



MOTO GUZZI

Instruction manual with visual guide for

Moto Guzzi

Motoplat Equiped distributor



Your kit includes:

- (1) Ignition Coils
- (2) Ignition module.
- (3) Encoder wheel with one aluminum standoff and cap.
- (4) Two sparkplug leads.
- (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.

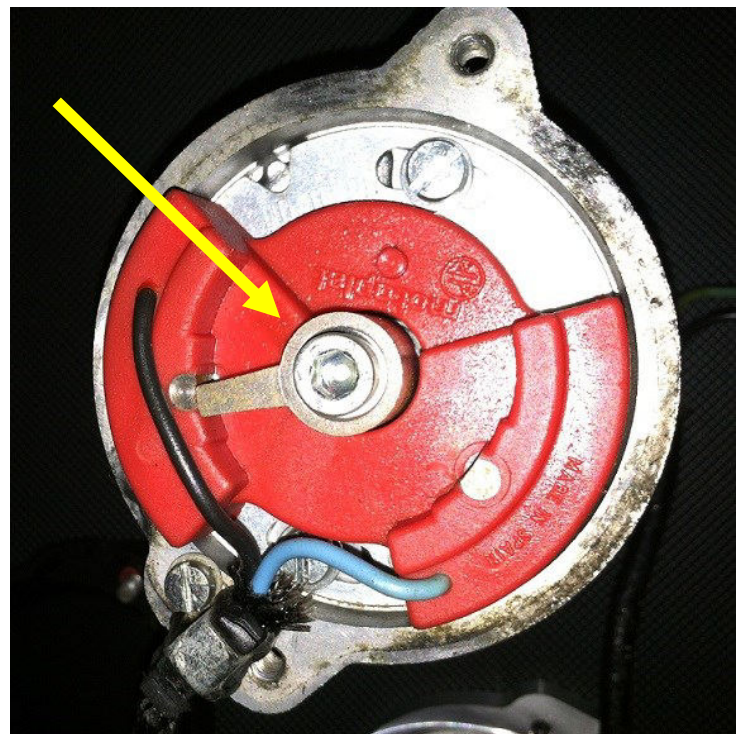
Disconnect your battery.

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

It is not necessary to remove your distributor from the engine!

Remove the following items: Center bolt, rotor, and stock Motoplat ignition plate.

Now inspect and clean the area where your ignition spacer sits.





Once the stock ignition is removed, install the aluminum adapter plate using the stock screw, and then install the new ignition module. For timing purposes you may have to install the cap screws while the timing is set.

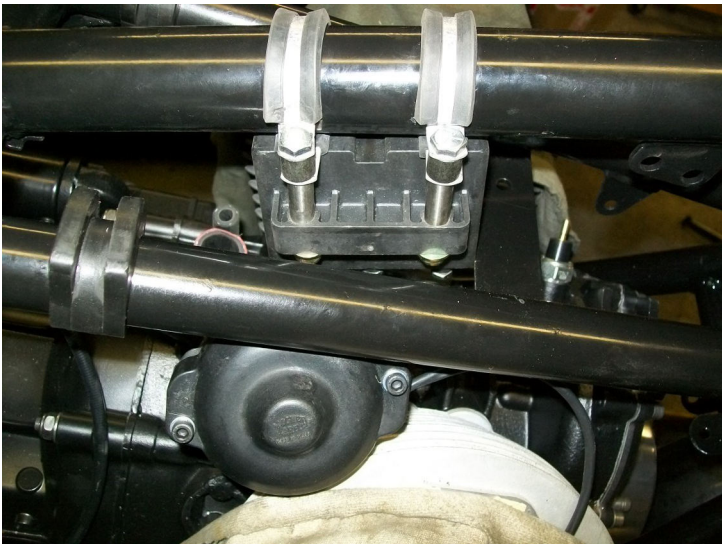
The long round spacer gets installed first. It will sit down over the top of the stock distributor shaft. See illustration above.

Now install encoder disc and carefully place the round top cap and screw in place. Do not tighten yet!

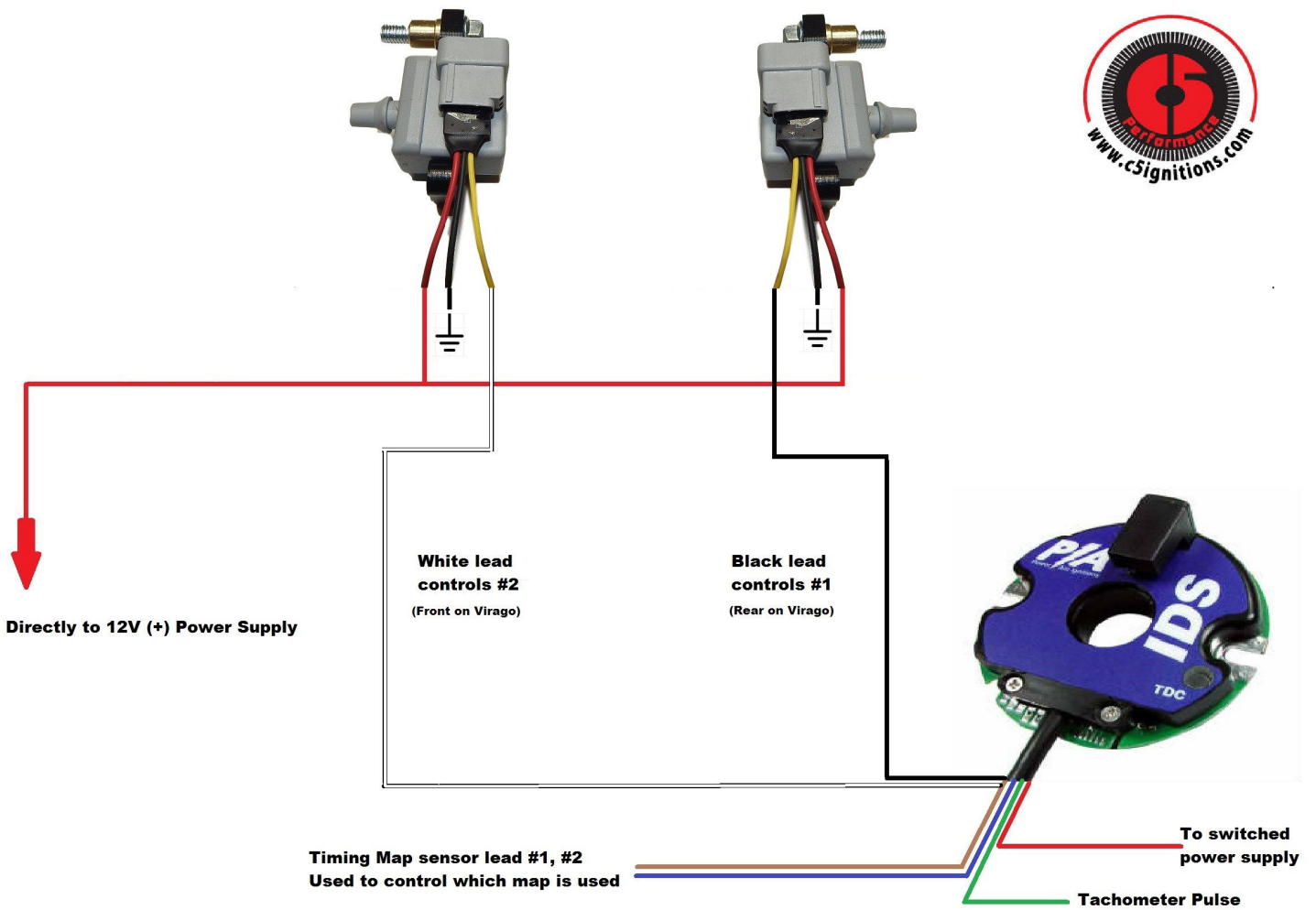


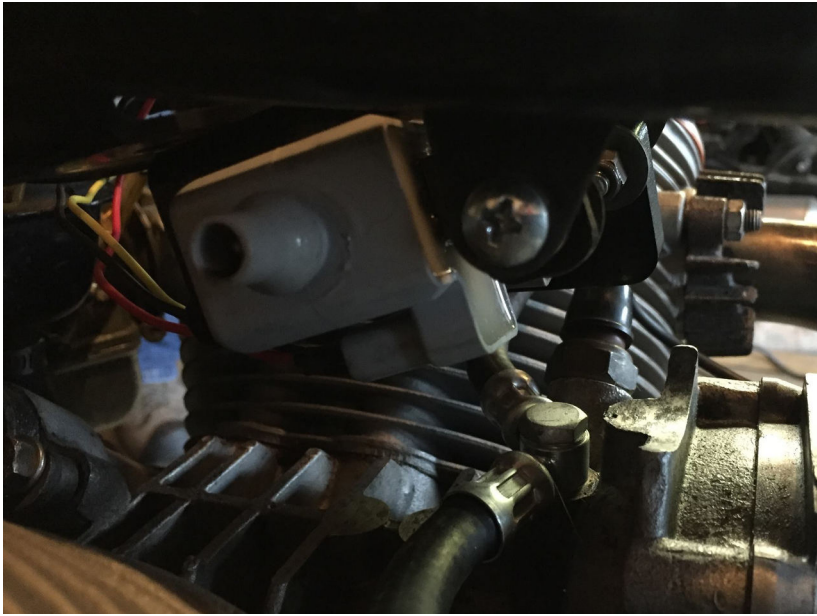
This is what your assembled ignition should look like. The top cap can be re-installed using the new longer screws provided.

Old style coils and mount. Kits after March 2016 use two small coils.



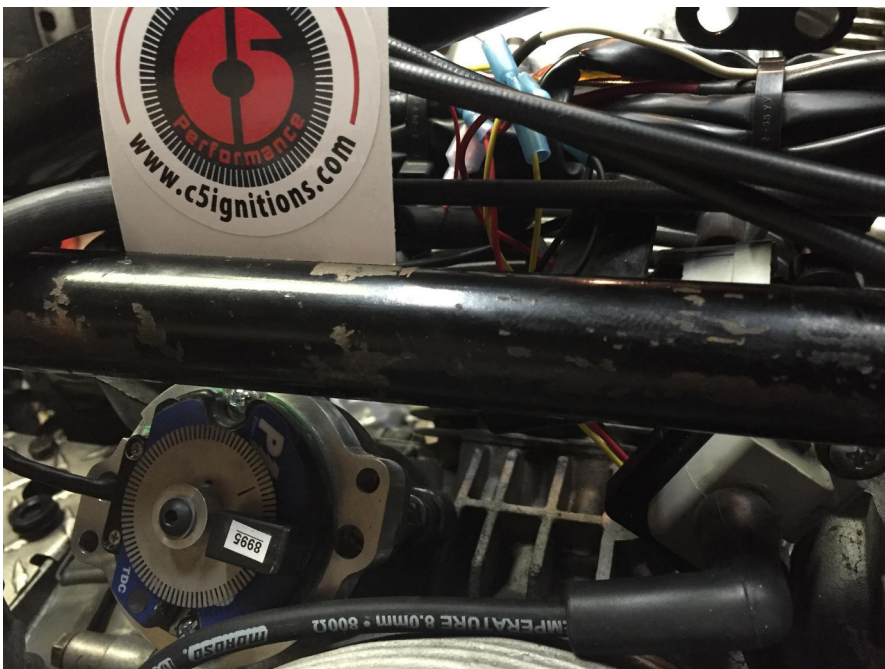
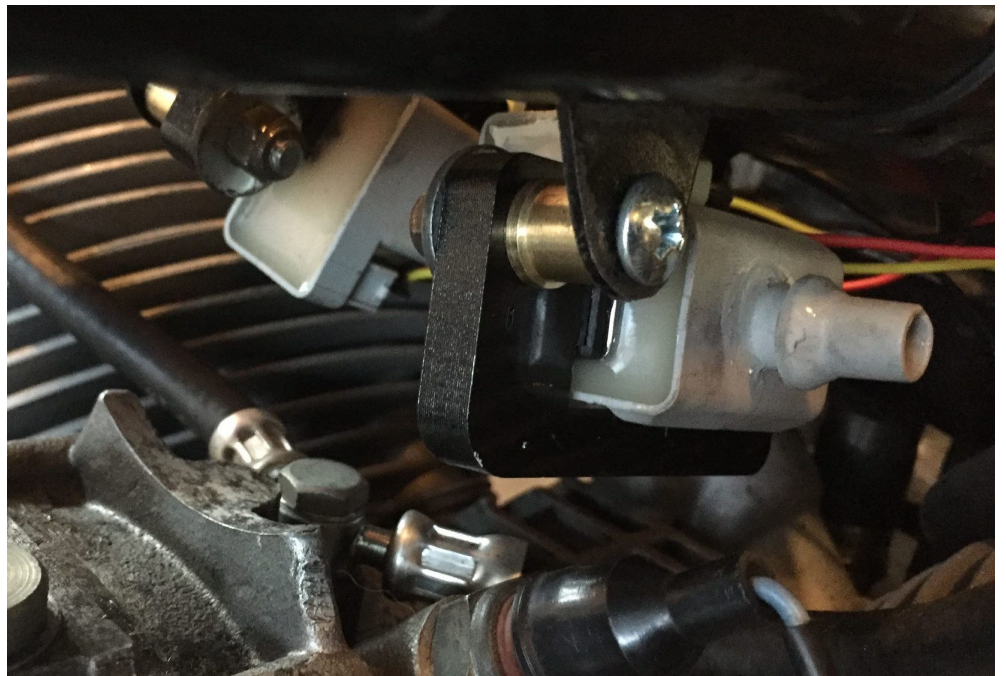
The MC-1 coils must use the provided springs between coil and sparkplug lead or misfire will occur!





New MC-1 coils are smaller and more powerful.

They can be mounted to any secure location including the frame using common clamps.



Step 2b

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.

Step 3

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.

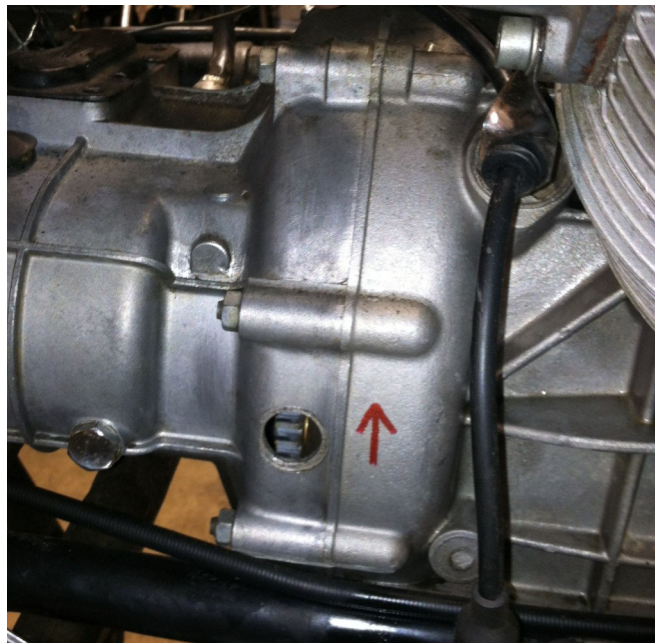
The inspection cover is located at the rear of the engine near the footrest.

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.



Step 4 continued

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. The black ignition lead fires the left cylinder while the white fires the right cylinder.

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.

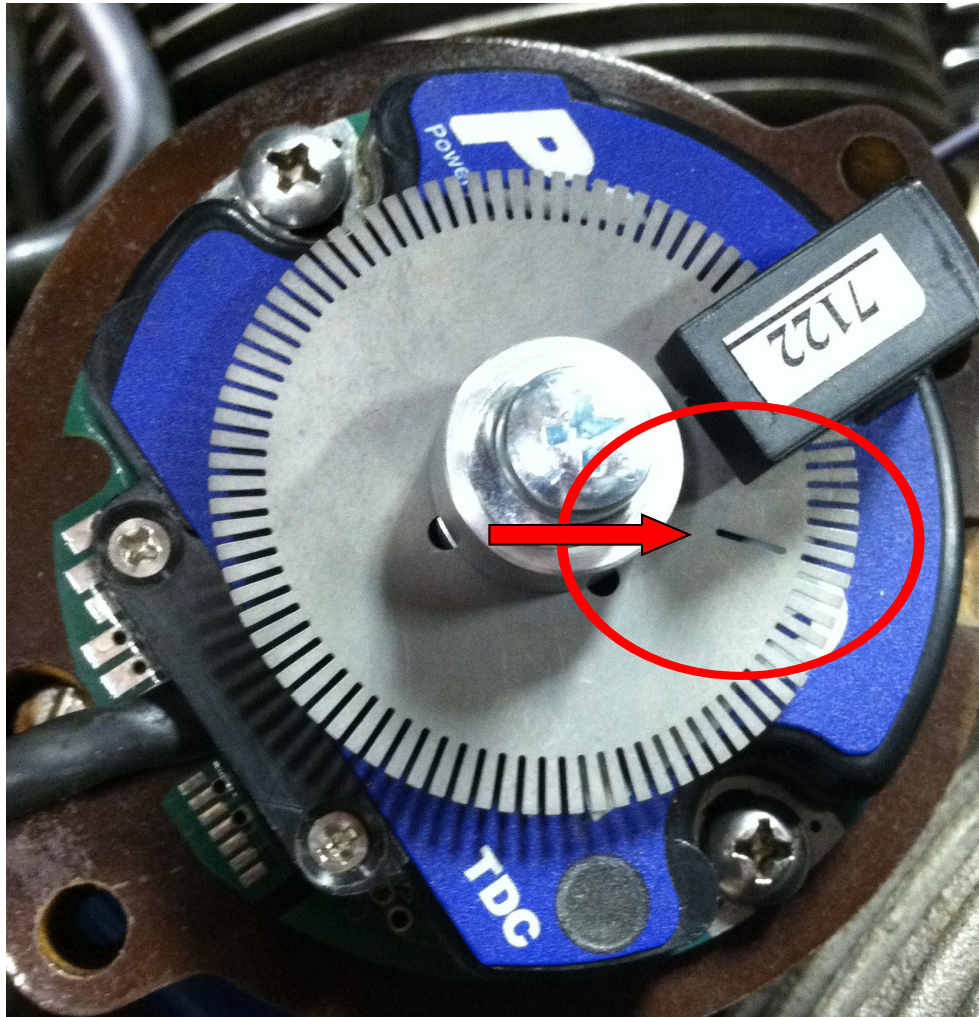
Green wire= Electric Tach (if you add one). If not used, tape it up so it cant touch any other wires!

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 will provide a timing curve similar to stock and reach the highest timing advance of all four maps.

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



Step 4

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

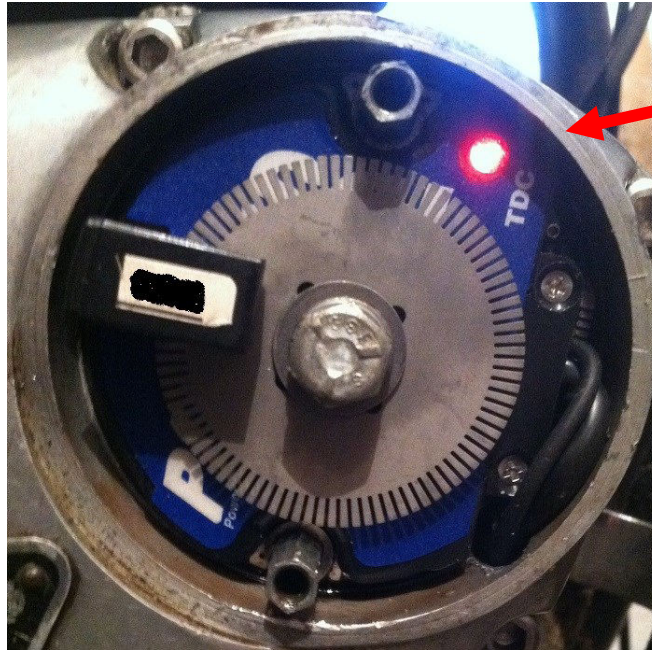
Attach your battery leads again and verify you have power to the ignition.

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

With 12 volt power applied to the ignition module but not the coil, 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"

If your engine does not start right away, especially if it backfires, verify you set timing while the left cylinder was on compression stroke.

An easy way to re-time if you messed up is to turn the engine so the encoder wheel slot is facing 180 degrees from the reader arm. Verify the timing mark is set exactly at the "S" line, and rotate the encoder so it once again turns the LED light on.

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.

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