

System 77 16 799 00
=> [€/€](#)



generator/electronic ignition for [Suzuki T125](#) (not for GT125!)

Magnet based generator with integrated fully electronic ignition. Output at 12V/150W DC. Solid state ignition with own power supply from within the system. Replaces [old magneto](#), points, regulator and ignition coil.

There is one small change you need to effect on the magneto cover. You need [to drill a hole 12mm](#) to lead the wire out. The system is technically capable of running [without battery](#).

(Enlarge pictures by clicking onto them.)

advantage over original system:

- all parts are new
- very good light output
- very stable ignition with solid spark
- better starting, better fuel burning

documentation:

- [assembly instructions](#)
- [wiring diagram](#)
- [parts in the pack \(photo\)](#)

photos:

- [the stock system](#)
- [the new installed system](#)
- [view at the new stator \(front\)](#)
- [view at the new stator \(back\)](#)
- [the new rotor \(flywheel\)](#)
- [the one physical change on casing \(hole wire wire exit\)](#)

If you can install and time a stock ignition and possess basic mechanical skills, you can install a VAPE system!

If you never have worked on your ignition, better have it done by someone who knows.

VAPE can not monitor the compliance to those instructions, nor the conditions and methods of installation, operation, usage and maintenance of the system. Improper installation may result in damage to property and possibly even bodily injury. Therefore we assume no responsibility for loss, damage or cost which result from, or are in any way related to, incorrect installation, improper operation, or incorrect use and maintenance. We reserve the right to make changes to the product, technical data or assembly and operating instructions without prior notice.

Please read these instructions fully and carefully before starting work on your motorcycle

Please bear in mind that [any modification of the material as well as own repair attempts which have not been agreed with VAPE may result in a loss of warranty. Do not cut off wires. This leads to a loss of reverse polarity protection and often results in damage to electronics.](#) Also, please take note of the information provided on the information page for this system. Check that what you have bought really corresponds to the motorcycle you have. Wrong ignition settings may damage your engine and even hurt you during kickstart (violent kickbacks). Be careful during the first test runs. If needed change settings to safer values (less advance). During assembly check carefully that the [rotor \(flywheel\) does not touch the stator coils or anything else](#), which may happen due to various circumstances and lead to severe damage.

Designated use

This system is designated to replace stock dynamo/alternator & ignition systems in vintage and classic motorcycles [whose engine characteristics have not been modified aftermarket](#). This system is not a tuning system and it will not bring significant increases in engine output. It does however significantly enhance roadworthiness and comfort by offering better lighting, better function of side indicators and horn and, compared with the aging stock systems, increased reliability. As our system does not tamper with engine characteristics it does not increase emission of gaseous pollutants and noise. In most cases emission of pollutants should even be reduced due to better combustion. If used as designated the system therefore will not normally infringe the existing legal status of the motorcycle (this statement is valid for Germany, for other countries, please check locally against your road licensing regulations). This system is not suitable for use in competition events. If used other than the designated way, warranty will be voided and it might well be that you do not obtain the desired results or, worst you loose legal roadworthiness.

The charging system is only suitable for use with rechargeable 12V (6V systems 6V) lead-acid batteries with liquide electrolyte or sealed lead-acid batteries, AGM, Gel. [It is not suitable for use with nickel-cadmium,](#)



IMPORTANT:

[nickel-metal-hydride, lithium-ion or any other types of rechargeable or non rechargeable batteries.](#)

This is a **[replacement system and not a copy of the stock material](#)**. The parts in this system therefore look different and might fit differently (notably ignition coil and regulator) requiring some adaptation by you.

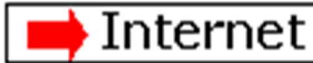
During assembly imperatively start with assy of engine based parts to see that those really fit before you start fitting the external parts. In many cases customers assemble those first and thereby often [modify them in breach of warranty](#) which renders them unfit for renewed sale. [Replacing old ignition systems is not a matter of taking something from a supermarket shelf as there have been very many types, versions and possibly unknown aftermarket modifications which harbour plenty of room for error.](#)

Our systems are **[NOT tested for use with third party electronic devices \(such as GPS, mobile phones, LED lighting etc\)and may cause damage to such parts.](#)** Possibly existing [electronic tachometers](#) will not work with the new system. Read our [information for suitable solutions](#). Possibly existing safety switches and electronic valve controls are not supported. It might be that your motorcycle was originally equipped with an ignition that did limit top speed for legal reasons. The new system does not have such a facility, so check your legal situation beforehand.

If you have no expertise for the installation have it done by an expert or at a specialist's workshop. Improper installation may damage the new system and your motorcycle, possibly even lead to bodily harm.

Before you order a system, please check whether a [puller tool](#) for the new rotor is included in the kit. If not, better order it at the same time. You might want to order light [bulbs](#), [fuse](#), horn, [flasher unit](#) etc. Never use anything other than the recommended puller tool to pull the new rotor again. Damage to the rotor as a result of use of other tools or methods is not covered by warranty.

The rotor is sensible to blows (including during transport). Before assembly, please always check for damage (on rotor without magnet plastification try to push the magnets aside with your fingers). After impact the glued in magnets might have broken loose, sticking to the rotor solely by magnetic force, so that one does not notice right away. During engine run the damage would be considerable. Before placing the rotor onto the engine, please make sure that its magnets have not collected any metal objects such as small screws, nuts and washers. That equally would lead to severe damage.



If you have access to the Internet, best view those instructions online.
 You get larger and better pictures by clicking onto them and possibly updated information. System list at <http://www.powerdynamo.biz>



You should have received those parts:

- pre-assembled stator unit
- rotor
- regulator/rectifier
- twin electronic ignition coil (CDI)
- ht-cables
- rotor fastening screw and washer
- blue switch off wire



To disengage your new rotor again, you will need to use the supplied puller M27x1.25 (part-no.: 72 98 799 99).

Note: Never use a claw puller, a hammer or any other device, that will shake the magnets off.

Make sure your motorcycle rests securely, preferably on an elevated work bench and that you have good access to the magneto side of the engine.

Remove the rotor nut and pull the old rotor from the crankshaft. For this you need a puller screw M16x1.5.

Disconnect all wires to the old magneto and pickup and take those parts off. Will not be needed any more.

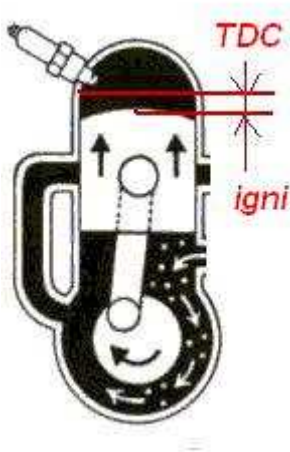




Take the woodruff key from the crank pin. It will not be needed any more and prevent assembly. If you forget this right at start, you will have to take the whole new unit off again to get access to the key.

Remark: The woodruff key does not actually hold your rotor on the shaft, this is done by the taper. It simply guides to the correct setting which will now be otherwise achieved.

(picture shows different engine, but same needed action)



Take the spark plugs out and bring a (no matter which) piston into ignition position. For where this is (how many mm before TDC) consult your manual. If you have no value at all, try with 3mm before top dead center position (TDC).

As this is difficult to do with the kick lever, place the new rotor onto the crankshaft (do not screw it down) and use it as a handle to turn the crank.

Remember, your shaft turns when you look at it from the ignition side anticlockwise. ONce TDC is found you have therefore to turn clockwise to get the needed value before TDC (here <igni>-

Take a look at the new rotor. You will find on its circumference a small lasered in line which is continued at the top of the side wall in red. That is an ignition marking.



Check the inside of the rotor for foreign objects (screws or other metal parts) that could damage the rotor and stator during the operation and - without having changed the crank position which should be set as shown above - place the rotor in such a way on the crankshaft (the open side with the view at the magnets facing you) that the marking is about vertical to ground (facing downwards).

Fasten the rotor with the screw M8 and the washer provided. To disengage only use the provided puller.

Finer setting can be done once the stator is in place (see further below).

The 2 magnets are missing by design. This is not a mistake.



Place the new stator unit into the engine cover as shown here. Fasten with the 3 countersunk screws M6 provided.

As the screws are 120 degrees apart and hence permit 3 different settings of the stator unit, make sure to get correct position of the stator. The correct position is when the indicator pin at the base plate (encircled in picture) points vertically to the ground as shown here.



Place the cover with the fitted new stator into the engine.

Fix the cover to the engine.

After you have placed the cover with the new coil onto the engine and after having checked timing as shown next, manually (spark plugs out) slowly turn the crank and listen very carefully whether you get any grinding noise from inside the alternator. This is to make sure all fits there and nothing is in collision - you can not see this now any more, but hear.



With crank still in ignition position check whether the rotor marking and the stator indicating pin align.

That should be - provided you have set the rotor marking to face vertically down - be about so.



Now, to fine tune, you may loosen **a little (!)** the 2 holder screws you have at the bottom and turn the base (magnets will pull against you) until the 2 markings align.

Should the range not be enough, you will have to reset the rotor accordingly.

Do not forget the re-fasten the 2 screws carefully!



Remains to make some way to lead the wire out of the cover.

This is the only moment you will have to mechanically alter your engine situation. And sure, you better do this before you do all the other work.

Recommendation is to drill a hole 12mm into the underside of the cover, place there the supplied grommet and lead the cable through. Drill the hole near the outside range of the cover (direction flat cover plate) as when you set the exit hole near the engine you have a problem between wire and rotor.




Here you see the engine with the new system.



Fasten the new electronic rectifier/regulator and ignition coil at a convenient place. Before you fix the coil, screw in the high-tension cables. Lay the new generator cables along the frame (using the enclosed cable binders), in that way, that they finished close to the regulator resp. ignition coil. Take care that nothing's pinched.


Connect the parts as shown in the [wiring diagram 73-2ik_102](#):

* To facilitate wire exit through the often small openings in the engine casing, the plastic plug of the generator's wiring that leads to the ignition coil has not been put onto the wire terminals. You should place the plug there only once all has been properly installed on the engine side.

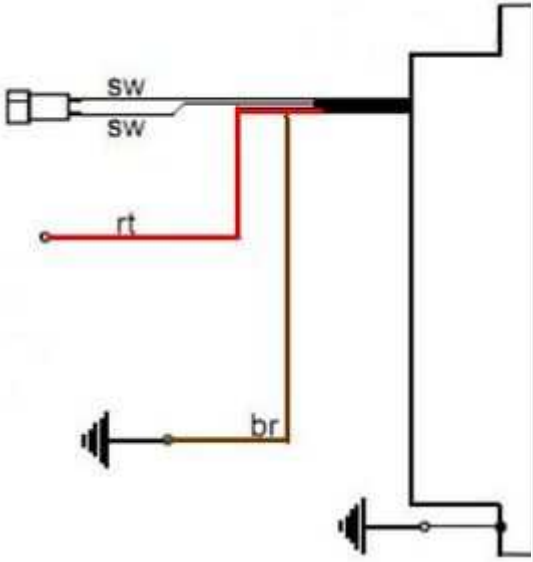

	<p>Look for the ignition coil with its female plug and the two wires (red and white).</p> <p>Put the provided 2-position plug housing provisionally onto this plug and insert the two wires (red and white) from the generator. Make sure that the terminals engage securely in the housing and that you connect:</p> <ul style="list-style-type: none"> • red to red • white to white
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Should you need (or want) to get the terminals out of the plug housing again, enter a paper clip from front next to the terminals and push the little barb aside. Than pull the wire out.

*** Connecting VAPE alternator to lighting circuit (via regulator):**

	<p>The 2 black wires running from the stator coil carry the voltage for lights, horn, flashers etc. They have nothing to do with ignition.</p> <p>This voltage (something between 10 and 50 volts AC) has however to be stabilized (regulated) and for most uses rectified into direct current (DC) as it primarily is alternating current (AC).</p>
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⚠ Attention: Any **confusion between plus and minus** leads to **immediate destruction of the regulator**. This will not constitute a warranty case as it is negligence! One can recognize a burnt regulator mostly by its sharp smell.

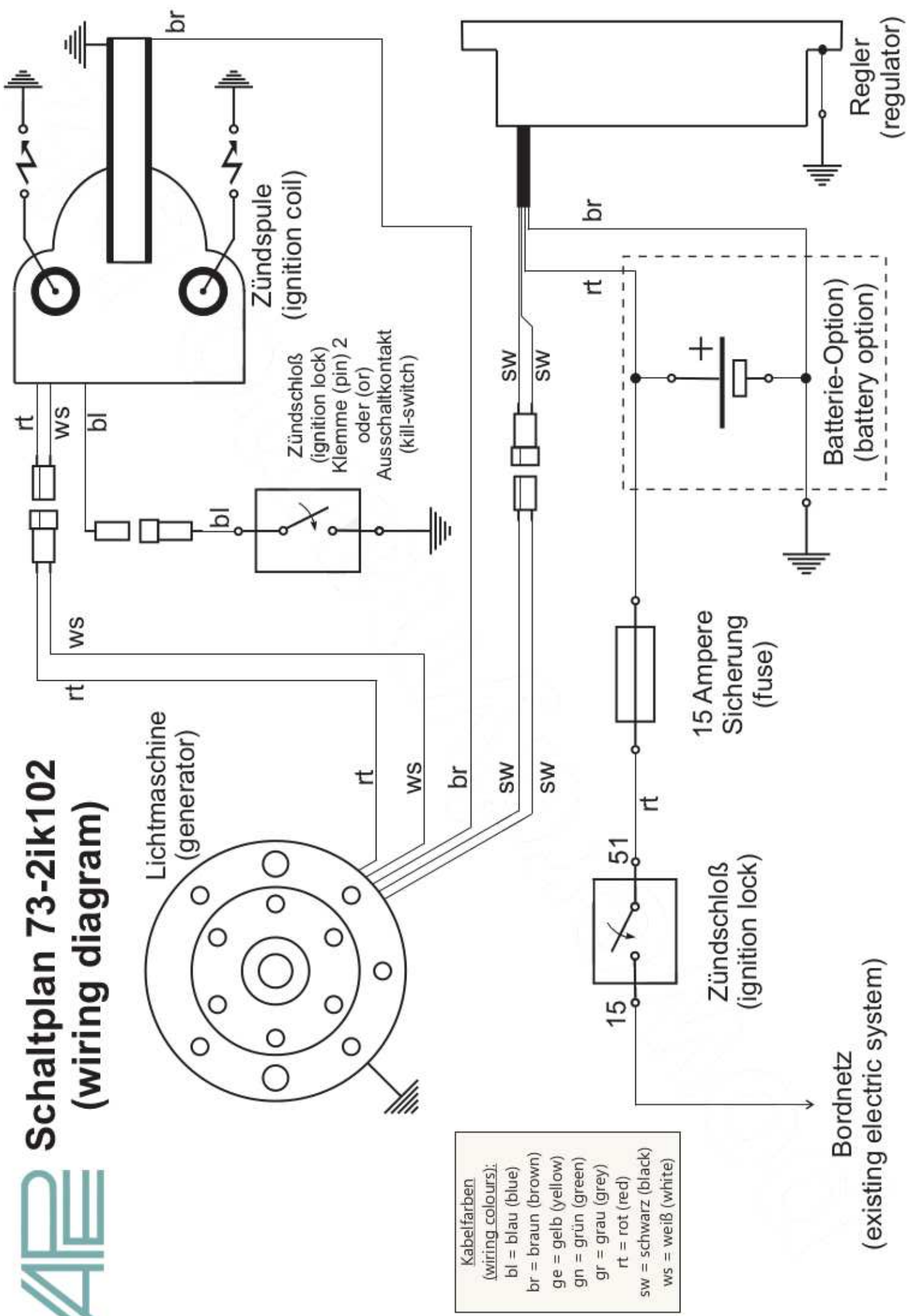
	 <ul style="list-style-type: none"> • the 2 black (sw) wires are the AC input from the alternator (as it is AC it does not matter which black to which black) • the red (rt) wire is the 12V DC output plus
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	<ul style="list-style-type: none"> the brown (br) wire is ground, internally connected to housing
The two black cables leading from the generator should be introduced into the supplied twin plastic plug housing. This housing connects to the plastic plug at the end of the 2 black wires on the regulator. It does not matter which black is at which side, as there is AC.
The brown cable from the regulator should connect to either battery minus or good ground if there is no battery.
The red cable from the regulator ... Take care: Wrong polarity will damage the electronics!	... should connect to either battery 12V PLUS or if there is no battery to the wiring that runs to your consumers (normally main switch intake pin).
If you use a battery, make sure that you have a 10A-fuse between battery and vehicle circuitry.	
There is NO facility for a charge control light without battery this will not work anyway. The regulator has an inbuilt high potency condenser to smoothen voltage. This will make sure that your side indicators (flashers) and horn will work correctly even without battery.	
Remains the blue (sometimes blue/white) wire at the ignition coil. This is the kill (cut-off) wire. * Note: Should you experience ignition failures, disconnect as a first measure this blue wire. In many cases that will permit you to get mobile again	Connected to ground - it will stop ignition! This type of wiring is used in motorcycles which originally already had magneto ignition and therefore switched off by shortcircuiting against ground. Those vehicles have by design a main lock (or some have a kill switch) that connects a pin to ground when in OFF position (German bikes: pin 2). The blue(/white) wire of the ignition coil will be connected here. In that way the cut-off works like previously.
Screw the high tension (ignition) cable ... * Please do not use any spark amplifying cables, such as "Nology supercables" or "hot wire". This will disturb the system and possibly damage it.	... into the ignition coil and pull over the rubber seal before mounting the coil (it will be easier). Please do use the cable arriving with the pack and not any old cable.
You will do yourself a favour to treat your bike to new spark plugs and spark plug sockets (preferably some between 0-2kOhm). Plenty of problems are to be traced back to "apparently good" (even completely "brand-new") sparks plugs, terminals and cables. Do not use spark plugs with an intern suppression resistor. NGK (e.g.) offered such spark plugs coded with an "R" (for resistor).	

*	<p>Finally - and before installing the battery and before the first kickstart - please re-check carefully all connections and fitments against the wiring diagram. Do check battery and light bulbs for correct voltage (12V).</p> <p>Should something not work, please consult our trouble-shooting guide on our homepage. As a first step disconnect the blue wire from the coil and re-test.</p>
*	<p>IMPORTANT: During crank shaft repair the dynamo shaft is often machined and gets shorter. The result is a rotor sitting lower, possibly touching now with its rivets the stator coil. The result is a destroyed stator and ignition failure.</p> <p>For more detail and how to check see (online) here.</p>
Important safety and operating information	
#	<p>Safety first! Please observe the general health and safety regulations motor vehicle repair (MVR) as well as the safety information and obligations indicated by the manufacturer of your motorcycle.</p> <p>The timing marks on the material are for general guidance only during first installation. Please check after assembly by suitable means (stroboscope) that settings are correct to prevent damage to the engine or possibly even your health. You alone are responsible for the installation and the correctness of settings.</p>
#	<p><u>Ignition systems generate high tension!</u> With our material right up to 40,000 Volts! This may, if handled carelessly, not only be painful, but outrightly <u>dangerous</u>. Please do keep a safe distance to the electrode of your spark plug and open high tension cables. Should you need to test spark firing, hold the spark plug socket securely with some well insulating material and push it firmly to solid ground of the engine block.</p> <p>Never pull sparkplug caps when engine is running. Wash your vehicle only with engine at standstill and ignition off.</p>
#	<p>Should you have received in the kit HT cables with a fixed rubber boot(which does not contain a resistor) you might have to use spark plugs with an inbuilt resistor (or replace the cap with one containing a resistor) to comply with your local laws.</p>
#	<p>After installation, please <u>check tightness of all screws, even those preinstalled</u>. If parts get loose during run, there will be inevitably damage to the material. We pre-assemble screws only loosely.</p>
#	<p>Give the newly installed system a chance to work, before you start to check and test values, or what is worse apply changes to it.</p> <p>Our parts have been checked before delivery to you. You will not be able to check much anyway. At any rate do refrain from measuring the electronic components (such as ignition coil, regulator and advance unit). You risk severe damage to the inner electronics there. You will not get any tangible results from the operation anyway. Bear in mind that also your carburetor, your spark plugs and spark plug sockets (even if completely new) might be the reason for malfunction. The general experience with our systems is that the carburetor will have to be re-adjusted to lower settings. Should the system not start after assembly, first disconnect the blue (or blue/white) cut-off wire directly at the ignition coil (or in some cases advance unit) to eliminate any malfunction in the cut-off circuitry. Check ground connections carefully, make sure there is a good electrical connection between frame and engine block.</p>

	In case of troubles, please consult our Knowledge Base first before you send off the material to us for checking
#	The spark of classic, points based ignition systems has with about 10,000 Volts comparatively little energy and looks therefore yellow and fat (which however makes it highly visible). The spark from our system is a high energy spark with up to 40,000 Volts and therefore is needle thin focused in form, and blue in colour, which makes it not so visible. Furthermore you get spark only at kick-start operated speeds and not by pushing the kick-lever down slowly with your hand (as you might get with battery based ignitions).
#	Systems using a twin outlet ignition coils have a few peculiarities. Please observe that during tests on one side, the other has either to be connected to an fitted spark plug or securely earthed/grounded. Otherwise there will be no spark on either side. Also with such open exits long and dangerous sparks may fly all over the coil.
#	Never do electric arc welding on the bike without completely disconnecting all parts containing semiconductors (ignition coil, regulator, advance) stator and rotor need not be taken off. The same is true for soldering. Before touching electronics disconnect the soldering iron from mains! Never use copper putty on spark plugs.
#	Electronics are very sensitive to wrong polarity. After work on the system, do check correct polarity of the battery and the regulator. Wrong polarity creates short circuits and will destroy the regulator, the ignition coil and the advance unit. As a rule, wiring will always be colour to colour. Instances, where colour jumps between wires are expressly mentioned in our instructions.
#	When you handle the new rotor, take care not to damage its magnets. Refrain from direct blows to the circumference of the rotor. When transporting never put the rotor over the stator. Observe our information relative to transport of the material.
#	Do not use spark plug sockets with a resistance of more than 5kOhm. Better use 1 or 2kOhm ones. Bear in mind that spark plug sockets do age and thereby increase their internal resistance. Should an engine start up only when cold, a defective spark plug socket and/or spark plug is very probably the cause. In case of problems check high tension cables too. Never use carbon fibre HT-cables, never use so called "hot wires" which promise to increase spark.
#	It is a good idea to cover the rotor in a thin layer of oil to reduce the risk of corrosion.
#	Never use a claw puller or a hammer to disengage the rotor. Its magnets might become loose in the event. We offer a special puller for disengaging the new rotor again (see assembly instruction)!
#	Should the motorcycle not be in use for some longer period, please disconnect the battery (so existing) to prevent current bleeding through the diodes of the regulator. Though, even a disconnected battery will empty itself after a while.
#	Please do observe these remarks, but at the same time, don't be afraid of the installation process. Remember, that before you, thousands of other customers have successfully installed the system. <i>Enjoy driving your bike with its new electric heart!</i>

Schaltplan 73-2ik102 (wiring diagram)



Kabelfarben

(wiring colours):

bl = blau (blue)

br = braun (brown)

ge = gelb (yellow)

gn = grün (green)

gr = grau (grey)

rt = rot (red)

sw = schwarz (black)

ws = weiß (white)