

# Maxi-Dwell II™

This is the only ignition that is better than OEM points  
and  
better than any electronic ignition .

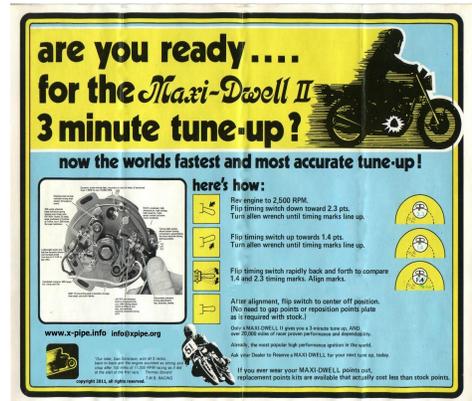
So powerful, it can pay for itself in the first 3 minutes!



Maxi-Dwell I™



Maxi-Dwell II™



Maxi-Dwell II™ with built-in dynamic timing light

You are looking at a New, **MAXI-DWELL II™** High Performance point and condenser deck with built-in dynamic timing light. This **MAXI-DWELL II™** ignition is so powerful that it is patented. Is your ignition good enough to be patented?

To see U.S. Patent No. 4,072,891, covering this ignition system: [U.S. Patent No. 4,072,891](http://www.uspto.gov/patft/4072891.html)

**This is the only ignition that is better than both stock points and electronic ignitions. Why?**

1) **Instant 3 minute DIY tune ups.** No need to waste a weekend, pay a mechanic \$125 to \$150 labor, and \$150 in parts, for an ordinary tune up. Do a better job, yourself, in minutes. You don't need a timing light, dwell meter or even a feeler gauge. Tune your Maxi-Dwell IITM ignition any where, at any time of day or night. No mechanic's tool kit needed; just the adjusting wrench included. Your very first perfect tune up more than pays for your Maxi-Dwell II™.

2) **Precise Timing accuracy.** The patented built-in timing light allows you to set the timing, in under 3 minutes, at any rpm up to 9,000 rpm, while observing both 1.4 & 2.3 ignition timing. No ordinary timing light can do that. Most electronic ignitions have no provision to set timing separately between 1.4 & 2.3. Electronic ignition error between 1.4 & 2.3 timing is reported to be as much as 14 degrees! That means that if the 1.4 timing is set, the 2.3 timing can, and usually is, as much as 14 degrees off! So, if 1.4 is set at 40 degrees full advance, 2.3 could be anywhere between 33 degrees and 47 degrees. 47 is too far advanced and will cause piston failure. 33 degrees is too far retarded and will reduce power, fuel economy, and may also cause engine damage. A really good mechanic could split the difference, making BOTH 1.4 & 2.3 timing incorrect, to reduce engine damage, but there is no way to ever set perfect timing with most electronic ignitions. All electronic ignitions retard at least 1 degree

for every 1,000 rpm the engine turns. The Maxi-Dwell II™ does not retard at all.

3) **Point Dwell is increased & pre-set.** More dwell means more spark. A dwell meter is not necessary for a Maxi-Dwell II™ tune up. When the timing is right, so is the dwell.

4) **Extreme High rpm spark strength.** No point bounce nor float until 16,000 rpm. Stock points bounce starting at 2,000 rpm. Each bounce discharges the spark coil, reducing final spark energy. Less bounce means more dwell means more spark!

5) **Long life.** The Maxi-Dwell II™ ignition uses the highest quality, nickel plated, ventilated, platinum contact heavy duty, GM V8 type automobile points with stainless steel springs, phenolic heels and screw terminals. They are designed to operate 8 cylinders for over 25,000 miles. So, running only 2 motorcycle cylinders each, this ignition should last 100,000 miles.

6) **Space Age Capacitors.** Ordinary wax paper/aluminum foil condensers lose capacity as engine heat soaks into them, melting the wax, dropping capacitance, burning points, reducing point life. Maxi-Dwell II™ Space Age Capacitors do not contain wax that can melt and lose capacity. Points will not burn due to loss of capacitance when the engine heats up, like ordinary "can" condensers do. Superior capacitors means stronger spark, longer plug and point life.

7) **Weighs only 4 oz.** Lighter than stock. Lighter than electronic.

8) **More RELIABLE than ANY Electronic Ignition!** What is the first thing any mechanic does when he looks at an engine? He pulls a sparkplug cap off to check the spark. BANG! An electronic ignition is fried. End of story. Go buy a new one. The peak inverse voltage from the ignition coil raises when the sparkplug wire is disconnected from the sparkplug. When the voltage goes up, the driver transistors in the electronic ignition burn out: INSTANTLY. They can not be fixed. Don't let this happen to you. The same thing happens when a sparkplug wire comes loose. Do you want to be on the side of the road wondering what blew up your electronic ignition? This will never happen with a Maxi-Dwell II™. Never!

9) **Extended spark plug life.** A weak spark fouls otherwise good spark plugs, cutting spark plug life to a fraction of what it could be. In the good old days, I used to race my Z-1R Kawasaki at the drag strips across the Midwest. Back then the Gerex CDI was considered to be the top ignition. It was certainly the most expensive, at about \$400.00 when \$400.00 was real money. At most races the pit areas were littered with new, fouled spark plugs. The racers had to change the plugs after each pass. Why, because the Gerex didn't have enough spark to burn the fuel and spark plug fouling resulted. Gradually, racers changed over to the Maxi-Dwell II™. It was always rewarding to hear someone come up and say that they got every bit of the performance that the Gerex offered, when it worked, with the Maxi-Dwell II™, for a whole lot less money. At one race, in Bowling Green KY, the guy who won Pro Stock was the only guy without a Gerex, because none of the Gerex guys could get their ignitions to work. At another race, the electronic ignition guys tried to get my Maxi-Dwell II™ ignition outlawed in stock class, claiming that it was an unfair advantage. But their own electronic ignitions were legal in the stock class! Were they really admitting that the Maxi-Dwell II™ was better than their electronic ignitions? Maybe electronic ignitions weren't as good as everybody hoped?

10) **Hot coils, no problem.** As low as 2 ohm coils are OK with the Maxi-Dwell II™'s 40% larger, ventilated, platinum contacts.

11) **Aluminum backing plate.** Your OEM point plate is steel, but your engine is aluminum? Aluminum expands more than steel, when heated. So, each time your engine heats and cools, your OEM ignition plate is forced to move or distort due to the difference in thermal expansion between the two different metals. The Maxi-Dwell II™ has an aluminum backing plate, so it expands at exactly the same rate as your aluminum engine; so your Maxi-Dwell II™ does not have to move nor distort with each engine heat cycle. Now, consider that aluminum conducts electricity much better than steel and you have the making of a far superior ignition system for your motorcycle; one that delivers the most accurate and the most powerful spark, every time.

12) **Can the Maxi-Dwell II™ pay for itself?**

One fellow on a budget emailed me stating, "Points is points." He went on to say that he buys his points at the junk yard, used, for \$17.00 each. We know that he has a lot of time on his hands, but is he saving any money?

Let's assume that the used junk yard points are new and will last about 2,000 miles. Let's also assume that he can also get condensers at the same price and they are good as new. If a dealer tune up costs \$125.00, then it costs about \$193.00 and a week end at the shop, every 2,000 miles, to keep our friend's motorcycle engine running.

Now, assume that the Maxi-Dwell II™ ignition will last 100,000 miles and our friend can tune it up himself, in 3 minutes. The Maxi-Dwell II™ will save about 50 weekends at the dealership waiting for a tune up and about \$9,650 in tune up bills and junk yard points & condensers.

If he were a little smarter, he'd buy new points and condensers. 2014 mail order prices are \$32.85 per point and \$39.95 per condenser and \$125 to \$150 per tune up, making each tune up cost \$270.60 to \$295.60. Assuming that new points and condensers will last 4,000 miles, your new Maxi-Dwell II™ would save you between \$6,765 and \$7,390, and 25 weekends at the shop, assuming prices don't continue to go up (sure).

Only Maxi-Dwell II™ pays for itself, in the first 3 minutes.

One Maxi-Dwell II™ could be the last ignition system your motorcycle will ever need.

13) **Why worry about getting ignition parts in the future?** A lot of dealers will not work on the "older" bikes. Here, in California, several dealers have told me that they will not even order parts for any motorcycle over 10 years old. Your new Maxi-Dwell II™ should last 100,000 miles.

14) **D-I-Y puts the FUN back in motorcycling!** In just minutes, you can become your own Tune-Up Expert! You no longer have to worry about having your classic damaged at the local dealership. Each Spring the dealers are flooded with work, so they "stack the bikes" working on one at a time. I had a classic damaged when another bike fell on it, during the daily bike shuffle to make room to work, by moving the bikes into the parking lot in the morning, then back in the store at the end of the day. The dealer's response was, "Do you want it or not?" No matter that the mechanic did not know how to adjust the carbs correctly, and the engine no longer idled smoothly. That's why I gave up on dealers and learned to do it myself! It is getting more and more difficult to find anyone to work on these classics. Don't waste your time, money, nor your classic. D-I-Y better than any mechanic, with amazing Maxi-Dwell II™ technology!

15) **What if you have an OEM electronic ignition (1980 & up)?**

Years ago, a friend bought a like new, used GS1150 with a bad igniter. We were able to use a Maxi-Dwell II™ by replacing the advancer unit on the crankshaft with a 1979 or earlier point style advance from a GS1000. That advancer allowed point use. Then we ran a wire from the 1.4 coil "-" terminal to the Maxi-Dwell II™ 1.4 contact point terminal. Then we did the same for the 2.3 coil and 2.3 point.

Then we did the 3 minute tune up and we were good to go. We found that this combination actually

worked better for a built engine (1385cc high compression piston kit) like his because the point style advancer allowed a less advanced timing for starting, which made the GS1150 much easier to start! It was really a win-win for the owner!

Recently I looked up the mail order price on the GS1150 igniter. It was listed at \$622.33, reduced to \$459.37. I was unable to find an igniter for the GS1100. Break free from the electronic ignition nightmare!

### **Maxi-Dwell II™ technology; enjoy the D-I-Y independence, power, reliability, and savings!**

This **patented Maxi-Dwell™ ignition** can replace stock points style ignitions. Your engine will start easier, have more low end torque with less pinging (due to correct timing), and a lot more top end power. Big bore kits, big cams, blowers - no problem. You'll have the spark you need, exactly when you need it.

Maxi-Dwell II™ (points, condenser, and timing light) more than replaces OEM points on:

**M-DIIH™** – Honda vertical four cylinder, 2 valve motorcycles CB350, CB400, CB500, CB550, CB750, and CB750F SOHC motorcycles ('69 - '78). It will not fit any CB750 DOHC, nor will it fit twin cylinder motorcycles (i.e. CB350 twin) motorcycles.

**M-DIHK™** - Kawasaki Z-1, KZ900, KZ1000, Z-1R ('73 - '79)(also replaces electronic ignition in KZ1000 & GPZ-1100).

**M-DIHK6™** - Kawasaki KZ650 (also replaces electronic ignition in KZ750 & GPZ750).

**M-DIIS™** - Suzuki GS550, GS750, GS850 & GS1000 ('77 - '79)(also replaces electronic ignition in GS1100 & GS1150 ('80 - '83)).

If in doubt, email seller with specific application before bidding.

NOTE: Item you are bidding upon may not look exactly like the one illustrated, but the quality, workmanship, and features will be exactly the same as described, above. **Contact surfaces have a protective coating that must be removed with rubbing alcohol, using a business card.**

I still like the pipe as much now as I did when I 1st put it on. It is awesome. Although I have to admit there are a few cretins out there who don't like the look. Too bad on them. Thanks, Larry Kwiatkowski

The bike runs from idle through 7000 much stronger. Has that arm stretch feeling again in the mid range. Vernon Kuhns MXI S™

Cool, thanks Monty for responding so quickly. I am very please with the Maxi-Dwell II™. So this is my second time ordering it. I have the first one installed on my honda CB750 and it worked like a charm. OEM points and condensers are such a hassle. This second order will go to my CB550F Supersport. Thanks again, Ray

Thanks again for your business! I really like this item. This is my second time to buy the Maxi-Dwell II™ point ignition w/light. This is going to my 75' Honda CB550F supersport. Please provide tracking

number and shipping date. Awesome! Thanks again!!!!

Just wanted to tell you that this item (MAXI-DWELL™ ignition) is awesome! I just installed it and followed the instructions and it works great! thanks X Raymond, Bothell, Wa

I really like the look of the x-pipe™ exhaust for the XS650. I'm very excited about this xs650 exhaust. In our quiet little tourist town here in Bend, OR., there are a lot of choppers. No one has the type of bike that I am building. It will stand out in any crowd. With your exhaust, it may be one of the few in the Pacific Northwest! JOE

Monty, I finally put my xs650 motor in the bike and fired it up. WOW the pipes sound GREAT. They look totally cool on the bike too. thought you might want to know Thanks Jerome

I will send some pics when I get it on the road. In your description you said the pipes are not loud because of the way the exhaust pulses cancel each other, you are right, it sounds good but not obnoxious. I will keep in touch

Here are a couple of photos. The bike (XS650) is just primed, but sounds great and runs perfect. Jerome Sorich

Bought your pipes for my Z-1 about 2 years ago. Worked pretty damned good although I never really beat the bike. chrger665vqf

I am completely happy with my x-pipe™, bike runs great with them and I am sure that the weight savings helped a lot .. stock exhaust seems like it's a 100 lbs heavier.. Earl Bitzel

Runs great keeping a classic on the road isn't easy but worth it. thank you this will really finish off the bike. here are some pic just for u man thanks a million Ryan Carle, Michigan

I have been using your timing units on all of my builds and love them! Pate

Hey Monty, you were right I was way lean! I bought 117.5 main jets and the difference was amazing! It could maybe go up one or two more to get it perfect but it is very close and between the number 9 plugs and the new jets I am astonished! Thank you for your time! My Dad's plating shop is called S.J. Valley Plating and they have a web site [sjvalleyplating.com](http://sjvalleyplating.com) You could call my dad and tell him you lined me out and he will be happy to help you. 1-408-988-5502, his name is Fred. Thank you soooooo much!!! Jason

Monty; Enjoying the new system. The X Pipe™ was installed on my 76 KZ900 for the Barbers Museum vintage festival. It sounded great and looked really good with the Jet Hot sterling coating. It got a lot of attention. I thought it would be way too loud when I saw the size of the canisters but have been surprised by the pleasant sound throughout the rpm range. I would like to get another set of canisters. How much do you sell the MX3™ canisters for? Thank You Corry P.S. I will send a few pic's in a couple weeks when I get back from Japan

Hi Monty - Believe it or not, I kept your message until I (finally!) got around to painting my Yamaha XS650 street tracker. Here are some pic: I was going for more of an old TT look than a dirt tracker - so your pipes look just about perfect. Bike runs great! Clayton Englar

Hey, my name is Jay, owner of Lossa Engineering, I used your pipe on my CB750 on the Cafe Racer TV show. I got the message you were inquiring to the production company about helping out. They are coming back to my shop to film some for season 2. I put the episode up on You tube : <http://www.youtube.com/watch?v=kmF9hFMw-DM> I loved the pipe, how can I get hooked up to offer your x-pipe™ to my customers? I have been selling tons of parts since the show aired. Jay @ Lossa Engineering Custom Cafe Bikes/ Vintage restoration

It's quick! It's really dialed in! It's really responsive! That bike's really fast! It's really smooth. You can do a lot with those old bikes. He gets them to perform better than they would have stock. Really fun! Jason Lee (actor, My Name is Earl) Episode 8 Café Racer Discovery Channel HDTV, LossaEngineering. <http://www.youtube.com/watch?v=kmF9hFMw-DM>

Hi Monty, I have a MX3™ Pipe that I've had on my CBX for a few years now...I'd like to say I really like it and has been preferred for my personal bike. Thank you Jason Thompson

I have your X-pipe™ on my 82 KZ1100, and am very pleased with the results, and so am now considering the x-pipe for my FJ1100. Bert

Campbell X-Pipe™ google it will never go for a 4-1 system again. Thanks Larry Kwiatkowski.

Good afternoon Monty I got to give it to you When I was going to order the X-Pipe™ I had my doubts about the fitting like any other mail orders I put on the pipes today it fits like a glove nice job Next few days I will get to hear them I am sure it will blow me away Thanks again Del

How's it going? I currently have one of your X-Pipe™ on my SOHC CB750 Honda and absolutely love it. Thanks! - backdoorboogaloo

One fellow on a budget emailed me stating, "Points is points." He went on to say that he buys his points at the junk yard, used, for \$17.00 each. We know that he has a lot of time on his hands, but is he saving any money?

Let's assume that the used junk yard points are new and will last about 2,000 miles. Let's also assume that he can also get condensers at the same price and they are good as new. If a dealer tune up costs \$80.00, then it costs about \$148.00 and a week end at the shop, every 2,000 miles, to keep our friend's motorcycle engine running.

Now, assume that the Maxi-Dwell II™ ignition will last 100,000 miles and our friend can tune it up himself, in 3 minutes. The Maxi-Dwell II™ will save about 50 weekends at the dealership waiting for a tune up and about \$7,400 in tune up bills and junk yard points & condensers. One Maxi-Dwell II™ could be the last ignition system your motorcycle will ever need. This could be a very good thing for you because a lot of dealers will not work on the "older" bikes. Here, in California, several dealers have told me that they will not even order parts for any motorcycle over 10 years old.

THANK YOU FOR LOOKING

PS: If you are looking for the BEST EXHAUST SYSTEM ON THE PLANET, please contact me & I'll send you info about my fabulous Campbell X-PIPE™ Exhaust (no jet kit, ever). Enjoy watching Jason Lee on an X-PIPE™ powered CB750: See video of Jason Lee on a CB750 with MX1™ X-PIPE™. [Jason Lee on an MX1 X-PIPE™ Exhaust. http://www.youtube.com/watch?v=kmF9hFMw-DM](http://www.youtube.com/watch?v=kmF9hFMw-DM)

To see U.S. Patent No. 4,800,719, covering this X-PIPE brand exhaust system: [U.S. Patent No.](#)

[4,953,352 http://patft.uspto.gov/netacgi/nph-Parser?Sect1=PTO2&Sect2=HITOFF&p=1&u=%2Fmetahtml%2FPTO%2Fsearch-bool.html&r=6&f=G&l=50&co1=AND&d=PTXT&s1=Monty.INNM.&s2=Campbell.INNM.&OS=IN/Monty+AND+IN/Campbell&RS=IN/Monty+AND+IN/Campbell](http://patft.uspto.gov/netacgi/nph-Parser?Sect1=PTO2&Sect2=HITOFF&p=1&u=%2Fmetahtml%2FPTO%2Fsearch-bool.html&r=6&f=G&l=50&co1=AND&d=PTXT&s1=Monty.INNM.&s2=Campbell.INNM.&OS=IN/Monty+AND+IN/Campbell&RS=IN/Monty+AND+IN/Campbell)

Copyright 2016 Monty Campbell