

System 78 18 799 00

INFO [price](#)**generator / electronic
ignition for Zündapp K/KK200**

**do not confuse with DL/DK200 which has the
dynamo on the LH side and turn anticlockwise (KK
turns clockwise)**

Magnet based generator with integrated
fully electronic ignition. Output at
12V/180W DC. Replaces old Noris magneto
of type DS with regulator and centrifugal
governor. The system is technically capable
of running without battery. No changes on
engine casing needed.

Ignition coil and regulator have to be
mounted outside the engine.

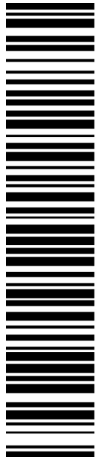
- all parts are new
- solid state ignition and advance
- more light output (with light bulb
40/45W)
- very stable ignition with solid spark
- better starting, better fuel burning
- no wear anymore on collector,
governor and points

Advantage over original system**Documentation**

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

Photos

- [die installierte \(offene\) Anlage, Blick
auf den Stator](#)
- [das neue System unter dem Deckel](#)
- [das System am Motor](#)
- [Motor ohne das Zündsystem](#)
- [installed \(open\) system](#)
- [the system under the cover](#)
- [system on engine](#)
- [engine without any ignition system](#)



M781879900

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.



IMPORTANT:

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 recharchable 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

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| | 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:**

- complete housing mit installed stator coil
- rotor (flywheel) / puller tool
- ignition coil
- regulator/rectifier
- ht cable
- fastening screws



The new rotor may be pulled again with the supplied puller M27x1,25 (part 70 85 899 99).

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

The new dynamo (now actually magneto) body is ready assembled. There is no reason for you to take the tower or the coils off. You only risk damage!

You will have however to take the holding device for the cover off. This is a set of 2 rings. Loosen the 2 screws and lift the top ring off. Than turn the lower ring by 90 degrees (clockwise or anticlockwise until its notches come clear. Take the ring out.



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

Disconnect your battery and take it out of the motorcycle. Note that you will install a 12 volts system, so you will either need a 12 volt battery or you use the [option of driving without a battery](#).

You will equally have to replace all lightbulbs to 12 volt ones. The horn may stay at 6 volts.

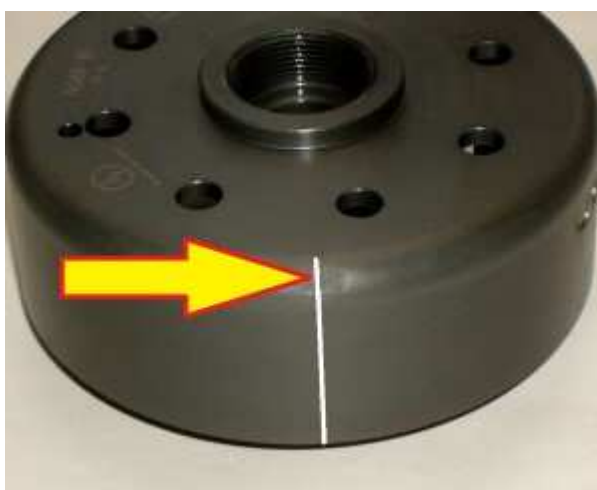


Disconnect the wires from the old dynamo and take it off. Pull the rotor of the crank.

Remove all 6 volt bulbs off the head light, tachometer and the tail light. The old horn may stay.



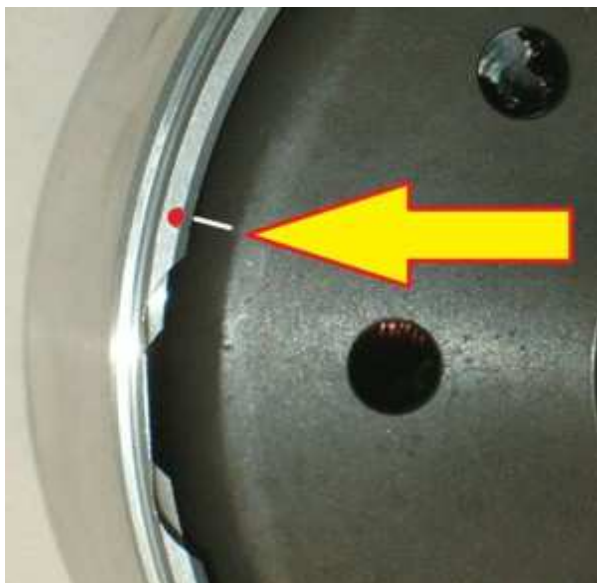
Take the woodruff key from the crank pin. It will not be needed anymore and prevent assembly. If you forget this right at start, you will have to take the whole new unit off again to get access to the key.



Have a look at your new rotor. You will find on its circumference a small pressed in marking.

This marking is elevated equally to the top side of the rotor as installed it will not be visible in its bottom position.

This marking serves as a timing marking.



Have a look at the new generator housing. You will see there right off the small black coils a small red marking in the top of the housing wall. This is an ignition marking as well.

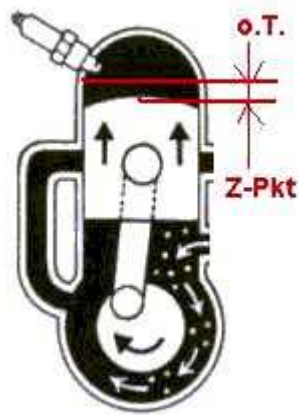
Both will align with crank at top dead center (TDC, the highest point the piston can get).

Place the new housing onto the dynamo seat at the front of the engine.

Fasten it with the 2 flathead screws provided. No worry, the 2 screws will do, even if before it had been 4 of them.



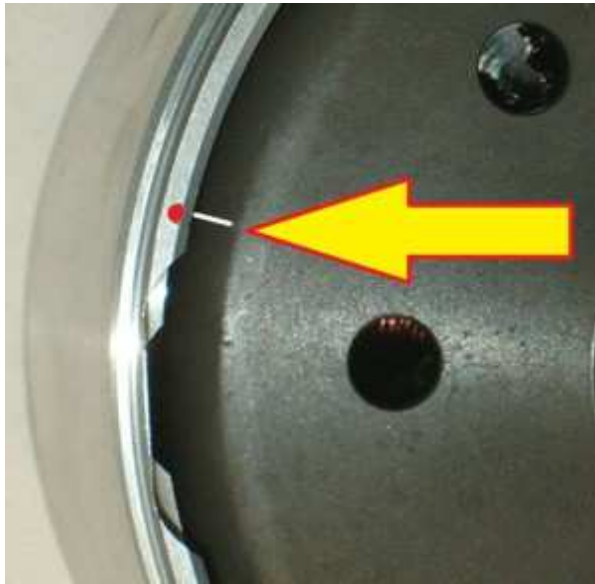
Remove the spark plug to get a smooth turn of the crankshaft. Put the rotor on the crankshaft (do not screw it down yet) and (IMPORTANT!): Check that the rotor can rotate freely over the base plate and coil set.



Remove the ignition plug and bring the piston into ignition position. For this model it is approx. 4.5mm before top death center (BTDC).

You could turn the engine with the loosely placed new rotor.

Hint: At this point you should also check if the rotor is turning freely at the mounted statorcoils!



Now:

- remember the rotor marking
- remember the marking on the housing wall
- verify again that your crank is in ignition position
- place the rotor in such a way carefully onto the crank that the 2 markings align.

Best do this by help of the screwed in puller.

In that position screw the rotor down with the supplied special bolt M12x1 and the curved fastening washer. Make sure not to change the crank position.

With that you have set ignition to normal values. Should you feel after test runs that some modified timing would have advantages for you, you may change timing to theoretically any value. But care, wrong timing may damage your engine.

You change timing by:

- Screwing the puller into the rotor, popping it from the crank ...
- ... and (without changing the position of the crank) resetting the rotor at the wanted angle. Setting it more into a clockwise position will initiate later timing, shifting it anticlockwise will make it earlier. Use small steps only for this.
- Do use a stroboscope to check timing when you experiment!
- You will do yourself a favour to treat your bike to new spark plugs and spark plug sockets (preferably some between 0-2kOhm).
- Adjust the spark plug's gap on 0.4-0.6mm.

Now, the new ignition coil and the new regulator/rectifier have to find a place on the motorcycle. The regulator is well dimensioned and does not need to get direct airflow.



An easy option (if you opt for driving without battery) is to place them in an [empty battery casing](#).

As the system may work without battery that gives an easy place for hiding the parts.



Now place the cover holding device back into position. Place the bottom ring (the one with the external nodes into the groove of the housing and turn it until it is back in his original position. Than place the second plate on top and screw the 2 tight together. This will block any moveement of the device. It now is ready to take the cover.

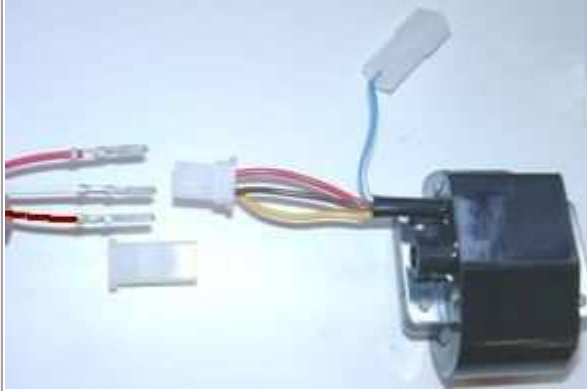


Photo shows DL200



Remains the original cover and secure with the supplied screws M5x20.

NORE: because there are different high lids, please make sure to use only screws that do not protrude into the rotor!

Connect the parts as shown in th [wiring diagram 73ik 102](#):

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| * | <p>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> |
|  | <p>Look for the ignition coil with its female plug and the three wires (red, brown and yellow).</p> <p>Put the provided 4-position plug housing provisionally onto this plug and insert the three wires (red, brown 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 • brown to brown • white from the generator to yellow of the ignition coil |
| <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> | |

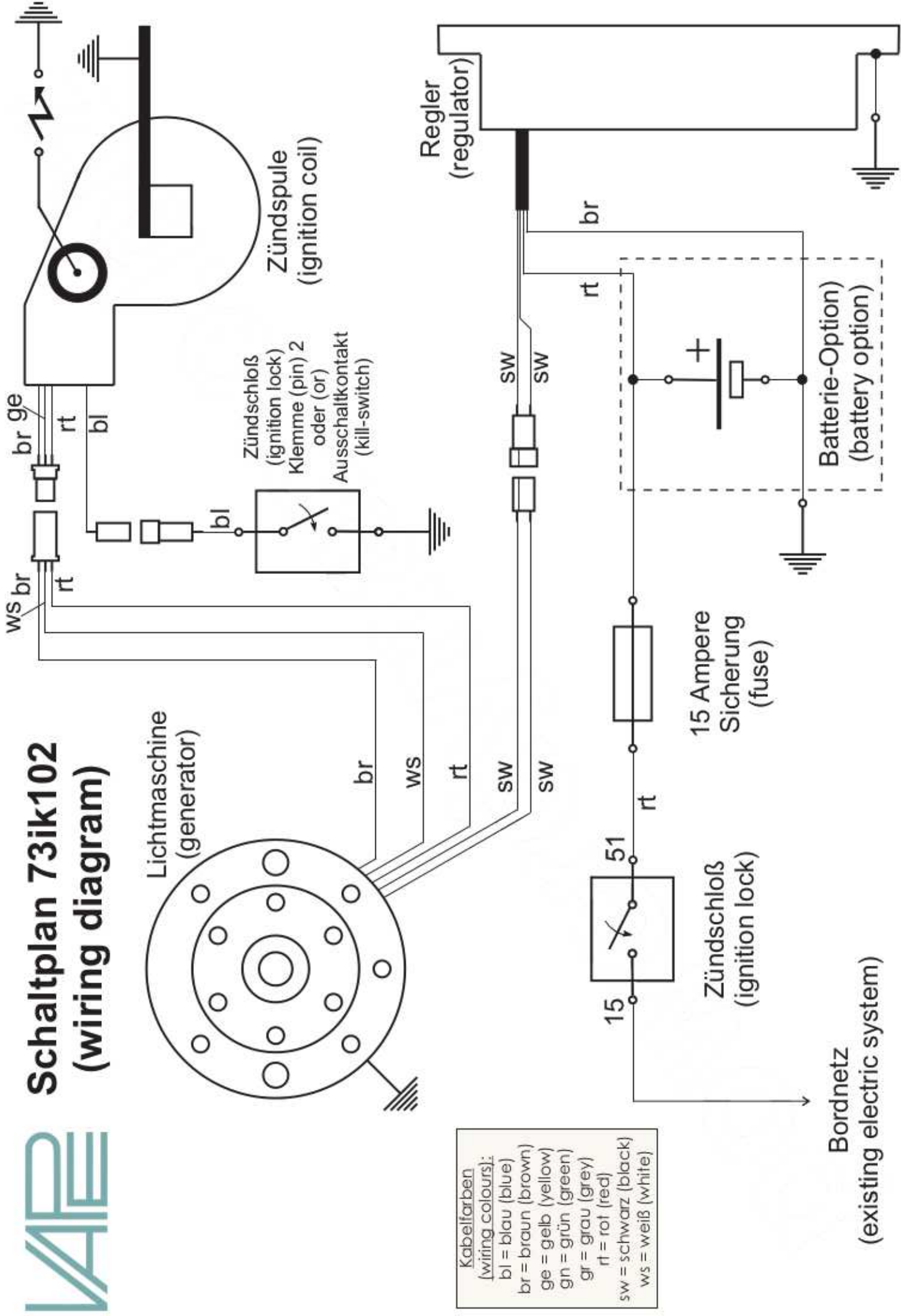
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| | <ul style="list-style-type: none"> the 2 black (sw) wires are the AC input from the alternator (as it is AC it does not matter which black to which black) the red (rt) wire is the 12V DC output plus the brown (br) wire is ground, internally connected 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>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 <u>the blue (sometimes blue/white) wire</u> at the ignition coil. This is the kill (cut-off) wire.</p> <p>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> |

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| | Screw the high tension (ignition) cable ... | ... into the ignition coil and pull over the rubber seal before mounting the coil (it will be easier). |
| * | Please do not use any spark amplifying cables, such as "Nology supercables" or "hot wire". This will disturb the system and possibly damage it. | 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). | |
| * | 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). 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. | |
| * | 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. For more detail and how to check see (online) here . | |
| | Important safety and operating information | |
| # | 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. 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. | |
| # | <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. Never pull sparkplug caps when engine is running. Wash your vehicle only with engine at standstill and ignition off. | |
| # | 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. | |
| # | 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. | |

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| # | <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.</p> <p>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> |
| # | <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.</p> |
| # | <p>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.</p> |
| # | <p>It is a good idea to cover the rotor in a thin layer of oil to reduce the risk of corrosion.</p> |

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| # | 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)



Bordnetz
(existing electric system)