



Pro-10_{EL}

ELECTRICAL WIRING & OPERATING INSTRUCTIONS

Applicable
S/No's 42xxxx

**FAILURE TO FOLLOW INSTRUCTIONS
WILL VOID WARRANTY**

CONTENTS:

2. Installation notes
7. Connections and specifications
8. Single coil distributor ignition
9. Bosch 3 pin compatible wiring
10. Rev limiter
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**ADDITIONAL RESOURCES & UP TO DATE
INSTRUCTIONS AVAILABLE FROM WEBSITE**

INSTALLATION NOTES

(Pro series street systems only)

MOUNTING

Do not mount the unit where it will be exposed to liquids, ensure the bottom condensation slots are unobstructed and oriented to permit gravity drain. Select a location away from intense heat and if necessary provide a source of cooling air.

Failure to use supplied rubber mounts will void warranty!

IGNITION LEADS

Do not use unsuppressed metal or carbon core ignition leads!

Use inductively suppressed spiral wound metal conductor ignition leads such as those made by Magnecor www.magnecor.com.

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 plugs measure their resistance as part of regular maintenance. Open circuit or high resistance may cause damage to spark plug wires, ignition coils and CDI.

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

INSULATION PRECAUTIONS

Degrease spark plug ceramic, ignition coil boots, spark plug boots and installation tooling to prevent insulation contamination and breakdown.

Use of dielectric grease on spark plug ceramic and inside ignition coil and spark plug boots will significantly increase insulation properties and ease installation/removal.

POWER SUPPLY

Do not use voltage boosters or connect through a PDM.

If wired to a power source shared with the ECU or its sensors erratic operation may be experienced!

When running a total loss electrical system install either a 16V or 18V battery to ensure adequate supply voltage.

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 and/or to comply with EMC requirements use twisted shielded wire similar to M27500 series.

M&W CDI systems will open circuit the external fuse under conditions of over voltage or reverse polarity. Faults such as loose battery terminals/wiring or defective alternator/regulator may also cause this to occur.

Main connector pins are designed to be roll crimped. Squeeze crimping or soldering will cause distortion possibly resulting in misfiring or incorrect CDI operation. Use of dielectric grease in main connector may reduce water ingress.

Common coil negative wires must be joined at or in the cdi connector.

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 (except for Mitsubishi EVO CDI with trigger mods).

M&W Pro street CDI systems default to falling edge ignition. To select rising edge ignition install a jumper wire between 'Trigger edge' and 'Edge ground' input pins.

Where possible trigger CDI directly from ECU!

If the ECU contains an in built igniter or it is not possible to remove the existing igniter then the CDI may be triggered off the igniter coil negative terminal. In this case it will be necessary to select rising edge ignition on the CDI.

If CDI trigger edge and ECU ignition edge do not match ignition timing will be erratic and vary with rpm!

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

POWER LEVEL SWITCH

Some M&W Pro street systems are provided with a (active low) power level switch. Do not manually activate this feature or operate continuously as this will significantly increase spark plug wear and system current draw. Activate by grounding input through either a 'Hobbs' style manifold pressure switch or programmable output from the ECU when elevated energy levels are required.

TWO SPARK SWITCH

Some M&W Pro street systems are provided with a two spark switch. Do not manually activate this feature as it will significantly increase spark plug wear and double system current draw. Activate by grounding the input through a programmable ECU output.

Hi power and Two spark can not be used simultaneously!

TUNING

CDI systems are 'edge triggered' and not effected by changes in dwell settings.

M&W CDI systems may reduce combustion delay requiring a reduction in ignition timing. The resulting changes in combustion characteristics may also require alterations to fuel flow. Set ECU ignition delay to zero and tune engine as required.

Always re tune both fuel and timing curves after installing CDI ignition!

TACHO OUTPUT

The tacho output provides a 50% duty cycle square wave signal 1.2V below battery supply voltage. This will work with most aftermarket digital tacho's however earlier types and those designed for coil negative triggering may not read accurately.

LED INDICATOR

After applying power to input switch wire the LED will illuminate for approximately 1 second then extinguish. It will then flash briefly with each consecutive trigger event received. A repeated double flash of the LED may indicate 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 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!

INSTALLATION PRECAUTIONS

The main cause of ignition damage is a high voltage flashover to ignition system wiring!

The fast rise time of CDI ignition output voltage increases the propensity for insulation breakdown in high voltage components therefore greater care must be taken with regards to cleanliness and wiring detail to prevent this occurring.

IGNITION COIL SELECTION

Do not use AEM pencil coils or Prufex brand ferrite coils under any circumstances!

For ultimate ignition energy use coils specifically designed for CDI use such as the M&W #COI006. Ignition coils primarily designed for inductive ignition will significantly limit CDI output.

COP COILS

Many COP coils are unsuitable for CDI use and will break down damaging the ignition system. Some COP (coil on plug) coils designed for inductive ignition may also contain a HV blocking diode in the secondary winding, see coil polarity notes below.

Use resistive spark plugs with all COP coils. Keep plug gap < 0.020" (0.5mm) to prevent coil & ignition damage.

FERRITE CDI COILS

Ferrite core cdi coils are compact and provide high secondary current however they may not be suitable for all applications due to their extremely short arc duration. The high level of EMI emitted by these coils may also require additional shielding to prevent electrical interference

Do not use ferrite coils wired in parallel pairs!

COIL POLARITY

All diagrams are shown for cdi style coils. For correct operation with inductive ignition coils wire the primary connections in reverse to maintain correct spark plug polarity and overcome any blocking diode.

M & W IGNITIONS

Performance & Quality

CAUTION!
HIGH VOLTAGE



DISCONNECT POWER BEFORE
WORKING ON UNIT

VIEWED FROM BACK OF CONNECTOR



SPECIFICATIONS

Operating voltage	12.5V --> 18V DC
Polarity	Negative ground
Startup voltage	>= 6V
Maximum supply current	7.0A
Power off current	< 700uA
Maximum ignition frequency	1,200Hz
Energy limit:	
Single spark	700Hz
Hi power	550Hz
Coil primary voltage:	
Standard power	460V
Hi power	540V
Spark energy:	
Standard power	115mJ
Hi power	150mJ
Trigger:	
Current (E)	10mA
Current (PM)	120mA
Edge (E)	Adjustable
Voltage rsisng	>= 3.2V
Voltage falling	<= 1.6V
Edge (PM)	Rising
Tacho output:	
Voltage	Supply - 1.2V
Output current	100mA
Shape	Square wave
Operating temperature	<= 105°C
Dimensions	91L * 110W * 40H
Weight	500gm

1 +12V (Battery)	7 Ground (Battery)	13 Power level (P)
2 +12V (Battery)	8 Ground (Battery)	14 Trigger (P/M)
3	9 Trigger edge	15 Trigger (E)
4 Tacho (T)	10 Edge ground	16 Ignition switch
5	11	17
6 Coil A +	12	18 Coil A -

Title			PRO-10EL CDI IGNITION		
Size	Number	(C) M&W Ignitions		Revision	
A4				28.05.18.1	
Date:	1-Nov-2018	Sheet	1	of	1
File:	D:\M&W\Pro10EL_S3_1.sch	Drawn By:	WAG		

Wire Specifications

POWER SUPPLY:

Use 14ga wire from battery bifurcated into 20ga wire <= 100mm from connector. Junction is best achieved using a Solistrand or similar butt splice / barrel crimp. Maximum recommended wire length is 2M

IGNITION COILS:

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

Read installation guide for important wiring details!

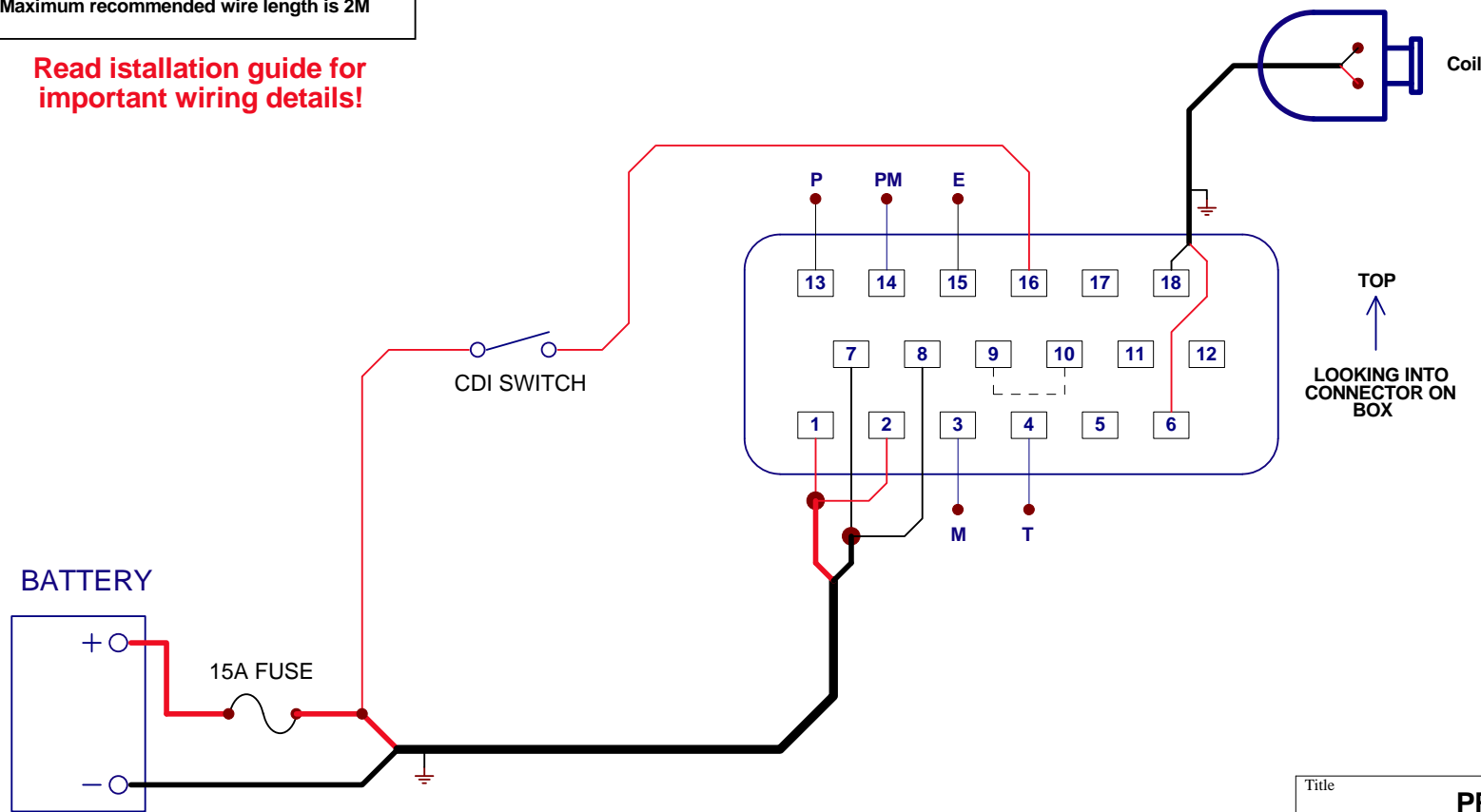
M & W IGNITIONS

Performance & Quality

**CAUTION!
HIGH VOLTAGE**



**DISCONNECT POWER BEFORE
WORKING ON UNIT**



TOP
↑
LOOKING INTO
CONNECTOR ON
BOX

Title			PRO-10 ECU TRIGGER		
Size	Number	Revision			
A4	(C) M&W Ignitions	03.10.16.1			
Date:	24-Mar-2017	Sheet	1	of	1
File:	D:\M&W\...\Pro-10 S3 2.sch	Drawn By:	WAG		

**CAUTION!
HIGH VOLTAGE**



**DISCONNECT POWER BEFORE
WORKING ON UNIT**

M & W IGNITIONS

Performance & Quality since 1996

IMPORTANT INSTALLATION NOTES!

MOUNTING

For best reliability it is suggested the unit be mounted under the rear seat where it will not be exposed to water or extremes of temperature.

WIRING

If the terminals in the factory cdi connector are corroded or damaged crimp splice extension wires into the existing harness rather than use an adapting connector.

This diagram is only for customers wishing to retain the factory wiring harness. For performance installations or if the vehicle is being re-wired please refer to the Points/Module diagram and use all connections as shown there.

IGNITION LEADS

The standard plain wire ignition leads **MUST** be replaced with a set of premium quality spiral wound metal conductor ignition leads. Magnecor have blackk leads available if appearance is important!

IGNITION COIL

For best results use either the factory CDI coil , Bosch MEC717, Crane PS92N or any other coil specifically designed for CDI use.

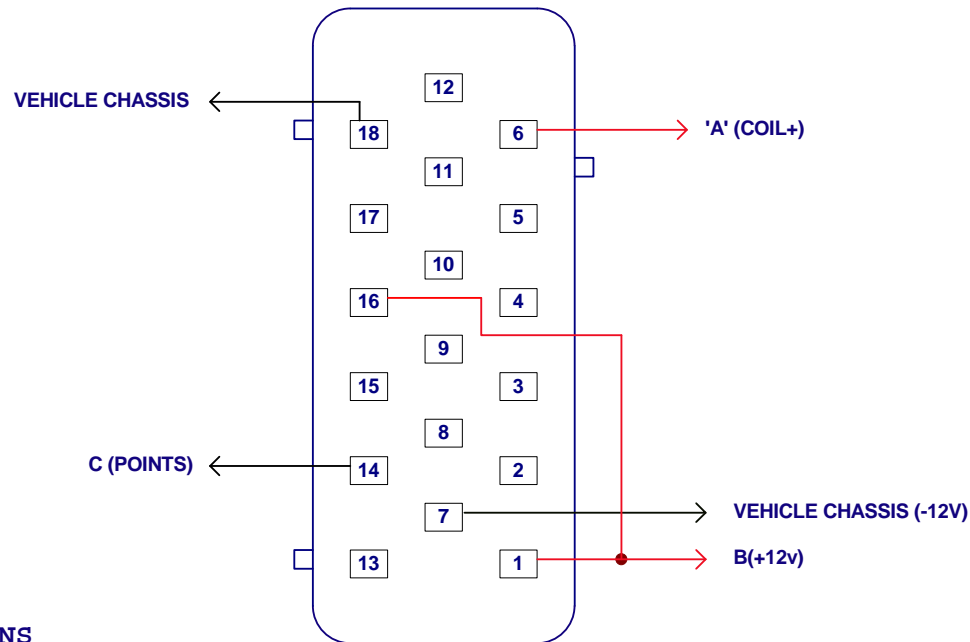
SPARK PLUGS

Start with factory recommended spark plug gapped, this may be increased by experimentation up to 1.5mm (0.060"). If misfiring occurs reduce the gap accordingly.

TACHO

The vehicle may fitted with a number of tacho types with varying signal requirements. The M&W CDI tacho output provides a 12V 100mA square wave signal which will work with most OEM and aftermarket tacho's.

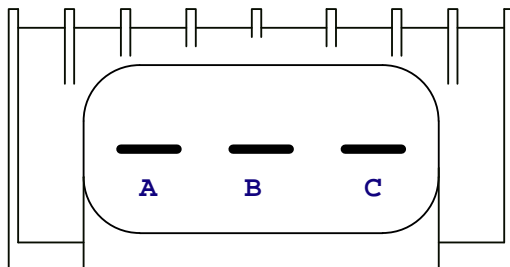
REFER TO MAIN INSTALLATION INSTRUCTIONS AT FRONT OF DOCUMENT FOR FURTHER INFORMATION.



← TOP

CDI CONNECTOR
(LOOKING AT END
OF EXTRUSION)

FACTORY CONNECTIONS



Title			BOSCH 3 PIN CDI CONNECTION
Size	Number	Revision	
A4	(C) M&W Ignitions	01.11.18.1	
Date:	1-Nov-2018	Sheet 1 of	1
File:	D:\M&W\...\Pro10_S3_B3.sch	Drawn By:	M&W

M & W IGNITIONS

Performance & Quality

CYL SWITCH	# ENGINE CYLINDERS
0	
1	
2	
3	
4	4
5	
6	6
7	
8	8
9	
A	10
B	
C	12
D	
E	
F	



OPERATION

Limiting range - 2,000 to 19,900 in 100 rpm increments
 To disable rpm limiting select 'zero' for all 'RPM' switches
 CDI power switch must be cycled after making changes to 'CYL' switch
 Engine RPM switches may be changed at any time

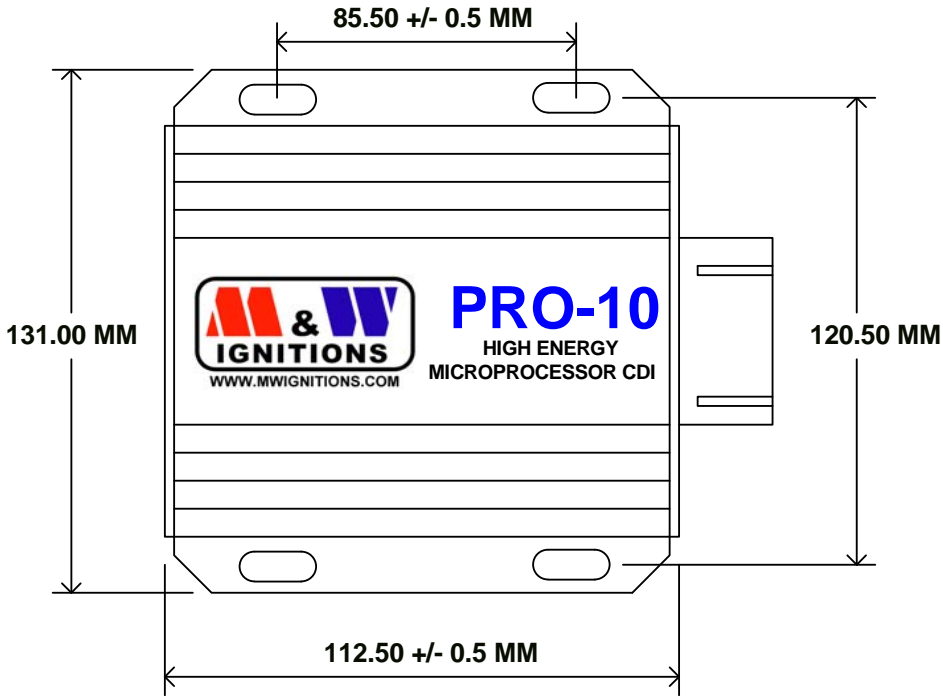
WARNING!

**Engines respond differently to RPM limiting
 Set conservative limit at first then increase to desired
 maximum rpm after observing engine response**

Title			REV LIMITER		
Size	Number	Revision			
A4	(C) M&W Ignitions	16.09.18.1			
Date:	16-Sep-2018	Sheet	1	of 1	
File:	D:\M&W\...\Pro10R S3 limiter.sch	Drawn By:	WAG		



DISCONNECT POWER BEFORE WORKING ON UNIT



Slot dimensions - 5mm * 10mm

Title			
PRO-10EL MOUNTING DIMENSIONS			
Size	Number	Revision	
A4	(C) M&W Ignitions	01.11.18.1	
Date:	1-Nov-2018	Sheet 1 of	1
File:	D:\M&W\Pro10EL dimensions.sch	Drawn By:	WAG