



*Powerdynamo brings new ignition & light
to your vintage motorcycle*



Company

Products

Technical Help

Search



System 71 95 999 X0

X = 1 for single

[INFO price and availability](#)

X = 2 for twin or twin spark

[INFO price and availability](#)

Magdyno with digital advance to replace [Bosch magdynos of type D1 or D2](#), or [Bosch battery dynos of type RS1 or LS2](#) or similar in 4 stroke singles and twins (flat or parallel twins, not V-engines) - depending on model



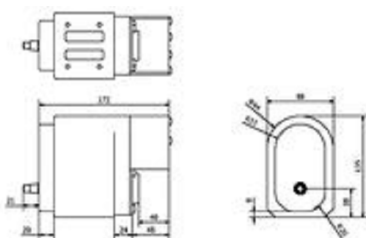
essential properties:

- 100% new material, no trade-ins of old material required
- [original dimensions](#) (axle height 38mm) and very closely copied original optics
- high energy solid state CDI ignition with digital advance
- 12V/60W light output (additional to spark output)
- regulator and ignition coil integrated inside, but digital advance unit (included in the delivery) to be fixed outside as a [discrete unit](#)
- usable for both left or right turn
- working range 100 to 4.000rpm



(Click pictures to enlarge them!)

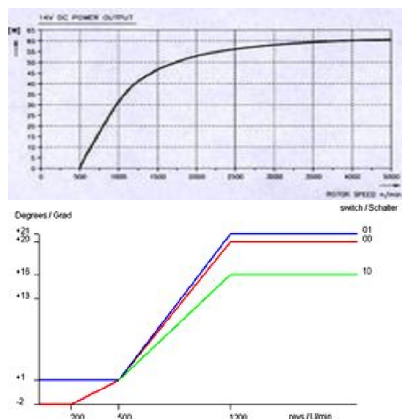
physical data



electrical data

- solid, cast aluminium body, front cover (replica of regulator housing containing ignition coil) [black coated](#)
- outside dimensions see [drawing here](#)
- weight 5kg
- replacable, screw-in type high tension cable
- fixed black wire bundle of 1m length to connect to outside advance unit and battery
- digital advance unit as external gadget housed in [black box of size 55x73x28mm](#)

- high energy condenser discharge ignition
- Digital advance predefined [switch selectable](#) advance profiles. advance of either 20° or



instructions

- 16° advance at unit shaft (that is 40° resp. 32° crankshaft advance). For [graph see here](#)
 - advance may be modified by about 10° after installation without changing chain or gear settings from unit to engine by [shifting internal pickup](#)
 - regulated lighting voltage of 14.4V (that is standard for 12V systems) with 60W load already at 1.000rpm 35W ([diagram](#)).
 - may be used without battery, but will need in that case a [high capacity condenser](#) to enable correct regulator functioning
-
- [general assembly and operating instructions](#)
 - [customer report on installation into R12 \(PDF\)](#)
 - **Certain sports machines** with very high compression, e.g. BMW R63, R16, R17) may have a problem with starting with this unit. Once running, the engines run flawlessly, but starting might be difficult (not enough starting revolutions). In all other applications so far the problem has not been observed.

Photos



recommended add-ons



- [view at the unit](#)
 - [cable exits](#)
 - [BMR R12 with the unit](#)
 - [further view R12](#)
 - [the ignition coil inside the rear cover](#)
 - [the pickup construction](#)
 - [the inner parts of the unit](#)
 - [a Horex Columbus with the unit](#)
 - [closer view at the unit in the Horex](#)
 - [further picture of Horex installation](#)
-
- [empty battery housing](#) in original optics to accommodate either 12 volt sealed lead acid battery or advance unit and condenser
 - [light bulb 12V, 40/45W with original BA20 fitting](#)
 - [condenser](#) as needed if run without battery

Those parts are not part of the standard pack!



For enhanced optics (more originality) we offer an add-on (dummy) contact breaker housing and springpost to hold it. Those parts are not needed for any function and have merely optical value. They are **NOT** part of the standard pack, but are optional extras.

[more info](#)



addon kit
brown/black cover

71 95 999 80

[INFO](#) [Price](#)



addon kit
nickel plated cover

71 95 999 85

[INFO](#) [Price](#)

[Imprint](#)

[Datenschutz](#)

[Sitemap](#)



(enlarge pictures by clicking onto them)