

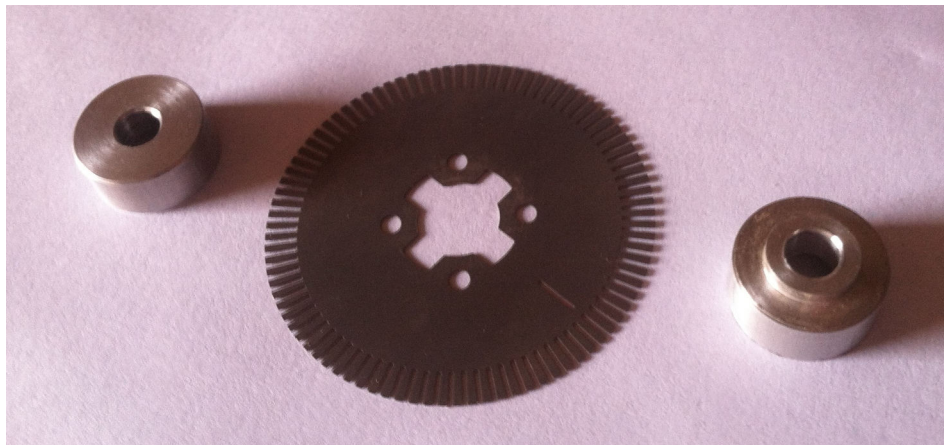
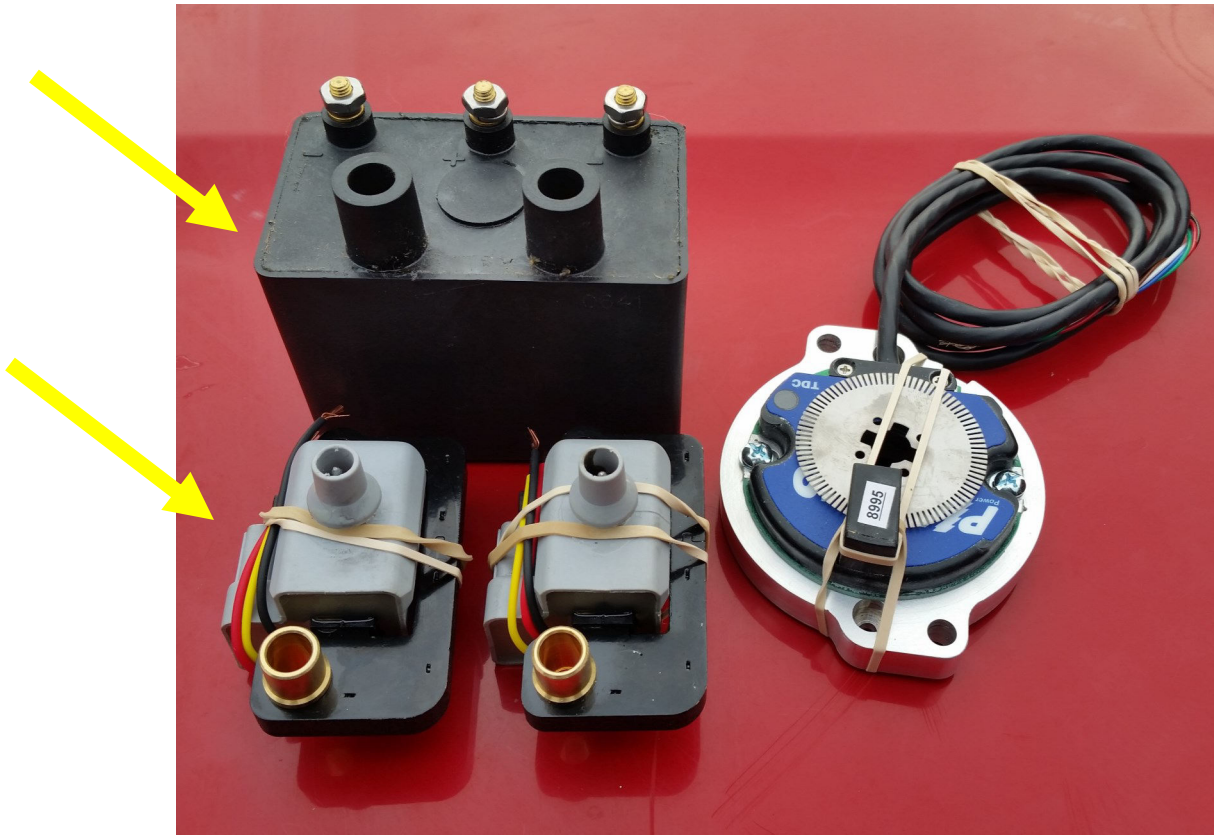


MOTO GUZZI

Instruction manual with visual guide for

Moto Guzzi

Dual point distributor



Your kit includes:

- (1) Ignition Coil (**New kits come with the small grey coils. Older kits have the larger black coil.**)
- (2) Ignition module.
- (3) Encoder wheel with one aluminum standoff, one brass collar, and one washer.
- (4) Sparkplug lead(s).
- (5) Adapter plate and hardware for your stock distributor body.

Basic installation involves:

- Remove the inner distributor parts and install the C5 ignition module.
- Install new coil using provided bracket or other suitable sturdy mount.
- Connect the ignition wiring (leaving the coil power lead until after timing is set).
- Set #1 cylinder to TDC and calibrate timing using the encoder wheel.

Step 1.

Disconnect your battery.

Locate the distributor under the fuel tank, behind the right cylinder.

Remove the following items: Points plate, points lobe, advancer weights and springs.

Now inspect and clean the area where your ignition spacer sits. Install the spacer and ignition securely in place. There are two aluminum circular adapters and one thin stainless steel encoder wheel.

Install the base, then encoder wheel, then top cap, screw, and washer.

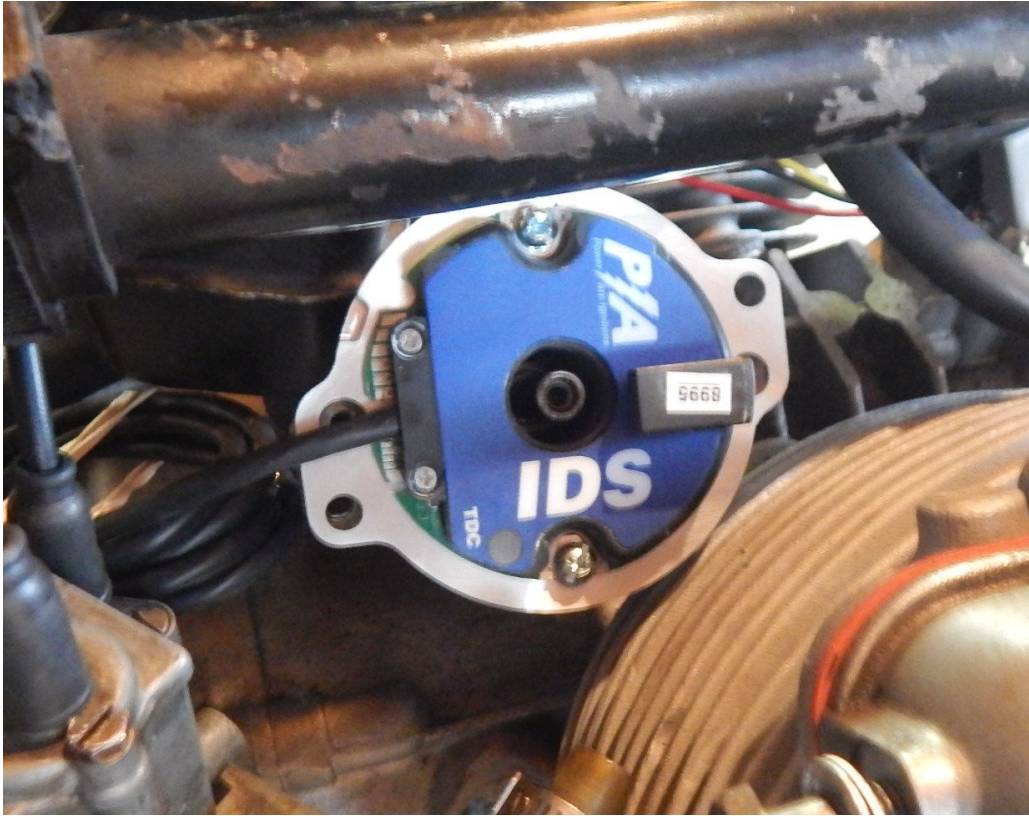
DO NOT TIGHTEN ENCODER YET.



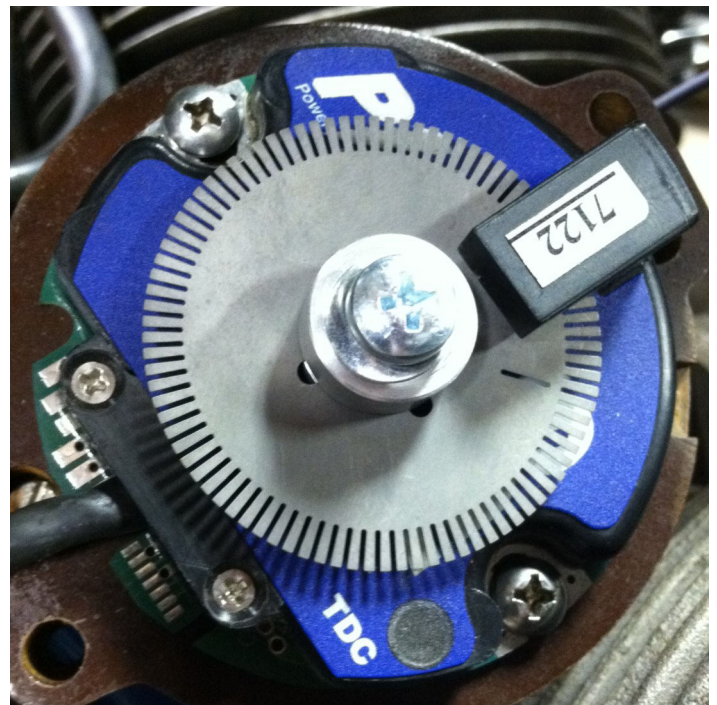
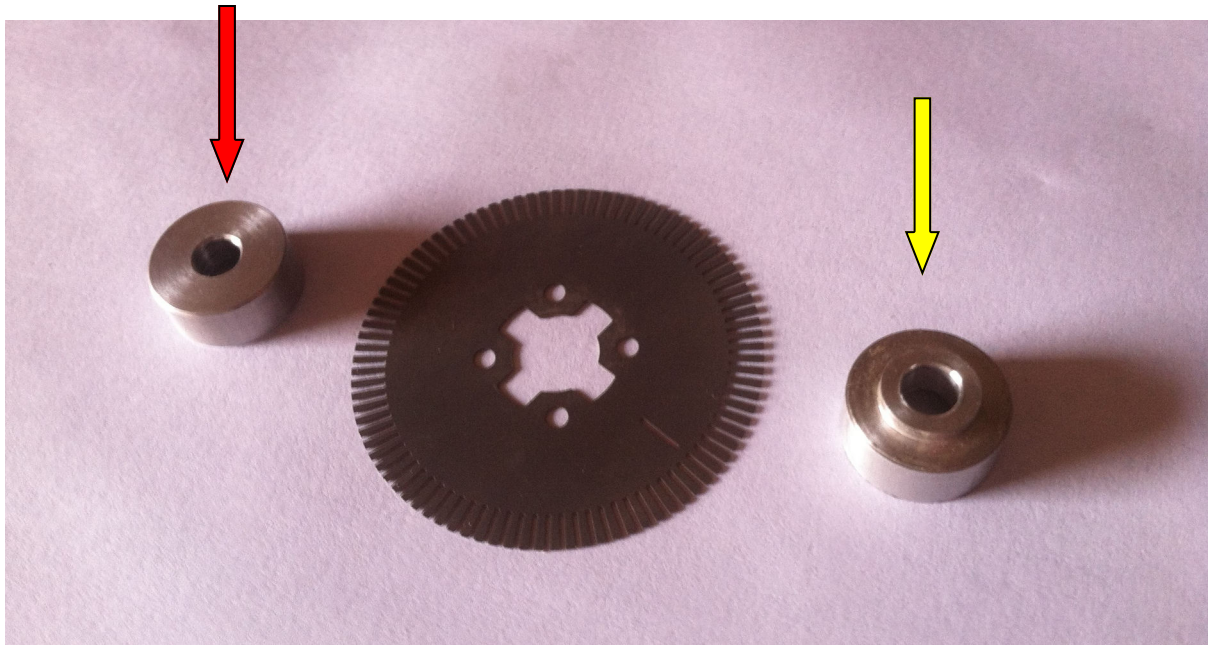


Remove the advancer weights and springs. All that should be left is the shaft and base plate.





Install your aluminum adapter plate using the same screws you removed with the contact points plate. Insert the ignition module on top and secure using the screws provided in the kit.



Red arrow indicates top cap

Yellow arrow indicates base plate

Install base plate onto the end of the Moto Guzzi distributor shaft. Carefully center the encoder disc onto the base. Install top cap, washer, and screw.

Do not tighten at this time. The encoder disc will need to be timed yet.

Step 2

Installing electrical components with a solid connection is critical. If you do not have the correct crimper we suggest you purchase one. We sell them if you cannot find one locally.

Colors are for the following:

Red, white, black wires = on SF coils use quality eyelets using solder or a quality Type B crimp connector.

Do not connect the red wire to the coil until timing is set. You want power to our ignition module but not to the coil until you are ready to run the bike.

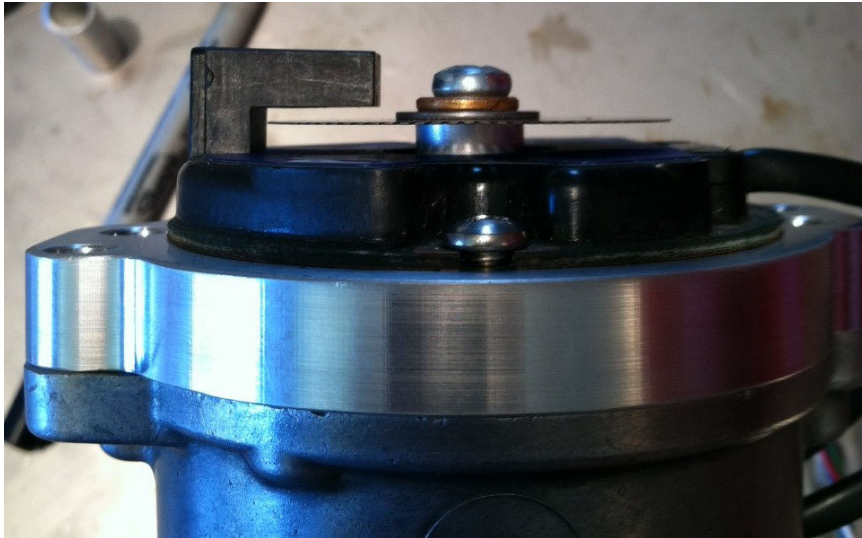
Green wire= Electric Tach (if you add one). If not used, tape it up so it cant touch any other wires.

Blue & Brown wires=These activate additional timing curves that are pre-programmed for milder timing (high load conditions). If you do not plan on using it, then connect BOTH wires to a solid frame ground. If you wish to install a rotary or toggle system for these, see the instruction manual for more information. forget to attach it, the bike will run slower!!

Here is the sequence for toggling between the pre-programmed curves:

Both leads grounded provides the MOST timing advance at high rpm and both ungrounded provides the LEAST timing advance.

<u>BLUE</u>	<u>BROWN</u>
GROUND	GROUND
GROUND	UNGROUND
UNGROUND	GROUND
UNGROUND	UNGROUND



The cap is not the style your kit has but please observe the spacing of the encoder. There should be space above and below the encoder disc.

If there is not, please be sure spacer and ignition are properly installed as shown above, or call us at 920-403-0555 or 920-810-0946.

Install your ignition module wiring.

Please review the wiring diagram at this time. It is CRITICAL that you only connect the red lead of the ignition module to 12 volt positive power.

DO NOT allow the blue, brown, black, white, or green leads to touch a power source!

Install leads per instructions first grounding the brown and blue leads to a clean engine or chassis ground.

If you are not using an electronic tachometer, fold the green colored wire onto itself and shrink wrap the end so it cannot accidentally contact a power source.

Install the black and white trigger leads to the coil (Black triggers the left cylinder, white triggers the right cylinder). DO NOT connect the power lead to the center coil post until after you have set the timing on the ignition module.

The original coil power lead usually works great for powering the new coil and ignition module. Test the power supply you choose, and be sure it will turn off using both the ignition switch and emergency switch on the handlebars.

Install your ignition module wiring.

Please review the wiring diagram at this time. It is CRITICAL that you only connect the red lead of the ignition module to 12 volt positive power.

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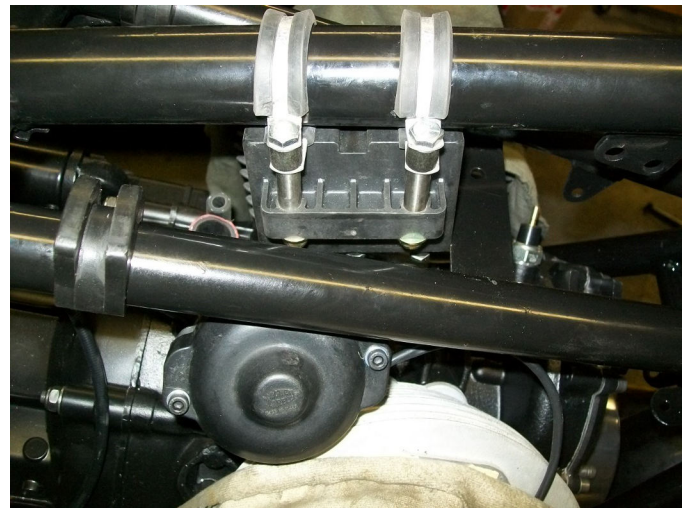
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Step 3—coil installation

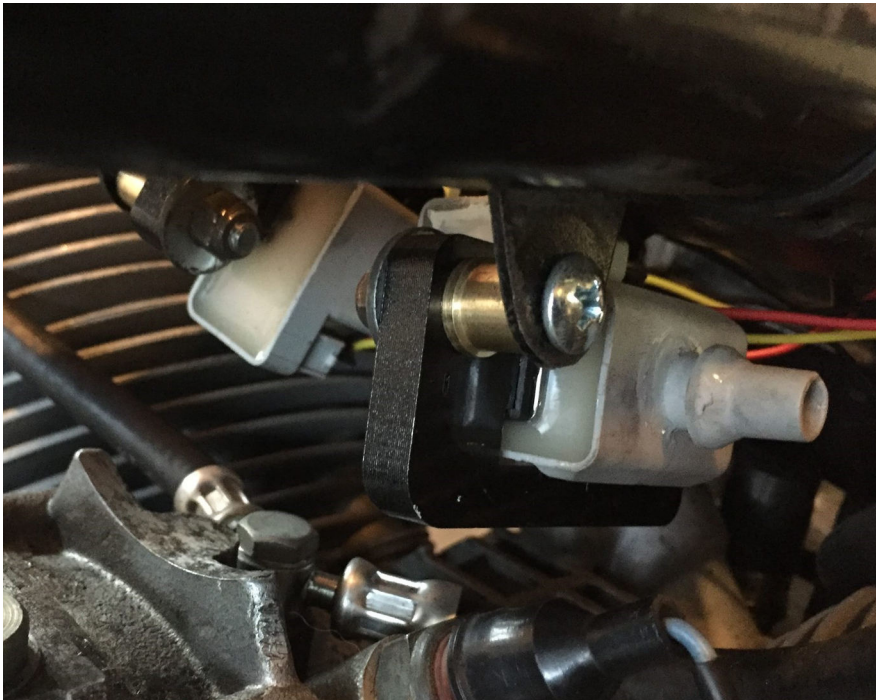
Older style kit using the SF twin coil pack.



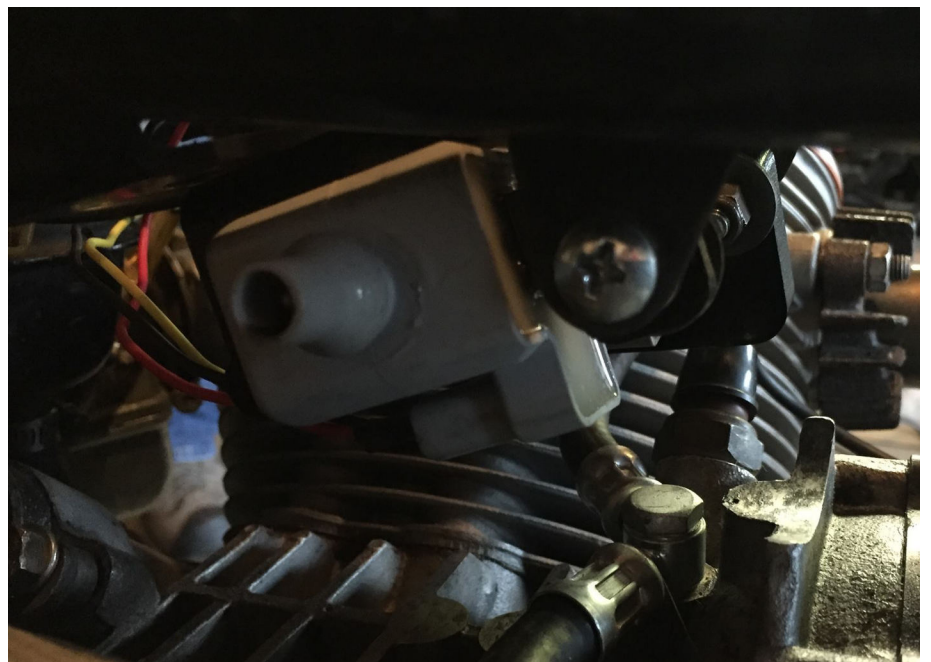
New style MC-1 coils.

Kits shipped around March 2016 began using these new coils.

**Springs (provided) MUST be used
between the coil and sparkplug lead.**



Coils can be mounted on frame in several areas or clamped on using rubber coated plumbing clamps.



Step 4:

Set engine at TDC compression stroke:

Before setting the timing and tightening the encoder, you must first set the **LEFT** side (#1) cylinder to Top Dead Center (TDC) on the compression stroke or the ignition will not fire at the correct time.

The “S” mark on the flywheel indicates the left cylinder and the “D” mark indicates the right side.

For our ignition, you must use the “S” mark.

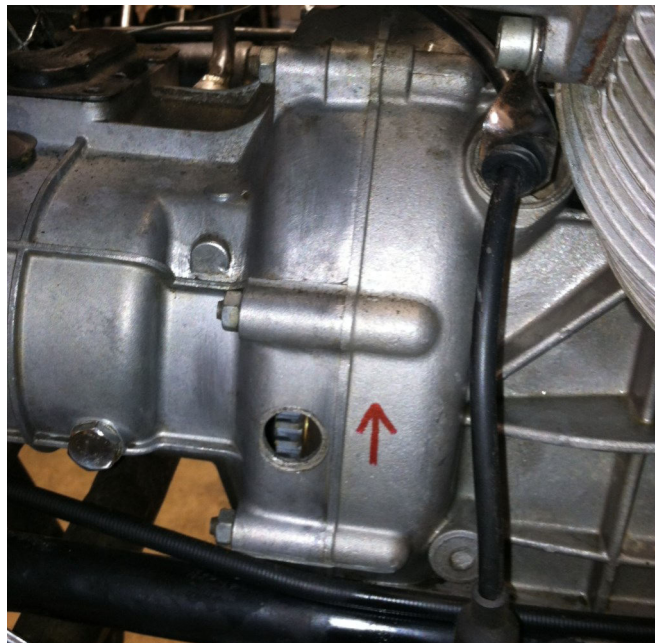
The inspection cover is located at the rear of the engine near the footrest.

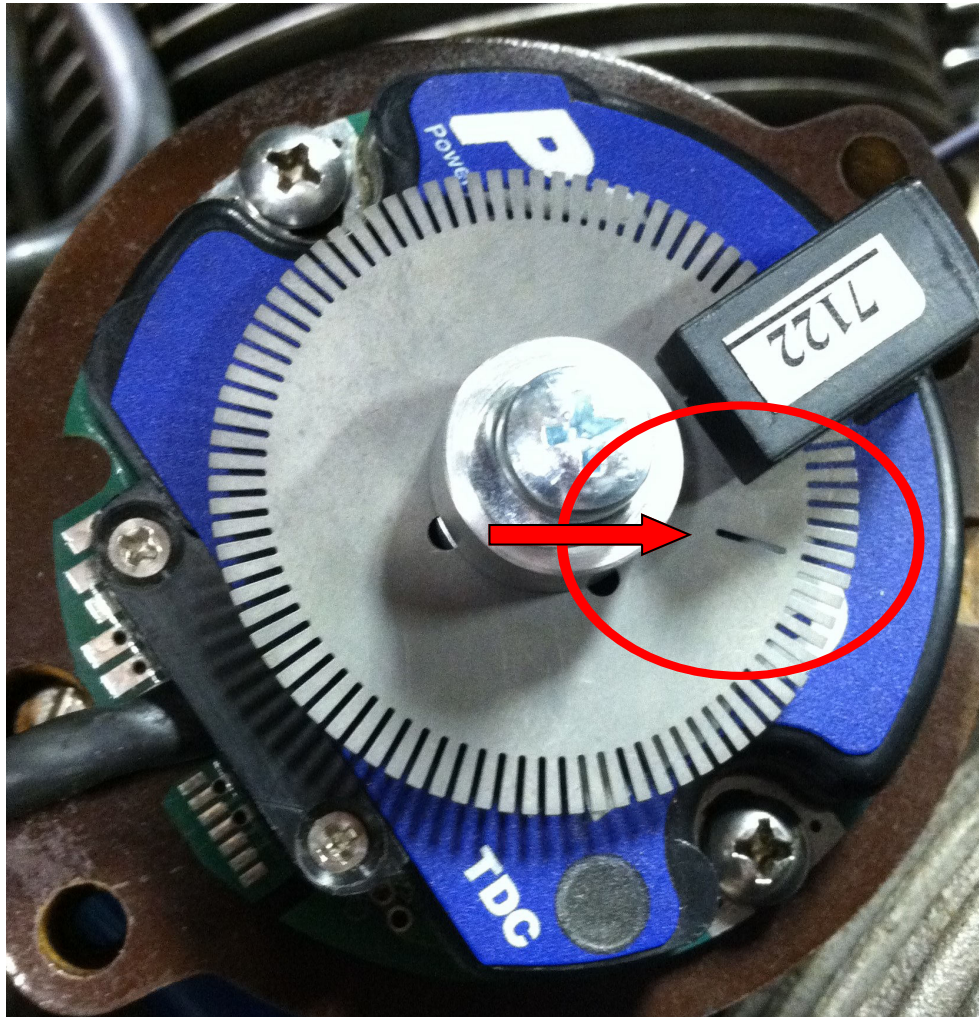
If after this step your engine will not start, rotate your engine so the encoder disc has the timing slot 180 degrees away from the reader. Then loosen the screw and rotate the encoder disc again, using the LED light. This should correct the problem.

The LEFT cylinder must be at TDC on the COMPRESSION STROKE or timing will not be correct.

Put your motorcycle in second gear and use the rear tire to rotate the engine on the center stand or remove the front engine cover and use a socket to rotate the engine bolt.

Watch for the timing mark with the large S stamped next to it. When the two lines are even with one another your engine should be at TDC. Now you are ready to align the encoder disc.





Match the encoder disc to your engine to set TDC on the ignition module:

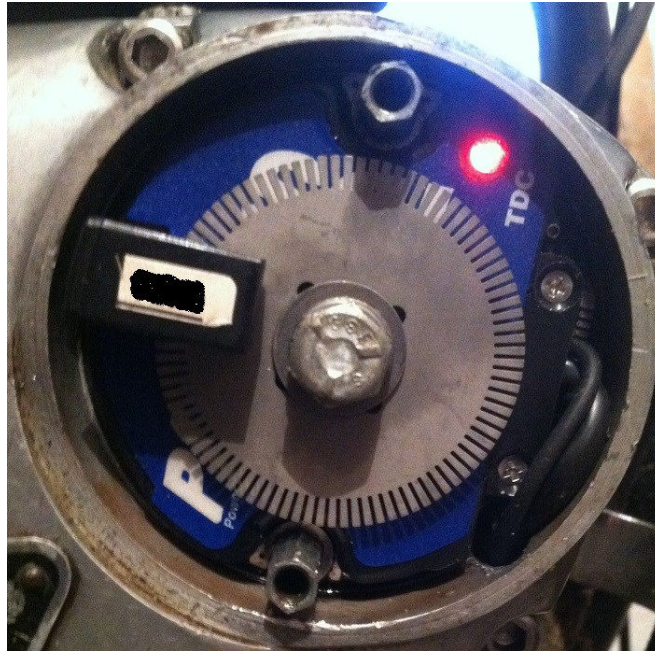
Attach your battery leads again and verify you have power to the ignition.

Apply pink or blue Lock-Tite agent to the threads holding the encoder in place.

With 12 volt power applied to the ignition, slowly rotate your encoder wheel in the distributor until the “extra” slot is aligned with the optic reader.

You can clearly see the small slot in the encoder wheel. When this slot passes under the reader, the LED light will come on and your timing will be correct.

When the light comes on, tighten the bolt using pink 222MS locking agent. Do not over tighten or you may strip the threads!



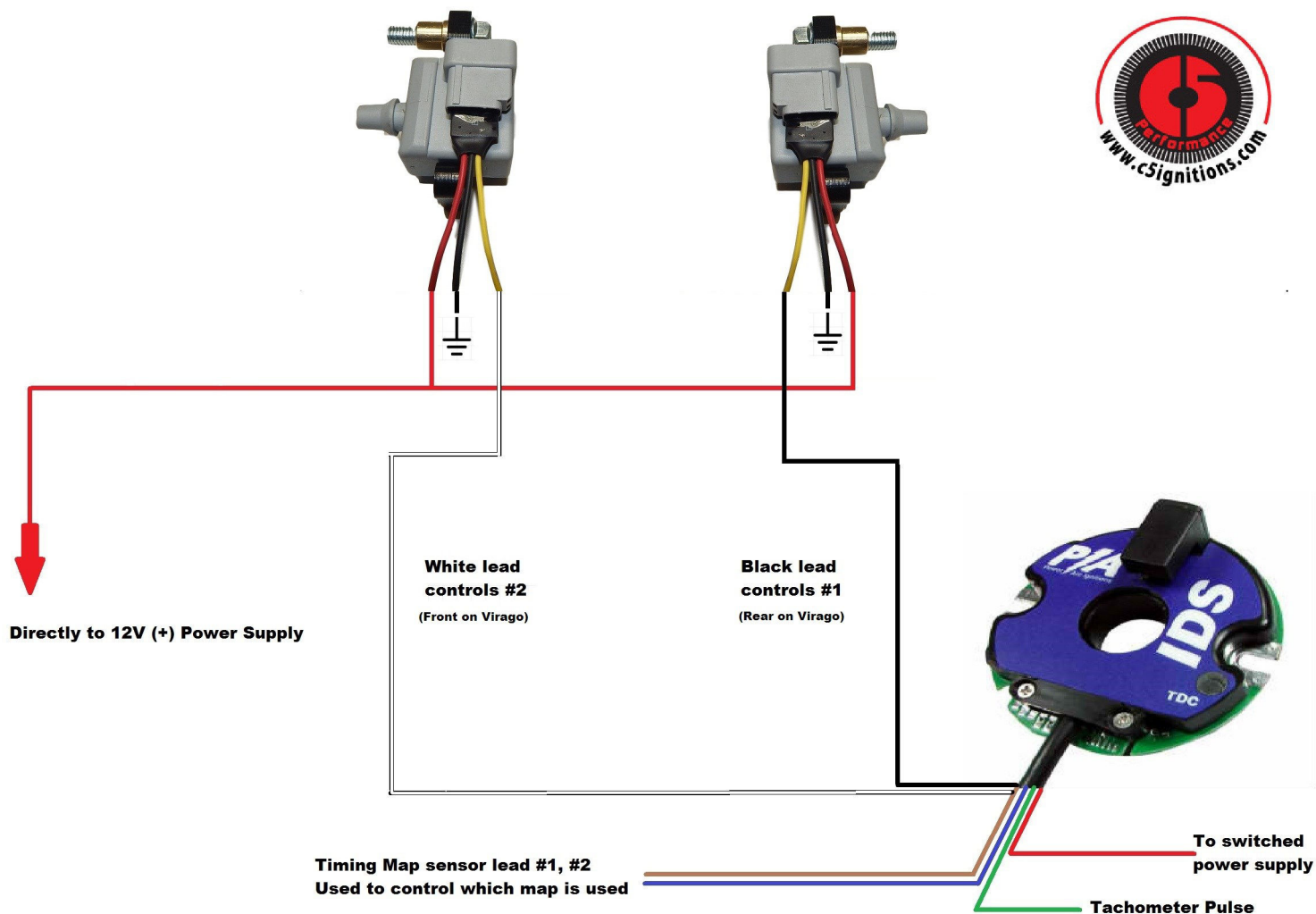
A small red LED light will come on. At this point carefully tighten the encoder disc to the distributor post.

If the light is still on, you have correctly set the timing, and now you can connect the power lead to your center coil connector.

The motorcycle is now ready to operate.

Install your sparkplug leads, verify spark plug gap is between .028-.032"





Black trigger operates the left cylinder.

White trigger operates the right cylinder.

Left cylinder must be on TDC when timing was set. If the engine backfires or does not start please verify you did this step correctly.

Ground the Blue and Brown leads to frame or battery (-) unless you are Using a rotary or vacuum operated switch.

We notice improved starting effort and often no longer need to “feed it throttle” when starting. Customers typically notice faster warm ups due to the multi-spark function of the ignition coil. If you regularly ride in wet weather apply a small amount of silicone where the wires exit the points area. The encoder is stainless steel and shouldn’t corrode under normal riding conditions.

We have put forth great effort to design and build a quality product. We encourage suggestions or improvements to the kit and/or instructions.

Happy & Safe Riding.

-C5 Performance Inc.

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