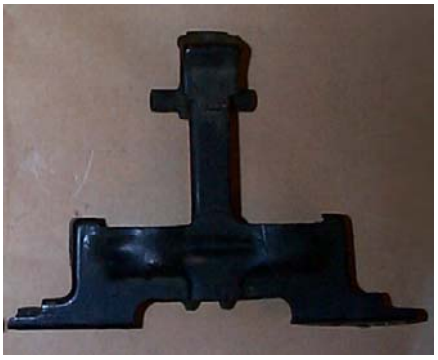
Maxim X coil bracket conversion for Dyna Coils



THIS GUIDE PESUMES YOU HAVE SUFFICIENT SKILL AND TOOLS TO FOLLOW IT. IF YOU DO SO IT IS AT YOUR OWN RISK! I TAKE NO RESPONSIBILITY FOR LOSS OR DAMAGE DONE! ETC. ETC.

Read through and understand before starting. It's simpler to do than reading about it!

Remove coils from bracket and turn it over you will see that it consists of a long thin piece and a thicker cross-piece (that Jeff Mountin calls the butterfly wings.)

You will need a small piece of metal bar to match the long thin piece of the bracket around 3"long, one of the original long coil mounting bolts and two 6mm. Bolts about 1" or 1 ¼ " long.
You will need some method of fixing the modified pieces. I prefer to weld them in place with a Mig or Arc welder but think a pop riveter would suffice at a pinch but some thought about the drill you use to remove the spot welds and make new fixing holes for any rivets will be needed.

Section 1: Remove the rear coil fixing

Looking from the top where the butterfly fixes to the long thin piece you will see it is fixed together with a couple of spot welds. Underneath There is an indentation in the butterfly piece (which is a ridge on the top). You should cut across through the thin bit in this groove between the two spot welds**. *See marked cut line on pic in section 4 *** Cut more towards the front spot**.** Take care not to remove it!
Turn the mount over and, with the correct size drill – (that means not too big), drill through the rear spot weld that holds the rear mounting, give it a wriggle, and it should come away. Don't bend it!

You should now have two bits - The front mount on the long piece with the butterfly wing attached and the rear mounting point with around an inch (in all) of the long thin bar attached.

Section 2: Modifying the bracket

You will now need a small piece of steel to match the long thin bar you just cut. It should be thin enough to bend by hand, as some adjustment will be needed. I used a piece 2 ½" long. Mark the bar ½" from the end and scribe a line across. Place this in a vice and bend along the line to around 45 degrees. **You will now have a flat bar with a ½" section and a 2" section with a 45 deg bend.* See pic***

Offer up the ½" end of the bar to the butterfly underneath. The fold on the bar lines with the rear of the butterfly. Line it up as to continue the straight centre line of the bar and weld through the hole you made on the butterfly into the ½" section of bar. The long section should face down to the engine. ***See completed bracket pics ***

You should now have a tail welded on the bracket angled down at approx 45 degrees and a rear mounting point.

<u>Section 3:</u> Adding Mounting Nuts

Take your two 6mm nuts and weld them to the underside of the front coil fixing locations. Make sure they are both fixed centrally underneath and both sides are even. The holes should not be obscured by weld and should be parallel to the side of the mounting point. I used two exhaust manifold nuts. They have a 'flange' on them that needs to be removed. A lathe chuck makes this easy or you could just file it half off. This is to allow the nuts to fit close to the original mount.

I placed the mount upside down and horizontally level in a bench vice then filed a small flat piece on the underside of the mounting points. This allows you to place the nut flat side to get a good fix and stops it moving while its welded. The nut should also be level with the outside front of the original mount points. These nuts will be your new front mount points.

You now have a mount with a 'tail' section at 45 degrees. With two nuts welded under the front mounting points.

<u>Section 4:</u> Installation

It is now time to offer it all up to the bike. Bolt the front section into place using the original bolts; bend the Tail section to not touch the thermostat housing. Next, put the coils into the cradle and line them up. Use the two 6mm bolts each side at the front. You now have to bolt the rear mounting point into position on the rear of the coils using one of the original mounting long bolts. Of course, this is not fixed to the tail section! (You thought I had forgot ;)

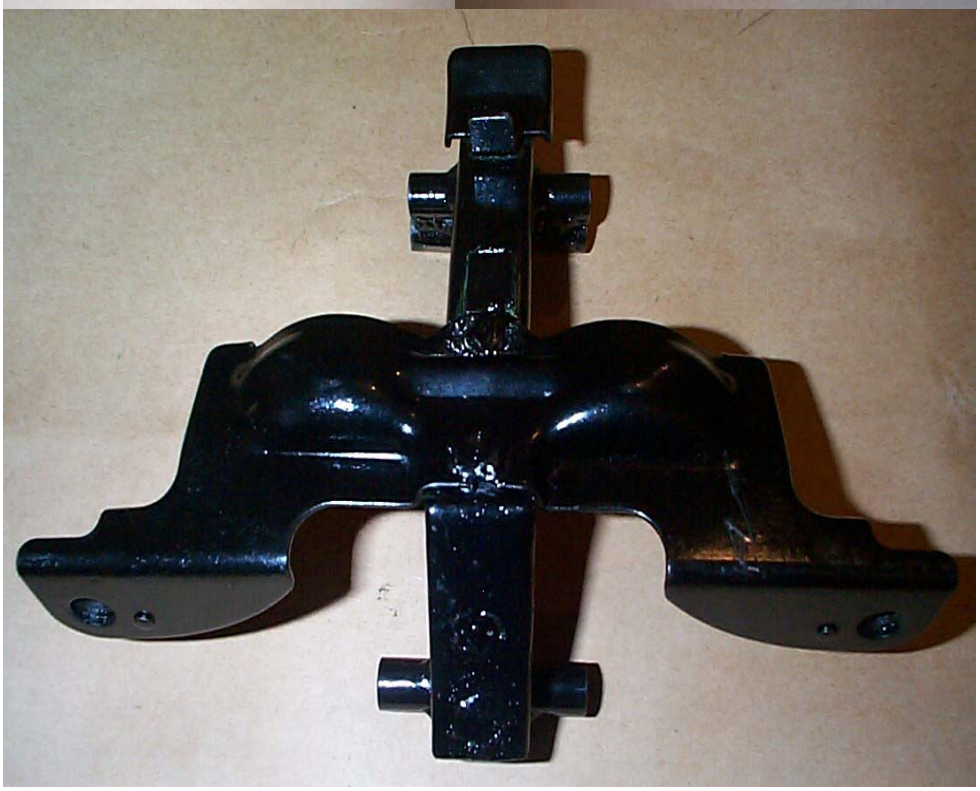
Bend the tail section and line up the rear mounting point section with it. Use something to scribe the position on the tail from underneath.

Take it all off!

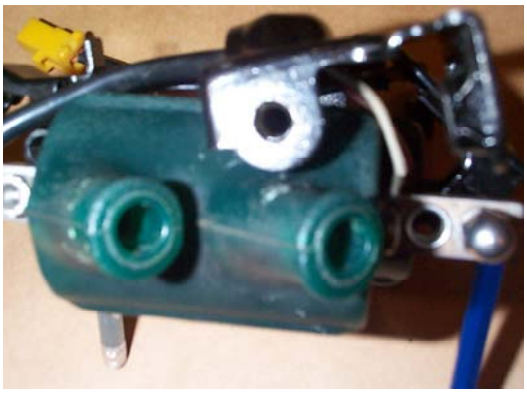
Drill a hole (or two) in between the marks (or the mark and the end of the tail) next line up the rear mounting point in the correct attitude to the tail and weld though the hole(s)

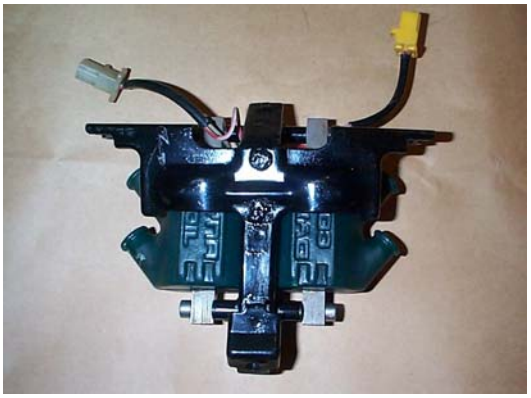
* See pic for position of spot welds and cut line*

Now you have a cradle for your new Dyna coils!



I would now offer everything up to the bike again, recheck, and do any adjustments necessary. You may find the tail touches the bottom of the thermostat. Mine just cleared. If it does mark it, with the coils on, remove it all and put a bend where you marked. Do this with the coils in the cradle so you do not put the coil mount points out of line.





There you go a coat of paint and off you go no more duff coils!

Dave Harris
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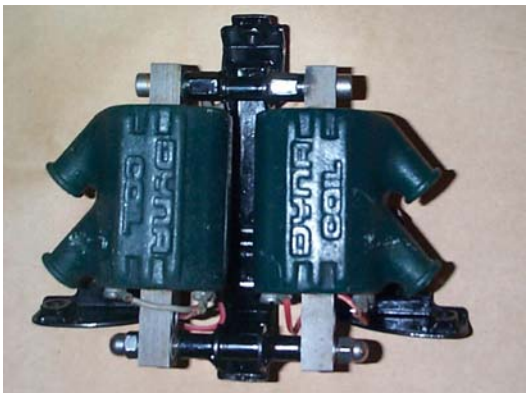

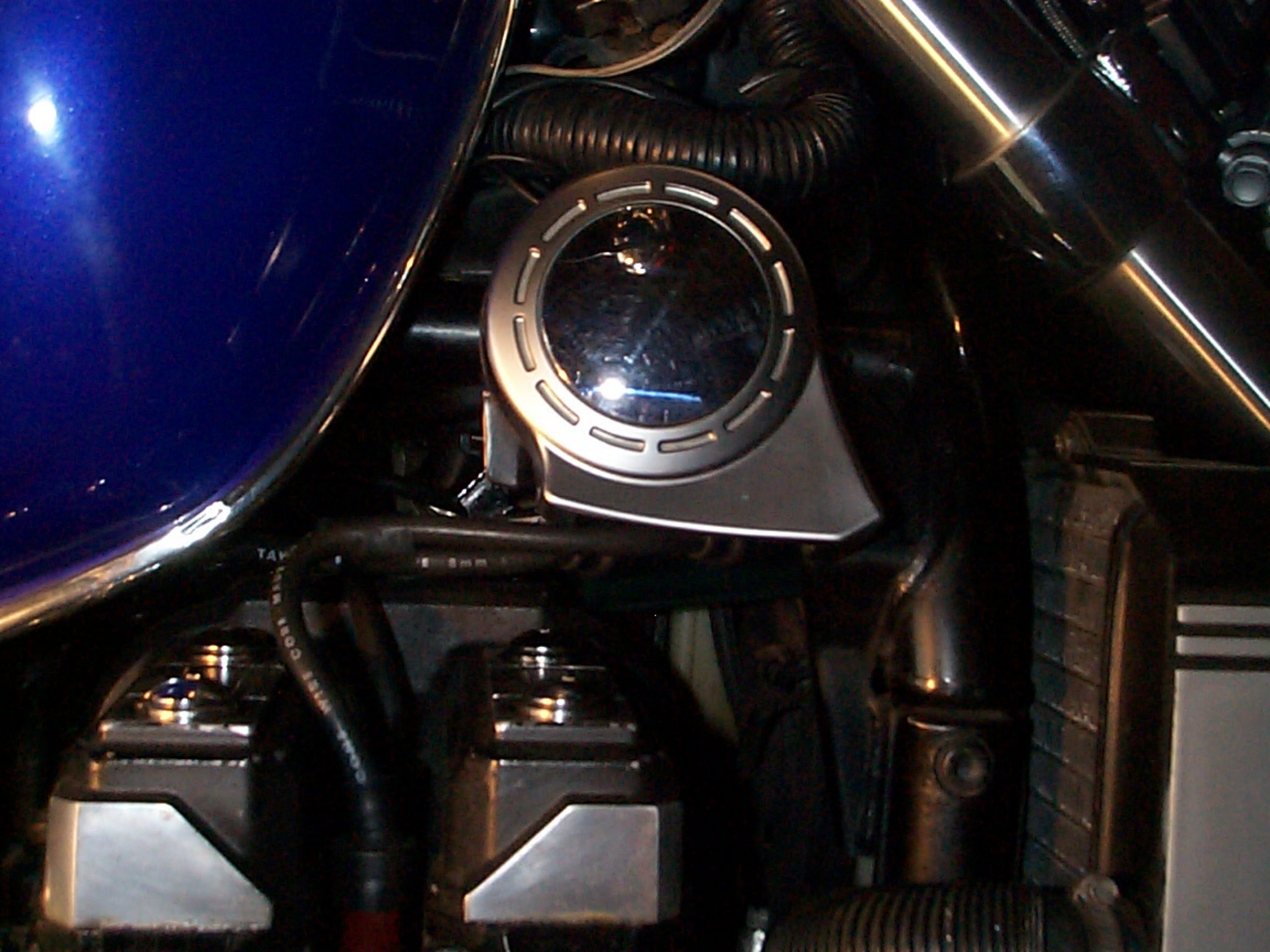

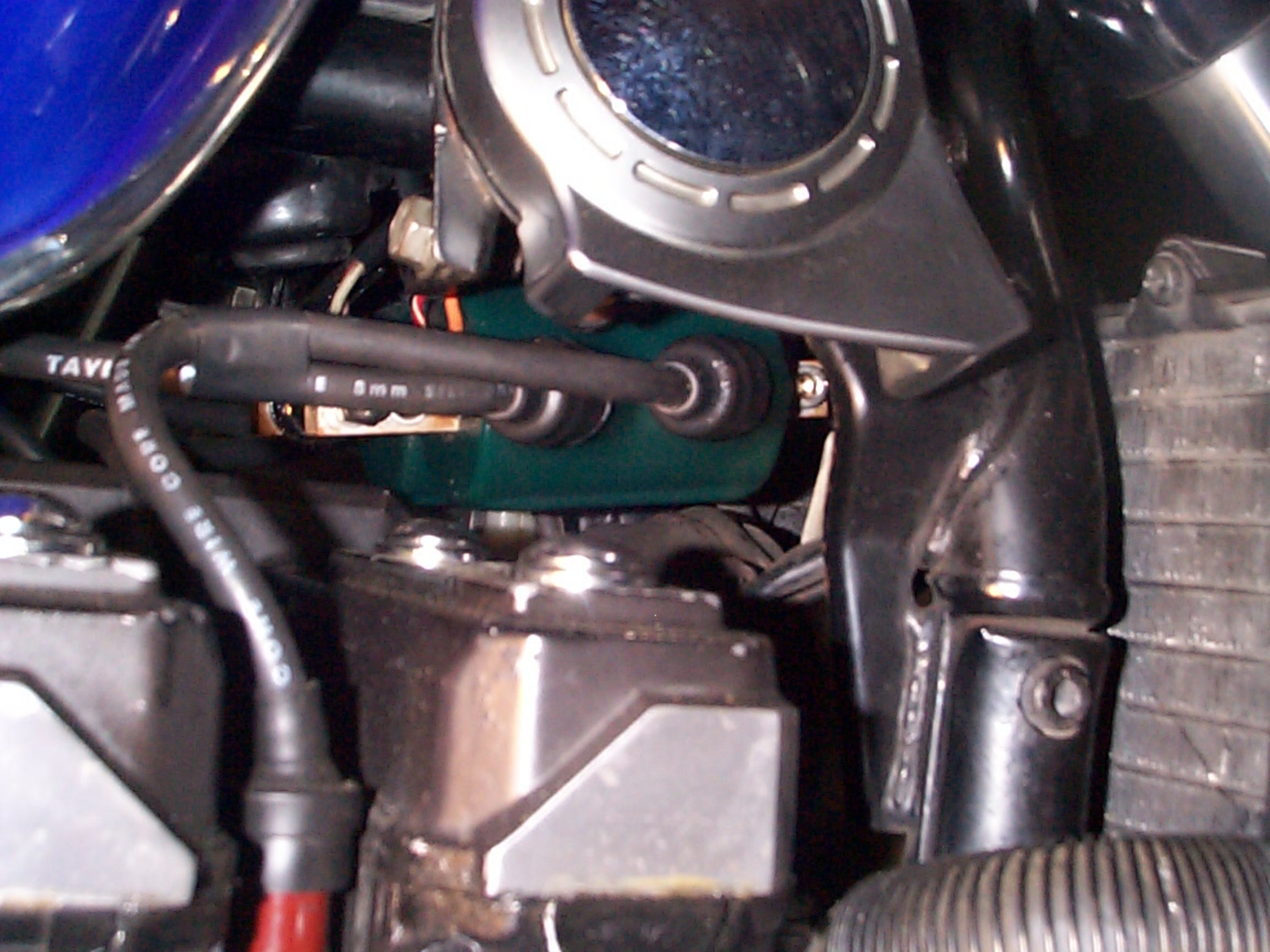


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