

MOUNTING INSTRUCTIONS FOR MVT PREMIUM IGNITION **PREM12**

Mounting for : PEUGEOT:XP6 ENDURO, XP6 SUPERMOTARD, XP6 TRACK

***MALAGUTI:XSM, XTM**

***FACTORY: RSM 50, RP 50**

***RIEJU:RMX,SMX,SPIKE, MRT**

***APRILIA:RX, MX**

***HM:CROSS ET SM**

***SHERCO:SM, ENDURO**

***SHERCO: SUPERMOTARD / ENDURO NEW MODEL**

***BETA:RR ENDURO,RR SUPERMOTARD**

***MBK:X-LIMIT MADE BEFORE 2003**

***YAMAHA:DT 50 MINARELLI ENGINE, DTR 50 MADE BEFORE 2003**

***HUSQVARNA ENDURO 50**

ACCESS TO HIGH VOLTAGE COIL ON XP6 PEUGEOT.



REMOVE THE FRONT FAIRING.



**REMOVE THE ORIGINAL HV COIL
DISCONNECTING CORRESPONDANT WIRES.**



MOUNTING ON RIEJU SPIKE.



**UNSCREW THE WING
NUT UNDER THE SEAT.**



REMOVE THE SEAT.



**REMOVE THE UPPER
MOUNTING BOLTS OF THE
FRONT FAIRINGS.**



**REMOVE THE LOWER
MOUNTING BOLTS
OF THE FRONT
FAIRINGS.**



**ONCE BOTH FRONT
FAIRINGS REMOVED,
UNSCREW THE
GASOLINE TANK
TIGHTENING BOLT.**



**TURN THE GASOLINE
TAP TO OFF POSITION
AND REMOVE THE
CONNEXION HOSE.**



**UNMOUNT THE
GASOLINE TANK
COVERING THE
CONNEXION HOSE
BETWEEN EACH SIDE
OF THE TANK .**



UNSCREW THE ROTOR TIGHTENING NUT USING A 15MM WRENCH.



SETUP THE DUCATI ROTOR EXTRACTING TOOL AND REMOVE THE ORIGINAL ROTOR FROM THE CRANKSHAFT WITHOUT FORGETTING THE KEY ON THE KEYSEAT.



UNTIGHT THE 3 CROSS HEAD SCREWS WITH AN IMPACT SCREW DRIVER.



REMOVE THE IGNITION COVER GASKET.



CUT THE LOWER NYLON TIE TILL HV COIL.



CUT THE UPPER NYLON TIE TILL HV COIL.



DISCONNECT THE YELLOW WIRE AND REMOVE THE ORIGINAL STATOR. UNTIGHT THE 3 CROSS HEAD SCREWS WITH A SCREW DRIVER.



CAUTION! BASE PLATE SCREWS ARE VERY TIGHT! UNTIGHT THE 3 SCREWS WITH AN IMPACT SCREW DRIVER.



INSERT MVT BASE PLATE ON THE ENGINE AND ADJUST THE WIRE EXIT CONDUCT ON THE RIGHT POSITION.



TIGHT MVT STATOR ON HIS BASE PLATE SETTING BOTH 5x30MM SCREWS AT THE MIDDLE OF THE ADJUSTMENTS RANGE.



TO FIND OUT YOUR TOP DEAD POINT, INSERT AN IGNITION TIMMING GAUGE FOR A PRECISE MANEUVER. ONCE YOUR IGNITION TIMMING IS SETTLED ON 0MM AT THE TOP DEAD POINT, MATCH THE ROTOR RED MARK WITH STATOR ROTATION MARK. TIGHTEN THE ROTOR NUT AND CHECK RIGHT AFTER IF IT STILL AT THE DESIRED POSITION.



CUT THE NYLON TIE .

THE CORRECT ROTATION MARK ON THE STATOR IS THE ONE SHOWING ROTATION MOVEMENT OF YOUR ENGINE. CLOCKWISE FOR SCOOTERS AND ANTICLOCKWISE FOR GEARBOX ENGINES.



INSTALL BACK THE ORIGINAL RUBBER GASKET ON MVT STATOR ELECTRICAL HARNESS.



INSERT BACK MVT ELECTRICAL HARNESS ON THE ENGINE USING THE RUBBER GASKET.



RECOVER THE HV WIRE AND INSTALL IT ONTO MVT HV COIL.



SCREW IN THE HV WIRE WITHOUT FORGETTING HIS RUBBER COVER.



TIGHTEN MVT HV COIL AT THE ORIGINAL LOCATION WITH STATOR GREEN/YELLOW GROUND WIRE.



CONNECT MVT STATOR YELLOW WIRE TO LIGHTNING YELLOW FROM ORIGINAL ELECTRICAL HARNESS. OTHERWISE CONNECT MVT STATOR YELLOW WIRE TO LIGHTNING INPUT OF THE VOLTAGE REGULATOR.



INSTALL BACK THE NYLON TIES ON THEIR ORIGINAL POSITIONS.

RIEJU MRT-

Connect MVT stator Yellow wire with original electrical harness plastic socket Yellow/Red wire connected to voltage regulator.

Connect MVT stator White wire with original electrical harness plastic socket White wire connected to voltage regulator.

(The mentioned plastic socket is the one previously disconnected from your OEM stator.)

Connect MVT HV coil Black/White wire to Key lock White/Red wire.

Connect to ground the Key lock Dark Blue wire.



CONNECT BLACK/RED WIRE FROM MVT STATOR TO MVT HV COIL.



CONNECT THE HV COIL BLACK/WHITE WIRE TO ELECTRICAL HARNESS BLACK/WHITE WIRE.

NOT FOR SHERCO BIKES.

SHERCO SUPERMOTARD:

Disconnect Key Lock socket to connect MVT stator Black/Red wire to Key lock Red wire.

Connect MVT HV coil Black/Red to Key lock Red/Blue wire.

MVT Premium & DD ignitions should be ventilated and never enclosed with ignition cover.

Please perforate holes on the cover or remove it for a proper use.

BEFORE MOUNTING YOUR MVT IGNITION

REMOVE THE SPARK PLUG TO CHECK ELECTRODE COLOR.

IF THE ELECTRODE COLOR IS BLACK SET UP 5 MORE POINTS TO THE MAIN JET.

IF THE ELECTRODE COLOR IS BROWN SET UP 10 TO 15 POINTS TO THE MAIN JET.

-All MVT ignitions have 6 months warranty.

-MVT warranty is no longer available once the ignition is modified.

-MVT repair convention is not available if the ignition or some parts are deliberately damaged.

-MVT warranty request conditions:

-Return the complete product in his original packaging.

-Modified products are no longer subject to warranty.

-Bill of delivery or Bill.

-Hand written note indicating all customer details as email address, phone number, physical address and a description of encountered issues.

-All damaged products during shipment due to a lack of protection from the sender or non respect of the first warranty point are returned in the same condition.

MVT Repair Convention (Charte) :

-Hand written note indicating all customer details as email address, phone number, physical address and a description of encountered issues.

-Fullfil a 100€ bank draft with CAPO FASTO S.L as holder or mention Bank transfer on your hand written note.

-Return the complete product.

-MVT repair convention is not available if the ignition or some parts are deliberately damaged.

-All damaged products during shipment due to a lack of protection from the sender or non respect of the first warranty point are returned in the same condition.

-MVT Repair Convention doesn't inclue the replacement of the complete ignition, otherwise checking and replacement of damaged items.

**MVT WARRANTY RETURN:
CALBERSON P/C CAPO FASTO
ZI DU GRAND SAINT CHARLES
RUE DE TURIN
66000 PERPIGNAN
+34 972 53 42 12**