.sch	Drawn By: M&W			