

system 78 25 799 DC
=> [€/€](#)

Generator/ electronic ignition
for Montesa H6 (1979-81) (right side, large bolt-rotor
assembled with a nut M14x1.5LH)

NOTE: There are different versions of Montesa motorcycles. The main differences regarding ignition are the engine side on which the ignition is mounted and the thickness of the crankshaft journal on the dynamo side. The easiest way to determine: the diameter and the direction of the nut fixing the rotor.



Magneto based ignition device with integrated fully electronic ignition dependent on speed. Light output 12 V/180 W DC. Contactless electronic ignition with its own power supply inside of the device. Replaces old dynamos, centrifugal regulators, breakers, ignition coil. (If the regulator is not required, the device can be delivered also without it!) No changes to the engine casing required!

Rotor weight: 2 kg (original 1.8 kg)

Advantage over original system

- all parts are new
- distinctly brighter light
- very stable ignition with high energy sparking
- better start and better combustion
- no more wear on the breaker
- no more fault-prone centrifugal regulators required

Documentation

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

Photos

- [Original system](#)

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

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.



IMPORTANT:

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, nickel-metal-hydride, lithium-ion or any other types of rechargable or non rechargable 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.

**Internet**

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!

- Stator unit
- Rotor
- Ignition coil and cable
- Regulator/rectifier
- Expansion cable (blue)
- Screws and small parts

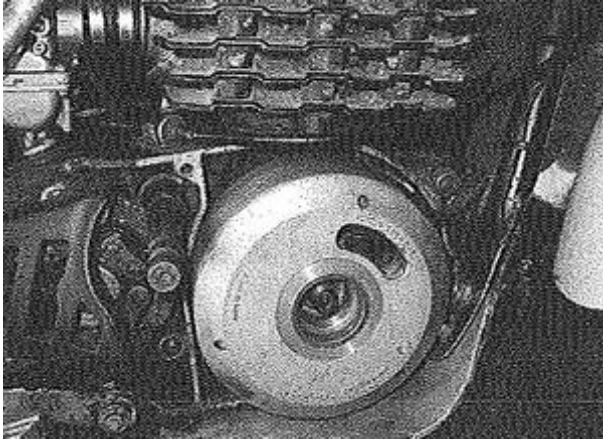


[To remove the new rotor](#) please use only the supplied M27x1.25 puller. **NOT INCLUDED** (order no.: 99 99 799 00)

WARNING: When using a double-arm puller, the magnets in the rotor will loose!

Ensure that your Montesa motorcycle is stable, preferably on an elevated mounting platform, and that you have good access to the engine dynamo location.

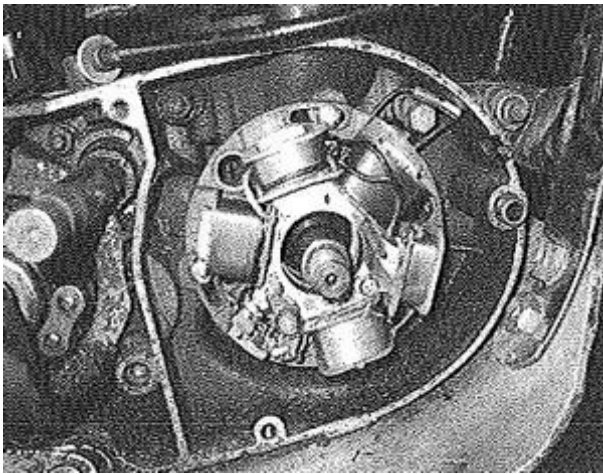
Disconnect the battery and remove it from the motorcycle. Say goodbye to a good piece at this point, since from now on you will have a 12-volt electrical network in your motorcycle and you will need a 12-volt battery - if you want to install a battery. From a technical point of view, the system is capable of being operated [without the battery](#). But if [your motorcycle is not considered a veteran](#), the road traffic regulations prescribe a functioning parking light. If the indicator lights are installed, you must install an [electrolytic capacitor](#) instead the battery (min. 20.000 μ F/16 V) for smoothing the voltage. You will need 12 volt bulbs for headlights, speedometer illumination as well as for tail light. The old horn can remain.



Remove the original rotor using a suitable puller. Remove the dynamo and the ignition coil.

Using pliers, remove the plain key on the crankshaft tapered pin. It will no longer be needed. Please remember to do so, otherwise you would have to remove the dynamo again later.

This plain key does not serve to fix the rotor, this is done by means of a tapered pin. The task of this key was to ensure the correct ignition position, but this will now be accomplished differently.



Look at the new stator unit. You will find a red ignition marking to the left of the thick black coil.

Attention If you ever remove the stator completely from the base plate, be sure to note its position. Changing its position inevitably brings a 120° change in ignition setting and thus the termination of the marking.



Now look at the rotor, on its outer perimeter you will find a small marking (a knurled line). Here in the picture highlighted white for better visibility.

Alternatively, it is a good idea to visualize this line using a marker so that it is better visible on the engine. This is also the ignition marking.

(The picture shows a similar rotor!)



Attach the new stator to your motor exactly as the old stator has been seated, while the cable must be well routed from the engine.

Since the ignition marking on the stator base plate is no longer visible when the rotor is fitted, you must transfer the ignition marking to the engine block.

(The picture shows a similar engine!)

Ignition settings: For as best as possible flexibility of ignition adjustment, the adjustment of the crankshaft rotor to the key and groove has been abandoned. However (as long as the tapered pin is correct) there is no risk of inadvertent loosening or turning the rotor, which is anyway fixed by the tapered pin and never by the feather key. This only has a control function to fix a correct ignition point.

Check the rotor interior again for foreign objects (screws or other metal parts) which could damage the rotor and stator during operation.

Slide the rotor loosely onto the crankshaft and check that it can rotate freely over the stator base. At the same time, ensure that there is sufficient clearance from the inner plate retaining screws.



Remove the spark plug and move the piston to the "ignition point" position. (Or alternatively 2 mm from OT, anyway consult this in the motorcycle's instruction manual!) Because it is quite complicated due to the start lever, use the new rotor to rotate the crankshaft.

Remove the rotor again and reinstall it on the crankshaft to match the ignition marking on the stator unit and rotor.



Screw the rotor carefully in position using the original retaining nut.

Be sure to use the supplied washer.

Be careful not to move the crankshaft or rotate the rotor all the time, otherwise the ignition will not match and you would have to start the procedure from the beginning.

Screw the spark plug back into the cylinder.

Install the new ignition coil and regulator at a suitable place.

<p>Connect the parts as shown in the wiring diagram 73ik_102:</p>	
<p>* In order to facilitate the passage of the cables through the narrow openings, or to allow the passage, the plug of the cable leading to the new ignition coil from the new dynamo is not installed into the contact terminals at the end of the cable. You should only attach the plug when the cable has been finally passed through the engine opening. To do this ...</p>	
	<p>... take the female ignition coil plug with yellow, red and brown cables.</p> <p>Insert loosely the 4-pin connector sleeve onto this connector and insert the loose dynamo cables (white, red, and brown) with the contact terminals at the back into the connector. Make sure that the connector terminals will stop in the connector cover. While doing so, it is strictly necessary to ensure the correct positioning of these cables in the connector:</p> <ul style="list-style-type: none"> ▪ the yellow from the dynamo goes to the yellow from the ignition coil ▪ the red goes to the red ▪ The brown goes to the brown
<p>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.</p>	
<p>* Connecting VAPE alternator to lighting circuit (via regulator):</p>	

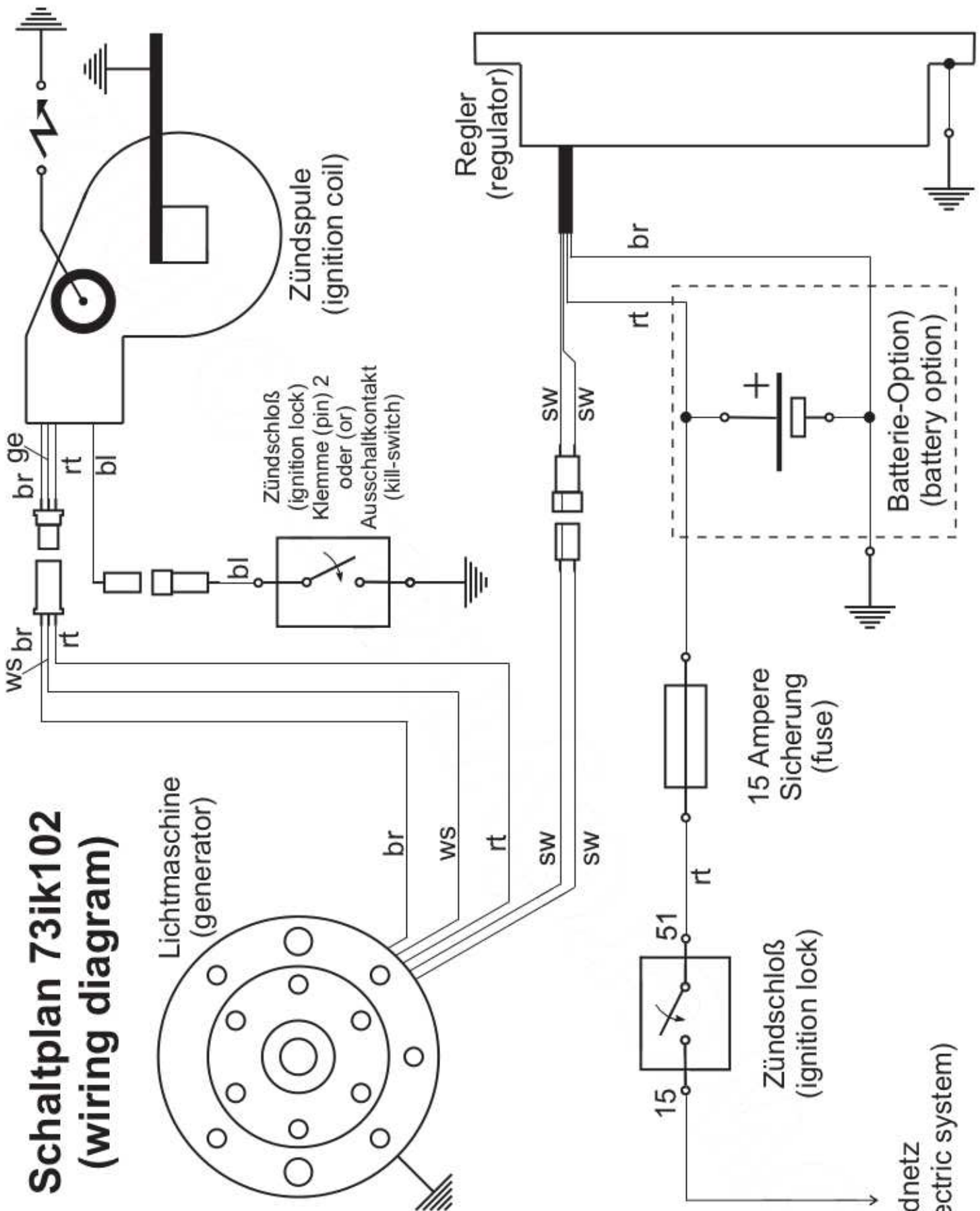
	<p>The 2 black wires running from the stator coil carry the voltage for lights, horn, flashers etc. They have nothing to do with ignition.</p> <p>This voltage (something between 10 and 50 volts AC) has however to be stabilized (regulated) and for most uses rectified into direct current (DC) as it primarily is alternating current (AC).</p>
<p>⚠ 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.</p>	
	<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 ▪ the brown (br) wire is ground, internally connected to housing
<p>The two black cables leading from the generator ...</p>	<p>... 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.</p>
<p>The brown cable from the regulator ...</p>	<p>... should connect to either battery minus or good ground if there is no battery.</p>
<p>The red cable from the regulator ...</p> <p style="text-align: center;">Take care: Wrong polarity will damage the electronics!</p>	<p>... 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).</p>
<p>If you use a battery, make sure that you have a 10A-fuse between battery and vehicle circuitry.</p>	
<p>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.</p>	

<p>* Remains the blue (sometimes blue/white) wire at the ignition coil. This is the kill (cut-off) wire.</p> <p style="text-align: center;">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</p>	<p>Connected to ground - it will stop ignition!</p> <p>This type of wiring is used in motorcycles which originally already had magneto ignition and therefore switched off by shortcircuiting against ground.</p> <p>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.</p>
<p>* Screw the high tension (ignition) cable ...</p> <p>Please do not use any spark amplifying cables, such as "Nology supercables" or "hot wire". This will disturb the system and possibly damage it.</p>	<p>... into the ignition coil and pull over the rubber seal before mounting the coil (it will be easier).</p> <p>Please do use the cable arriving with the pack and not any old cable.</p>
<p>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.</p> <p>Do not use spark plugs with an intern suppression resistor. NGK (e.g.) offered such spark plugs coded with an "R" (for resistor).</p>	
<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>	
<p>Important safety and operating information</p>	
<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># Ignition systems generate high tension! 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</p>	

	<p>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, <u>before you start to check and test values</u>, 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> <p>In case of troubles, please consult our Knowledge Base first before you send off the material to us for checking</p>
#	<p>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).</p>
#	<p>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.</p>
#	<p>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.</p>
#	<p>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.</p>

#	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 73ik102 (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)

Bordnetz
(existing electric system)