

# SERIES -1 DRAWINGS

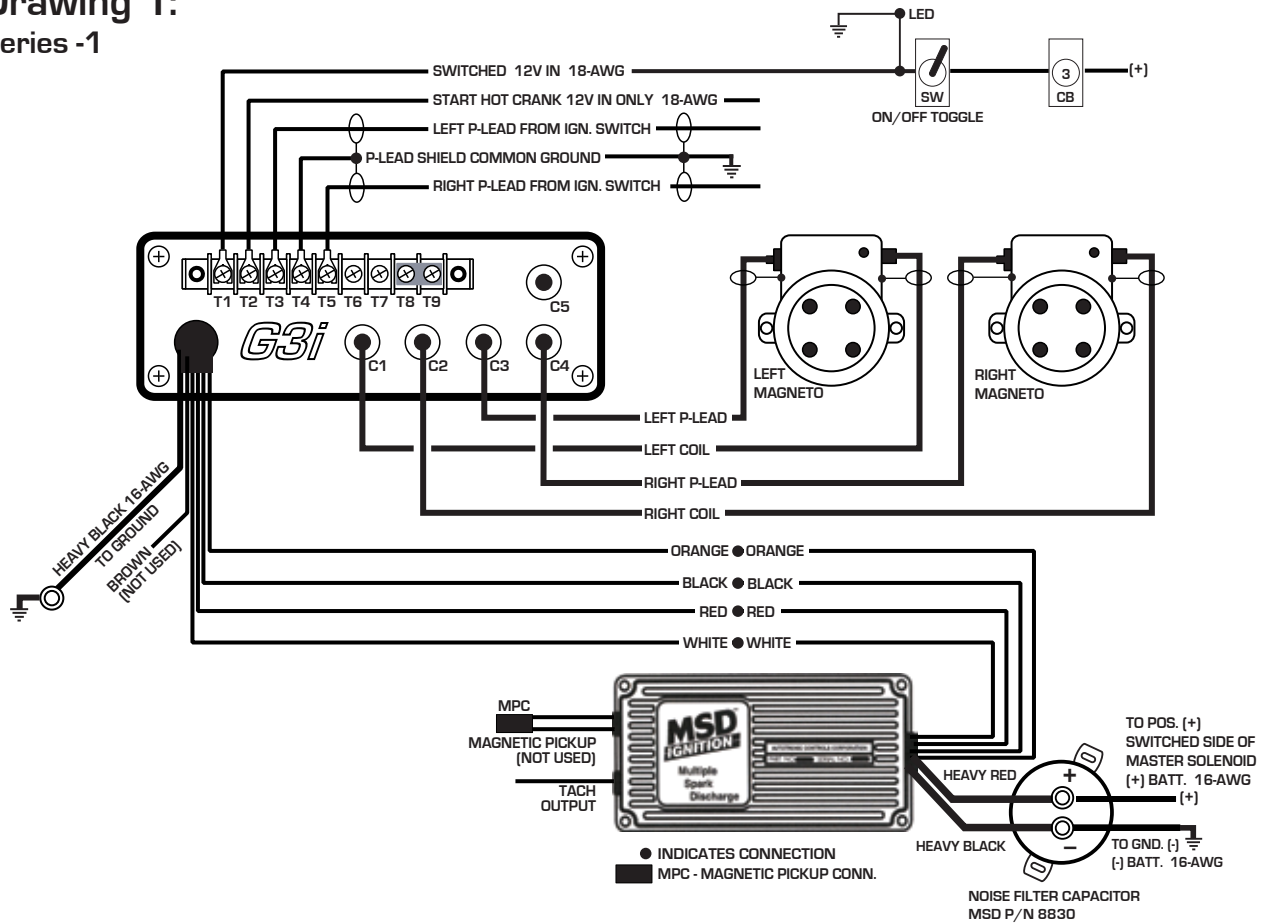
---

TERMINAL CONNECTIONS, APPLICATIONS, DESCRIPTIONS  
TIMING CONTROL INTERFACE  
CONTACT SET (POINTS) TIMING SIGNAL

## *GENERATION 3 IGNITION*



**Drawing 1:**  
**Series -1**



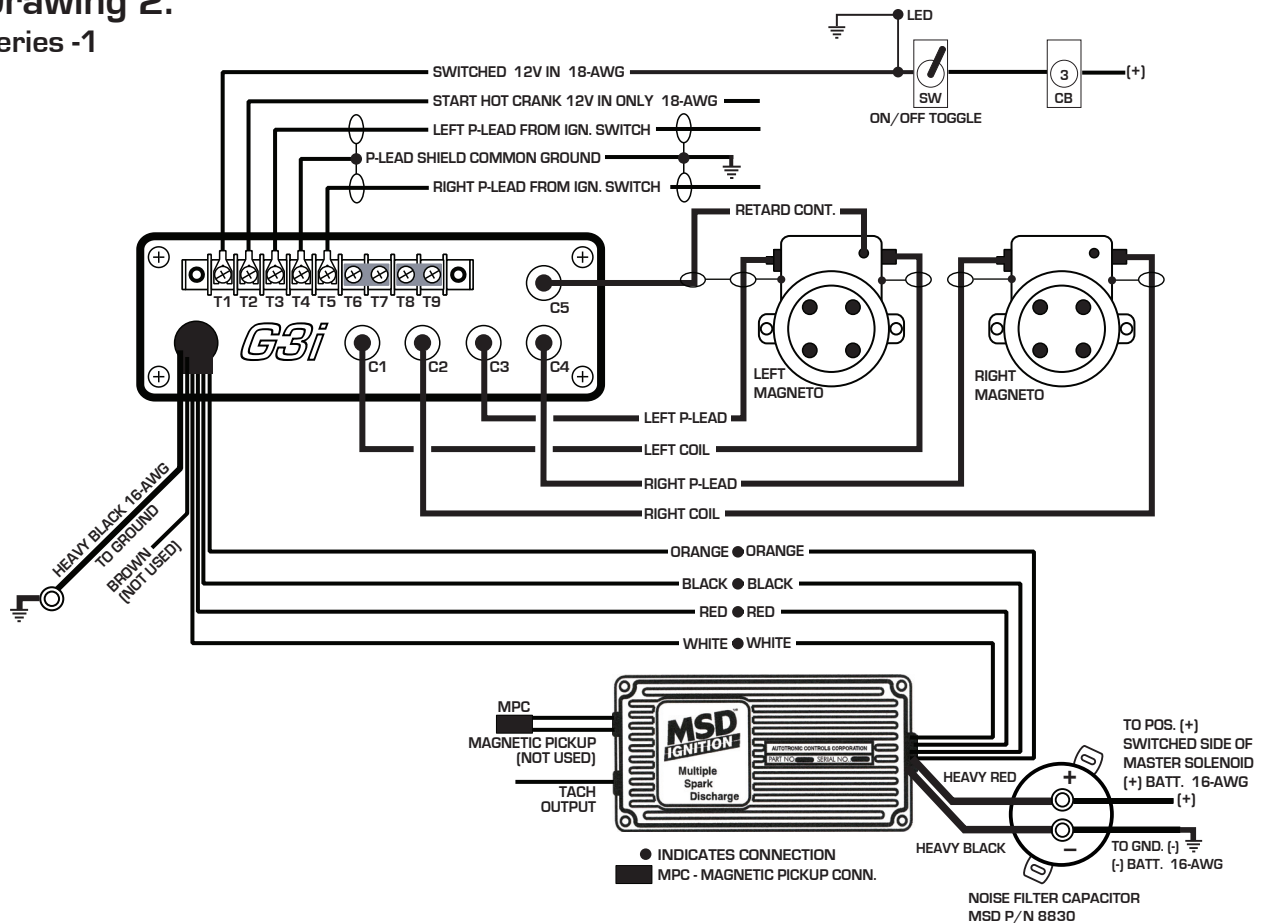
1a.1.1	GENERATION 3 IGNITION
series	DRAWING - 1 SERIES -1
JMS	REVISION 10.20.10

**Left Magneto Normal Contacts are Trigger Source**  
**Left Magneto Lag - Retard Impulse Coupler**  
**\*\*\* BRIDGE TERMINALS (T8 - T9) \*\*\***

The left magneto's normal contact set (points) will serve as the trigger source in the electronic ignition mode also. The Left magneto's impulse coupler on start up will retard the signal to G3i Series -1 module that will excite the MSD amplifier to fire both magnetos at start up.

**Note:** ACS-510 ignition switch, in starting mode, the right magneto ground jumper needs to be removed to use the right ignition also during start up.

**Drawing 2:**  
Series -1

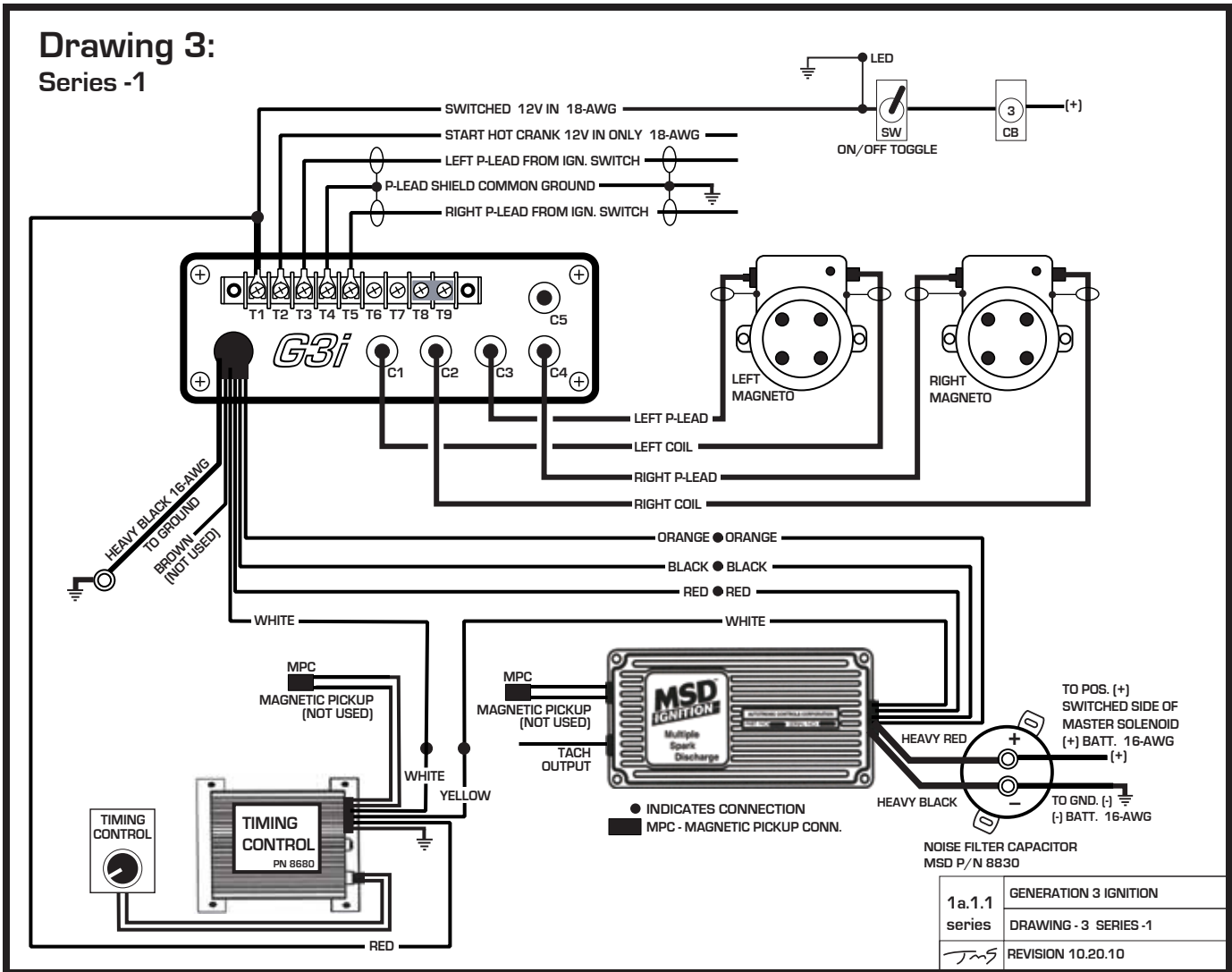


1a.1.1	GENERATION 3 IGNITION
series	DRAWING - 2 SERIES -1
<i>JMS</i>	REVISION 06.25.11

**Left Magneto Normal Contacts are Trigger Source**  
**Left Magneto Retard Contacts / Active in Start**  
**\*\*\* BRIDGE TERMINALS (T6 - T7) (T8 - T9) \*\*\***  
**Retard Contact P-Lead to BNC (C5)**

The left magneto's normal contact set (points) will serve as the trigger source when the G3i system is in the electronic ignition mode also. The Left magneto's retard contact set (points) is only used on start up. This will provide the retard signal to G3i Series -1 module that will excite the MSD amplifier to fire both magnetos at start up.

**Note:** ACS-510 ignition switch, in starting mode, the right magneto ground jumper needs to be removed to use the right ignition also during start up.



**Left Magneto Normal Contacts are Trigger Source**

**Left Magneto Lag – Retard Impulse Coupler**

**MSD 8680 Adjustable Timing Control**

\*\*\* BRIDGE TERMINALS (T8 - T9) \*\*\*

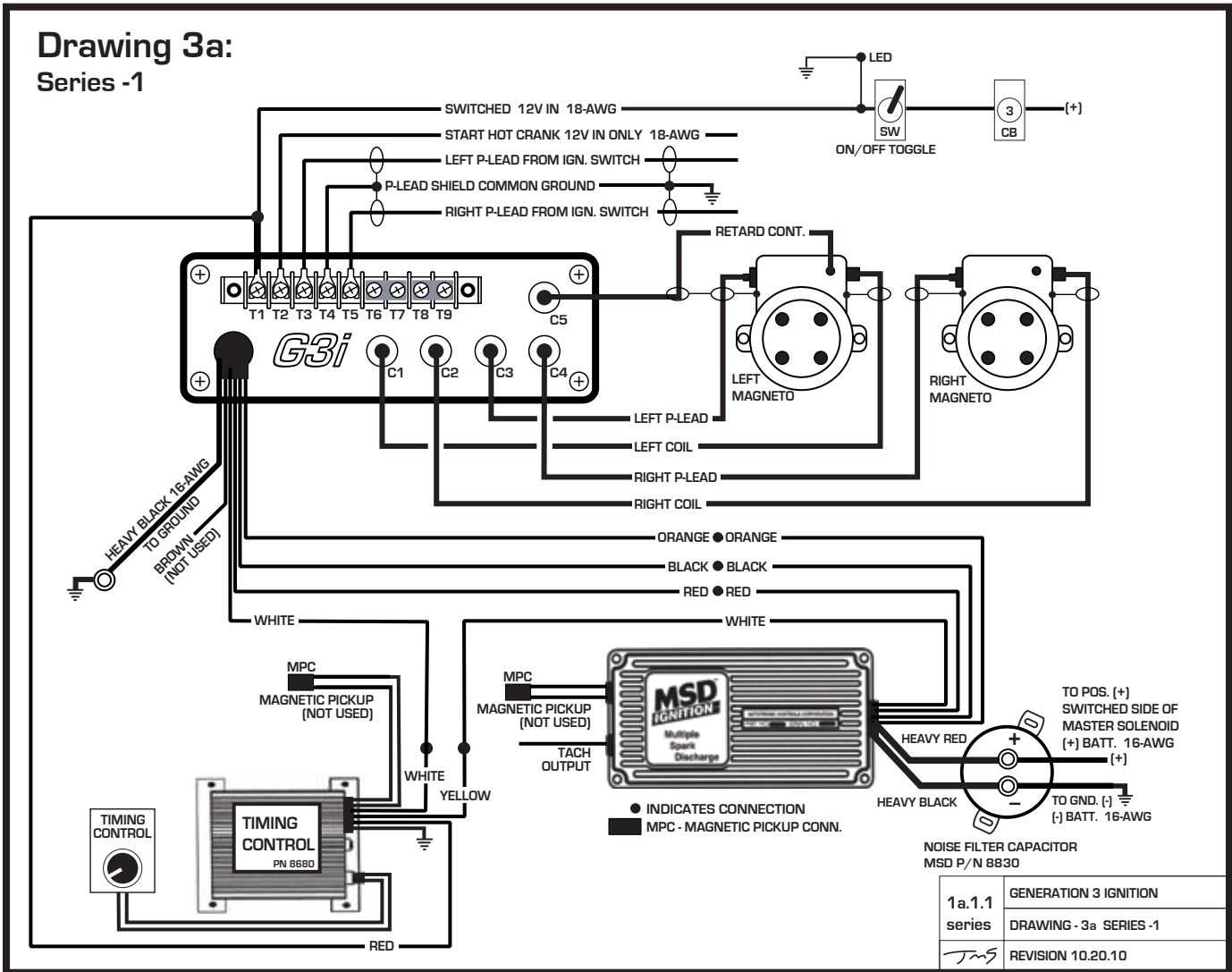
**G3i White lead is routed to White lead on MSD 8680 Adjustable Timing Control.**

This option allows the use of the MSD 8680 Adjustable Timing Control while maintaining the contact set (points) in the left magneto as the trigger source. The left magneto’s normal contact set (points) and lag – retard impulse coupler will retard the signal to G3i Series -1 module that will excite the MSD amplifier to fire both magnetos at start up.

**Note:** Refer to the MSD 8680 Adjustable Timing Control installation instructions for your specific timing requirements and connections.

**Note:** MSD 8680 Adjustable Timing control can be used also for a additional 15 degrees of starting retard after the retard lag signal.

**Note:** ACS-510 ignition switch, in starting mode, the right magneto ground jumper needs to be removed to use the right ignition also during start up.

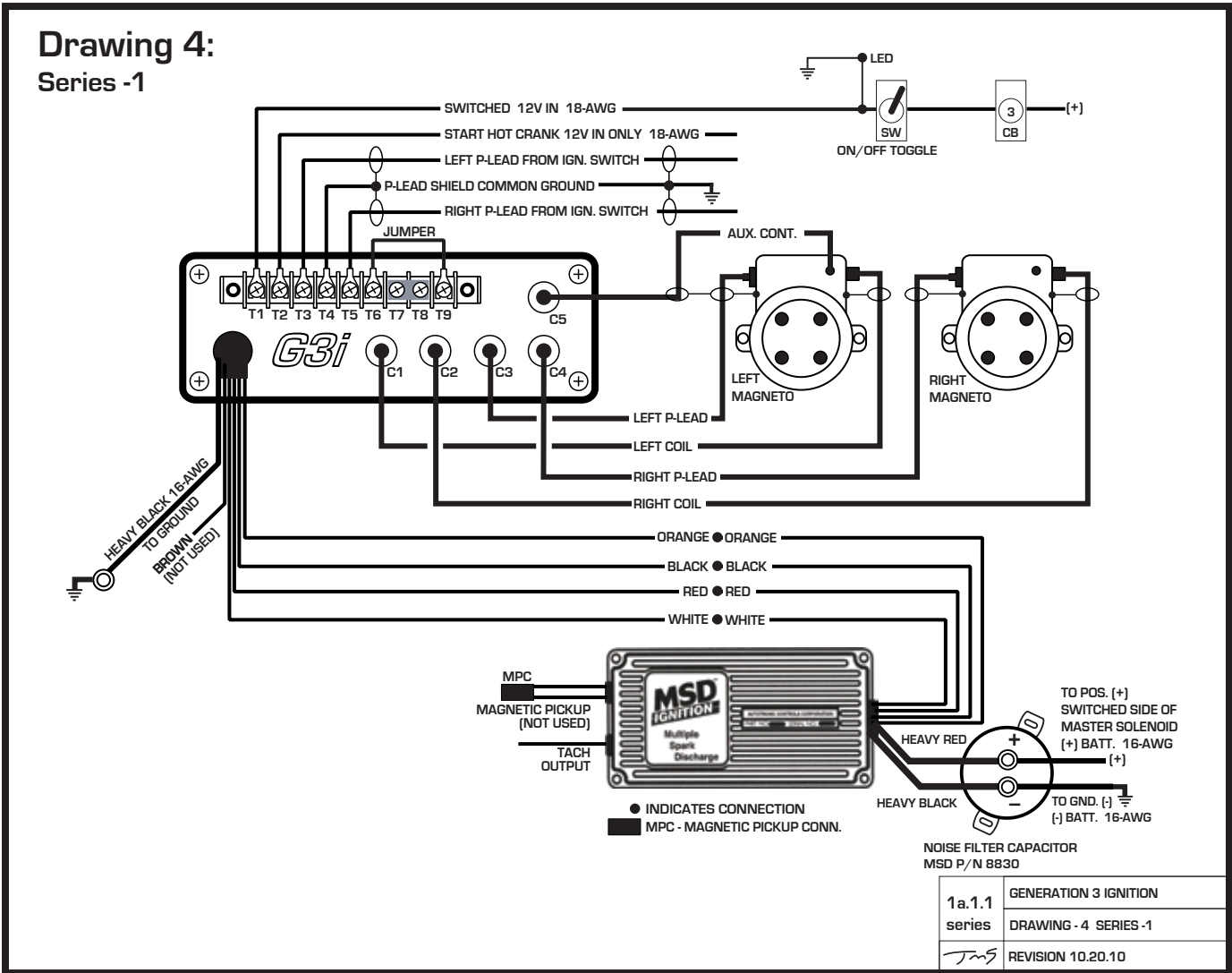


**Left Magneto Normal Contacts are Trigger Source**  
**Left Magneto Retard Contacts / Active in Start**  
**MSD 8680 Adjustable Timing Control**  
**\*\*\* BRIDGE TERMINALS (T6 - T7) (T8 - T9) \*\*\***  
**Retard Contact P-Lead to BNC (C5)**  
**G3i White lead is routed to White lead on MSD 8680 Adjustable Timing Control.**

This option allows the use of the MSD 8680 Adjustable Timing Control while maintaining the contact set (points) in the left magneto as the trigger source. The Left magneto's retard contact set (points) is only used on start up. This will provide the retard signal to G3i Series -1 module that will excite the MSD amplifier to fire both magnetos in start up.

**Note:** Refer to the MSD 8680 Adjustable Timing Control installation instructions for your specific timing requirements and connections.

**Note:** ACS-510 ignition switch, in starting mode, the right magneto ground jumper needs to be removed to use the right ignition also during start up.



**Left Magneto Auxiliary Contacts are Trigger Source  
Left Magneto Lag – Retard Impulse Coupler  
Starting on Normal Contacts**

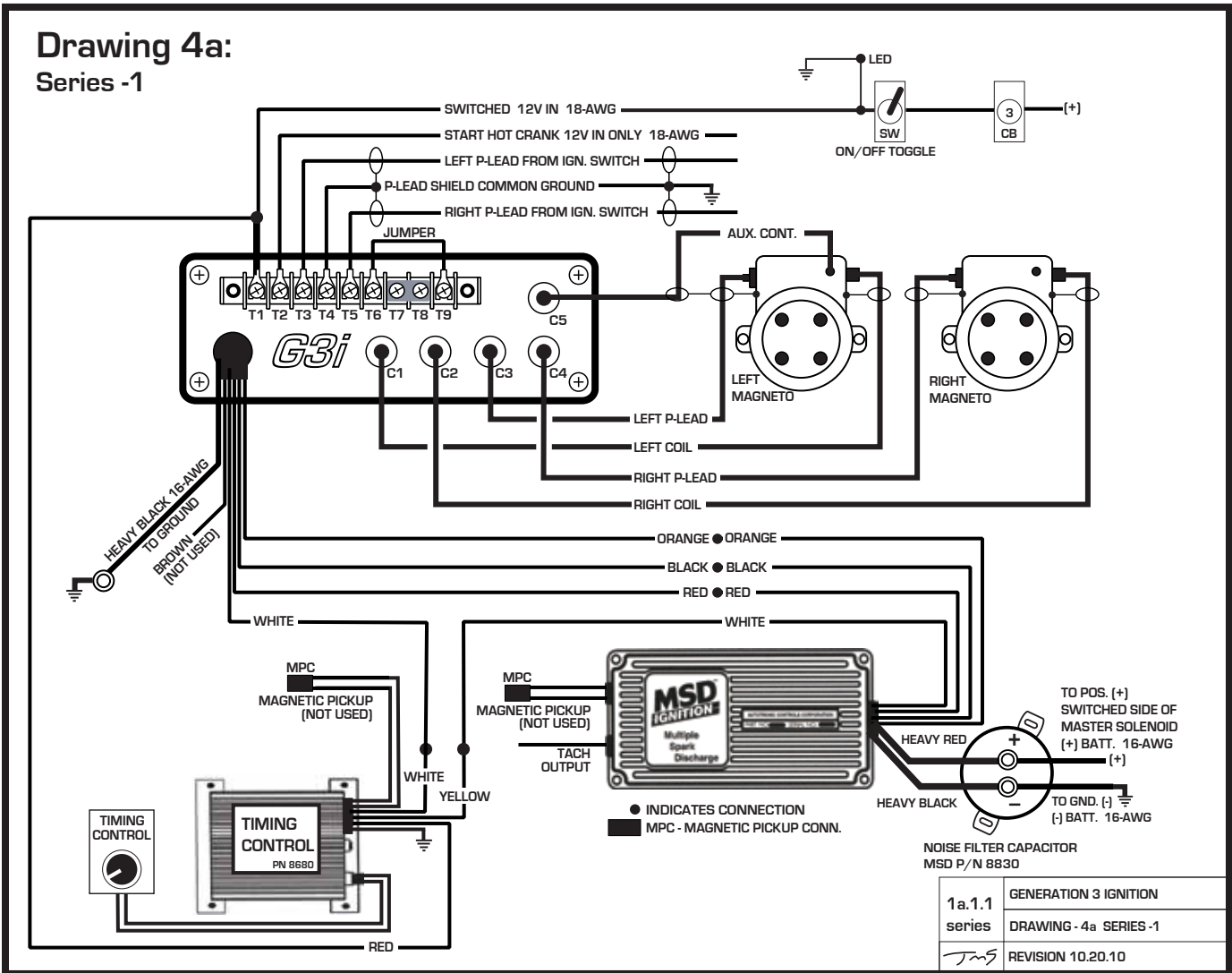
\*\*\* BRIDGE TERMINALS (T6 - T9) (T7 - T8) \*\*\*

**Auxiliary Contact P-Lead to BNC (C5)**

The left magneto's Auxiliary contact set (points) will serve as the trigger source when the G3i system is in the electronic ignition run mode. This option allows the auxiliary contacts to be installed if there is a need to have an advanced or retarded timing signal while running in electronic mode. This leaves the left magneto's stock contact set (points) at their normal timing when the G3i system is off. The Left magneto's normal contact set (points) and lag – retard impulse coupler will retard the signal to G3i Series -1 module that will excite the MSD amplifier to fire both magnetos at start up.

**Note:** An extended jumper lead will be needed for the (T6 –T9) bridge.

**Note:** ACS-510 ignition switch, in starting mode, the right magneto ground jumper needs to be removed to use the right ignition also during start up.



**Left Magneto Auxiliary Contacts are Trigger Source**  
**Left Magneto Lag – Retard Impulse Coupler**  
**Starting on Normal Contacts**  
**MSD 8680 Adjustable Timing Control**  
**\*\*\* BRIDGE TERMINALS (T6 - T9) (T7 - T8) \*\*\***  
**Auxiliary Contact P-Lead to BNC (C5)**  
**G3i White lead is routed to White lead on MSD 8680 Adjustable Timing Control.**

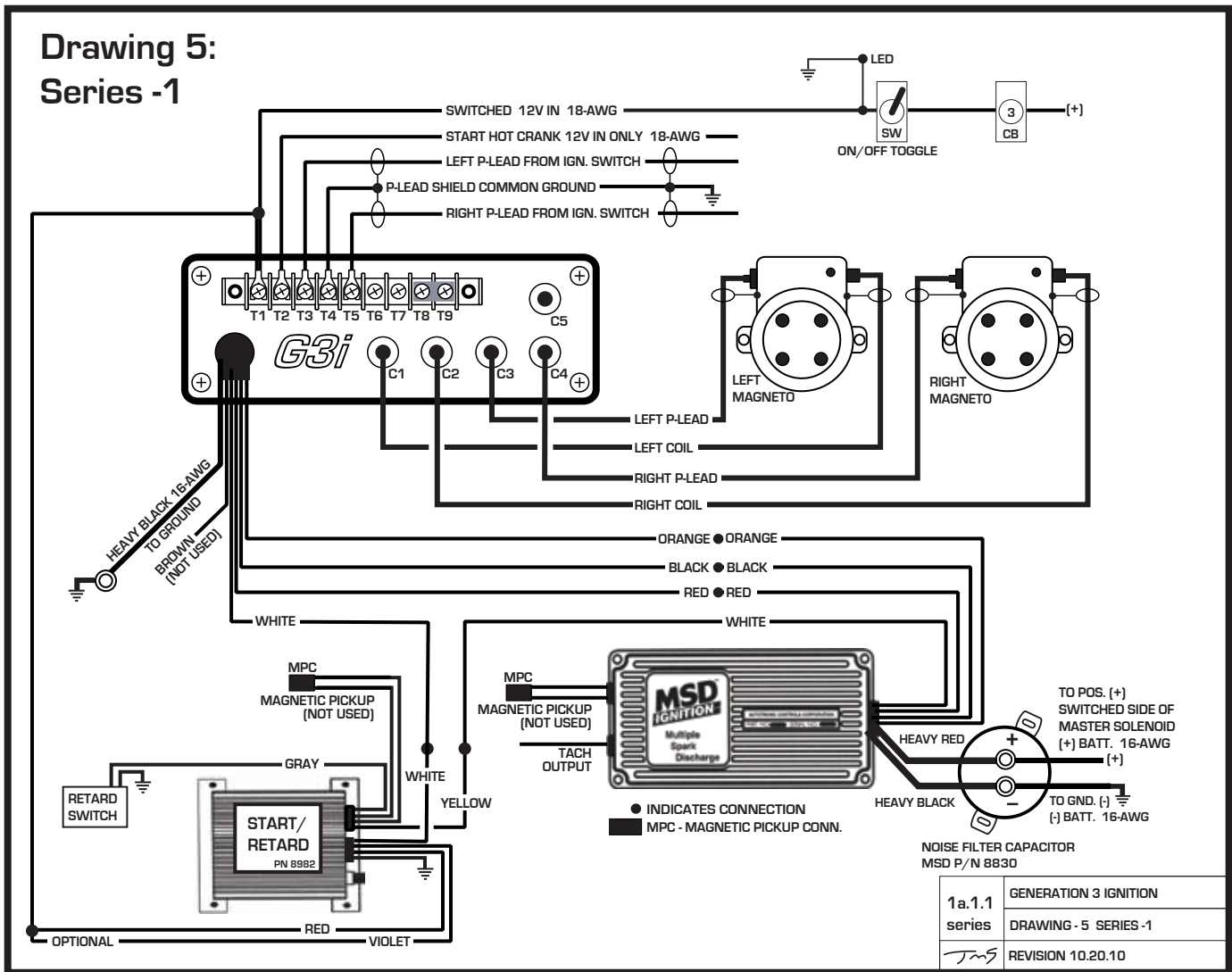
This option allows the use of the MSD 8680 Adjustable Timing Control with auxiliary contact set (points) in the left magneto as the trigger source while running in electronic mode. The left magneto's normal contact set (points) and lag – retard impulse coupler will retard the signal to G3i Series -1 module that will excite the MSD amplifier to fire both magnetos at start up.

**Note:** An extended jumper lead will be needed for the (T6 –T9) bridge.

**Note:** Refer to the MSD 8680 Adjustable Timing Control installation instructions for your specific timing requirements and connections.

**Note:** ACS-510 ignition switch, in starting mode, the right magneto ground jumper needs to be removed to use the right ignition also during start up.

**Drawing 5:  
Series -1**



**Left Magneto Normal Contacts are Start and Run Trigger Source With or Without Left Magneto Lag – Retard Impulse Coupler MSD 8982 Start/Retard Control Module Bridge (T8 –T9)  
G3i White lead is routed to White lead on 8982 Start/Retard Control.**

This option allows the use of the MSD 8982 Start/Retard Control while maintaining the contact set (points) in the left magneto as the trigger signal. If the left magneto is a lag - retard impulse coupler, there is an added benefit of more retard on start up. The G3i Series -1 module will excite the MSD amplifier to fire both magnetos in a synchronized multiple spark discharge during start up. The MSD Start/Retard Control can provide a second retard signal when switched activated (boost retard etc.).

**Note:** The MSD Start/Retard Control module will remove an average of 2° of overall timing in run mode.

**Example:** If you want 25° when the G3i system is on. The Magnetos stock timing will need to be advanced 2° and timed @ 27°.

**Note:** Refer to the MSD 8982 Start/Retard Control installation instructions for your specific timing requirements and connections.

**Note:** ACS-510 ignition switch, in starting mode, the right magneto ground jumper needs to be removed to use the right ignition also during start up.