

Replacing internal magneto windings with a pre-manufactured HT coil is a cost effective method of repairing flywheel magnetos. By fitting an external HT coil, only the old primary windings in the magneto need be repaired thus greatly reducing the cost. The principle of wiring the new HT coil is exactly the same in most cases. The standard condenser can be used or any one intended for points magneto ignition.

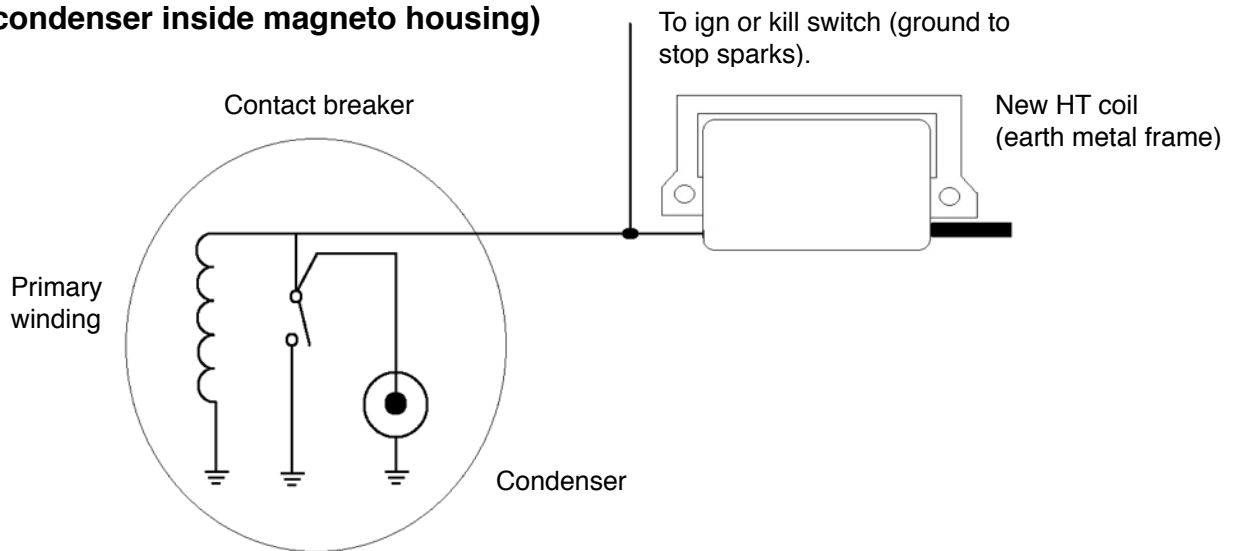
Magnetos are neither 6 or 12 volt, most operate anywhere between 20 -100 volts on their primary windings so use good quality, insulated connectors.

Flywheel Magnetos

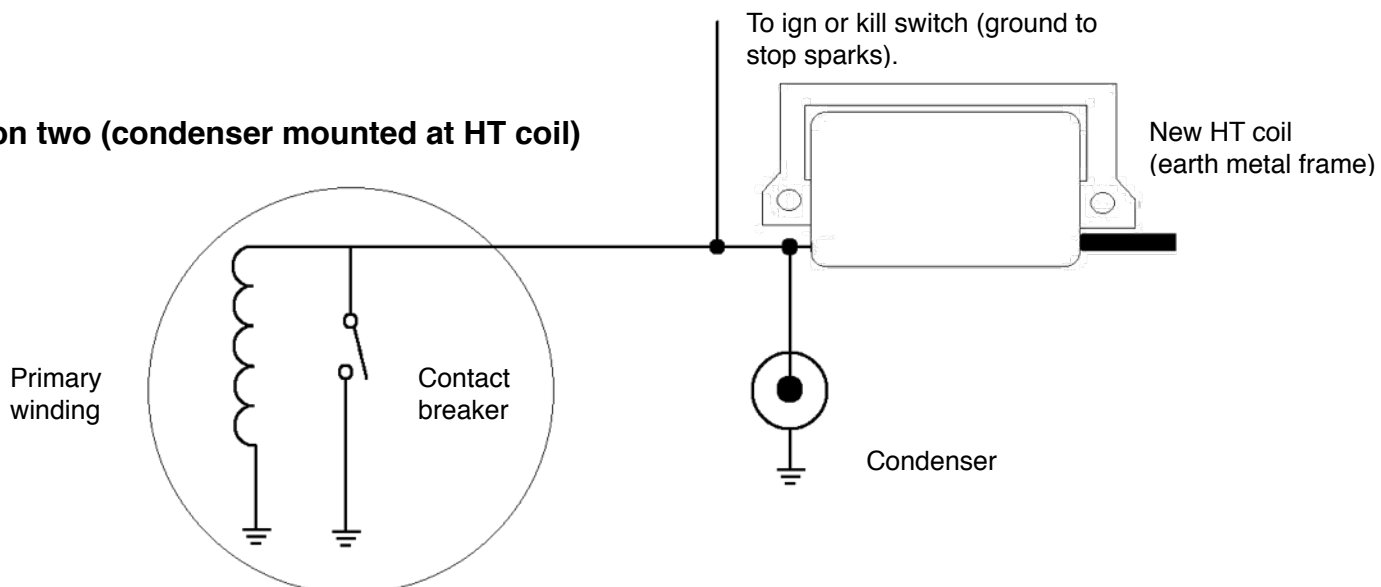
The metal HT coil frame must have an extremely good earth back to the primary winding. It is a good idea to run a separate earth wire from the HT coil frame back to the generator.

There are two common places to mount a condenser, inside the magneto, next to the contact breakers, alternately or up with the new HT coil. Either are equally good, your application will decide which is the best to use.

Option one (condenser inside magneto housing)



Option two (condenser mounted at HT coil)

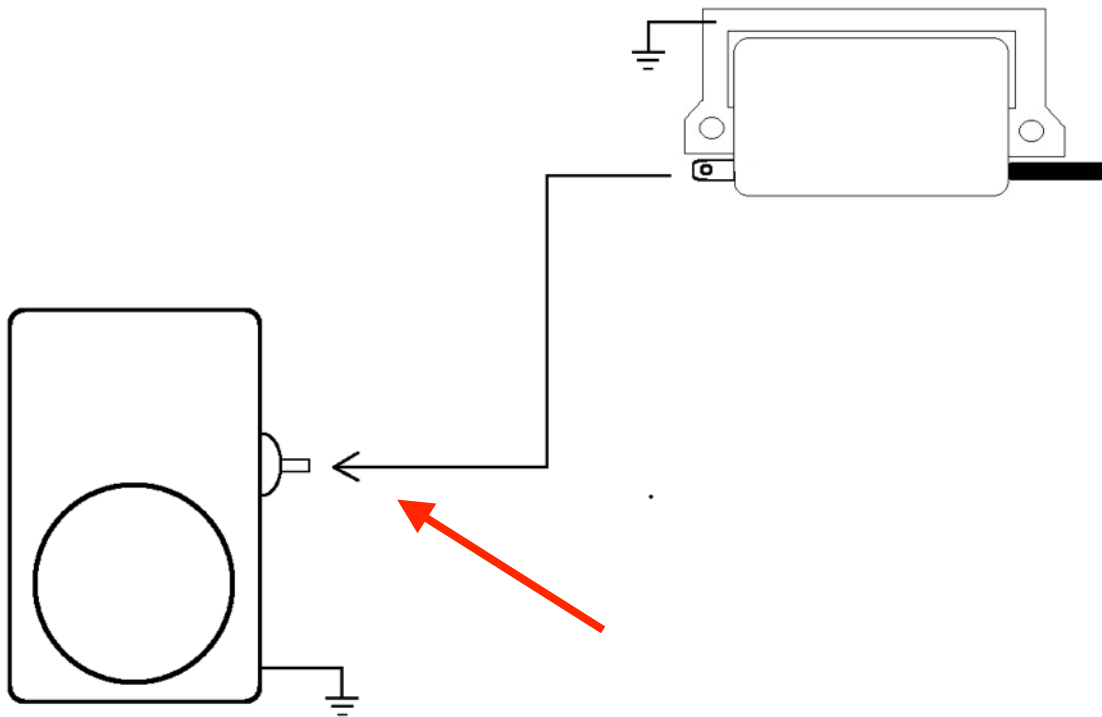


Rex's External HT Coil Conversion

Stand Alone Magnetos

The new HT coil must have an extremely good earth back to the magneto body for the ignition to work. You might need to run a separate earth wire from the HT coil frame back to the magneto body.

Unless we have provided a wire to connect the new HT coil to, connect the HT coil to the "P" lead on the magneto, this would normally be used to stop the magneto from producing sparks when its grounded. This is still be used to stop the sparks but also makes a handy place to connect the new HT coil to.



If we haven't provided separate connection for the new HT coil, connect the HT coil to the stud that is used to stop the magneto.

You still use this to short out the mag.

DO NOT disconnect the HT coil to stop the engine. The points and condenser will be damaged if the HT coil is disconnected while the mag is turning.