System 70919992K

Alternator/ignition system suitable for Simson AWO 425 Tour and Sport with dual ignition (2 spark plugs)

- Special system

- Alternator with integrated, contactless, fully electronic ignition. Replaces the original 6-volt alternator L45/60L, together with the regulator, ignition magneto with centrifugal adjuster and breaker. Upgrades your system to 12V/150W and dual ignition. No modifications to your engine casing are required. The system is technically capable of operating entirely without a battery.

PLEASE NOTE:

- This system does not replace the entire wiring harness (as with versions 7091T and 7091W), but only the cables connected directly to the alternator/ignition
- If a different ignition lock has been fitted to the AWO (e.g. MZ), the ignition cut-off will not function as described in the instructions.
- Please refer to our information on PD ignition and the vent rotary valve/oil leakage, if applicable
- **Dual ignition is not a standard AWO specification**. Fitting a second spark plug alters the engine's characteristics, with unknown consequences. The engine may not necessarily run any better as a result!
  We guarantee that the system will function and that both spark plugs will be active, but we do not guarantee that the engine will run any better with dual ignition.
  We do not recommend such a modification!
- If you retrofit a standard AWO system, the warranty will be voided because you will have to make significant alterations to the wiring, which is designed to suit the position of the ignition coil in the engine – something that is not possible with the thicker twin ignition coil!

Advantages over the old system:

- all parts are new
- Fully electronic, contactless ignition with automatic ignition timing adjustment
- significantly brighter light; it even works with H4 headlights
- No more wear on carbon brushes, commutator and centrifugal regulator
- Technically speaking, it can be operated without a battery

- Notes:

- It is not possible to fit the (larger) twin ignition coil in the engine compartment, as is the case with the standard system. We therefore only supply a cover plate for the camshaft opening, without the brackets for the ignition coil. The ignition coil must be fitted outside the engine.

M70919992K

Installation instructions for system 70917992K	2 July 2026

- If you are able to fit and adjust the original ignition system and have general mechanical skills, you can also fit a VAPE system. If you have never worked on one before, it is best to have the system fitted by someone who knows what they are doing.

- VAPE is unable to monitor compliance with these instructions, or with the conditions and methods relating to the installation, operation, use and maintenance of this system. Incorrect installation may result in damage to property or even personal injury. We accept no responsibility or liability whatsoever for any loss, damage or costs arising from, or in any way related to, faulty installation, improper operation, or incorrect use and maintenance. We reserve the right to make changes to the product, technical specifications or installation and operating instructions without prior notice.

IMPORTANT

Please ensure you read the entire instruction manual carefully before you begin installation

Please bear in mind that unauthorised modifications, including attempts at repair, to the components may result in the loss of your warranty rights. This also applies to cutting cables, which very often leads to the loss of reverse-polarity-protected connectors and, consequently, to short circuits or reverse polarity that can damage the components.

Please note the **instructions on the system information page**. Ensure that the system configuration shown actually meets the requirements of your engine. Incorrect ignition settings, for example, can certainly damage the engine and/or cause injury when starting (kickback from the kick-starter). Particular caution is required during the first start-up after installation. If you notice any malfunction, check and adjust the ignition timing! During installation, check very carefully that the rotor is not rubbing against the stator coil or anywhere else, as this can occur for various reasons and lead to serious damage.

Intended use

- This is a **replacement system and not a copy of the original components**. The parts of the system therefore look different from the original parts, and in particular the ignition coil and regulator may have different mounting points, which will require you to make adjustments. This system is intended **exclusively** as a replacement for original lighting and ignition systems in classic and modern classic motorbikes **whose engine characteristics have not been subsequently altered by design modifications**. It is not a tuning system; it does not alter the original engine characteristics and does not result in a significantly higher engine output. However, it does improve the vehicle's roadworthiness and safety through better lighting, more visible indicators, a consistently powerful horn and, compared to the ageing original systems, greater overall reliability. As our systems do not cause any significant change to the engine's performance characteristics, there is no deterioration in exhaust emissions or noise levels. In most cases, exhaust emissions are likely to improve, as combustion becomes more complete.

- VAPE guarantees that its products are type-approved and marked with the letter 'E' (specifically 'E8' for the Czech Republic), thereby ensuring that the products' characteristics consistently comply with the relevant ECE type-approval regulations (in particular ECE R10.05). Inspections are carried out regularly by the competent authority

- The charging system is strictly **intended for use only with rechargeable 12V (6V systems: 6V) lead-acid batteries with liquid electrolyte or sealed lead-acid batteries, AGM and gel types.** It is not suitable for use with nickel-cadmium, nickel-metal hydride, lithium-ion or other types of rechargeable or non-rechargeable batteries.

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vape@vape.cz

- The system is **not suitable for use at sporting events.**
If the system is used for purposes other than those for which it is intended, the warranty will be void. Furthermore, the system may not perform as you require, and we will be unable to assist you via our support service as we will not be aware of the situation. In the worst-case scenario, improper use may even result in the revocation of the operating licence.

- **When assembling the parts, be sure to start by fitting the parts on the motor side** (adapter, stator, rotor) to check that they actually fit before fitting the parts to be mounted outside the motor. Unfortunately, it is often the case that people start by fitting the regulator, ignition coil and, where applicable, the control unit, and these parts are very often modified (without being properly calibrated!), which makes it impossible for us to resell them later. Replacing the lighting and ignition systems on older motorbikes is, unfortunately, not like picking something off the shelf at the supermarket; given the wide variety of models and the possible changes to the components since they were first produced many years ago, it is always a complex matter which, regrettably, can also involve errors.

- Our systems have **NOT been tested for use with other electronic components (such as third-party ignition systems, sat-navs, mobile phones, LED lights, etc.)** and may, under certain circumstances, cause damage to such components. Any existing rev counters are not supported by the system. However, we do offer a rev counter solution. Similarly, any circuit breakers or exhaust control systems operated by the ignition are not supported. It may also be the case that, for legal reasons, your original ignition system was fitted with a speed-limiting device. The new system does not have such a device. You should therefore check the legal situation beforehand.

- If you do not have the necessary expertise to carry out the installation, please have it carried out by a qualified technician or a specialist workshop. Incorrect installation may damage both the new system and the motorbike, or may even result in injury to the rider.

- Before ordering a system, please check whether the **rotor puller** we recommend is included in the scope of delivery. If not, it is best to order it at the same time! If the rotor is damaged by the use of other tools or equipment, the warranty claim will be void!

- The rotor is extremely sensitive to impact (e.g. including during transport). You must always check the rotor for any damage before installation. If the rotor has magnets that are not encapsulated, check that the magnets are securely in place by trying to push them sideways with your fingers. Following an impact, some of the glued-in magnets may have become loose and are now held in place solely by their magnetic force. This would cause serious damage to the system during operation. At the same time, please check the rotor's magnets for foreign objects (e.g. screws or other metallic items).

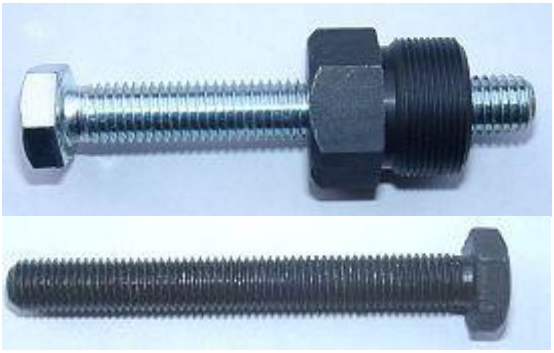
- **If you have internet access, it is best to view this documentation online**. This allows you to click on most of the images to enlarge them, and you will find more – and possibly more up-to-date – information. System list available at: *http://www.powerdynamo.biz*

You should have received the following parts:

- Rotor (including M7x35 fixing screw, left-hand)
- Pre-assembled stator unit with cable harness
- Camshaft cover plate and seal
- Twin ignition coil
- Ignition lead
- Control unit
- Regulator/rectifier
- Small parts

- Please note that the coil housing is only loosely screwed onto the base plate, as you will need to remove it again to fit it to the crankcase (otherwise you will not be able to fit the fixing screws).

- Please also note that the sensor is only loosely screwed on, as it needs to be adjusted. Tighten these screws securely once the adjustment is complete.



- To remove the new rotor, you will need an M27x1.25 puller (order no.: 99 99 799 00 **– not included!**).

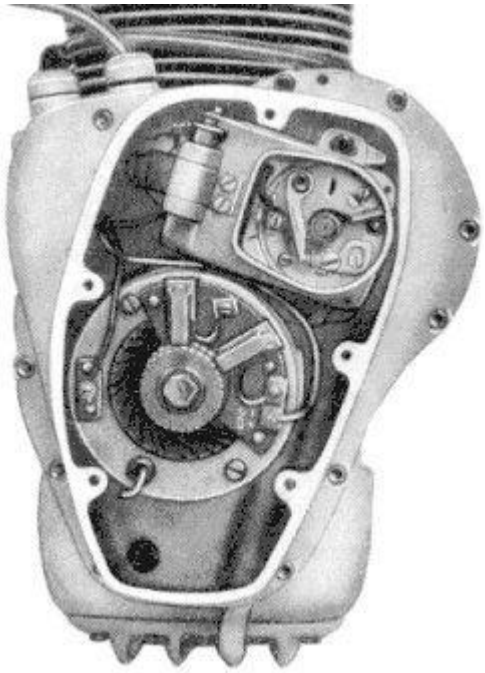
CAUTION: if you use a claw puller, the magnets in the rotor will come loose!

- To remove the old rotor, you will need an M10x90 pull-off bolt (order no.: 89 99 026 00 – not included!).

- Ensure that your AWO is standing firmly on its stand, preferably on a raised assembly platform, and that you have good access to the front of the engine. You will need to move the fork several times.

- Disconnect the battery and remove it from the motorbike. Please say goodbye to this old battery at this point, as you will now need a 12-volt battery.

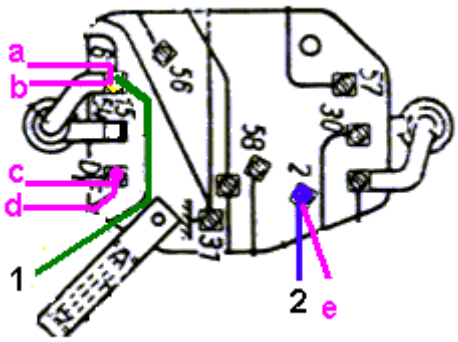
- Technically speaking, the system is capable of operating without a battery. However, unless your motorbike is classified as a classic, the StVZO requires that a parking light be in working order.



- First, remove the old parts:

- Loosen the 5 Allen screws on the alternator cover and remove it. Disconnect the 3 cables (usually a black one from the magneto and a red and a white one from the alternator) from your old alternator and the magneto, then remove these parts. You can remove the old rotor using an M10x70 pull-off screw. Please note: the rotor retaining bolt has a left-hand thread, so turn it clockwise to loosen it!!

- Remove all 6-volt bulbs from the headlamp, speedometer lighting and rear light. The old horn can remain in place.



- Look inside the open lamp housing. Locate the wires of the original 3-core cable harness, which run from the motor to the ignition switch (shown here as a, c and e). Remove the entire harness.
- To make the subsequent work easier, attach the short coloured cable pieces supplied – green (marked 1 here) and blue (/red) (marked 2 here) – as markers as shown in the diagram. (This saves you having to search for the correct terminals again when fitting the new cables later.)

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- The cables shown as b) and d) lead to the old controller. They are no longer required and should simply be disconnected and insulated.

- If your AWO has a controller in the battery compartment, remove it. Disconnect the cable from the middle terminal of the controller (F) leading to the fuse box and cut the other two cables (51/61) as far back as possible. These cables will remain unused. If you can and wish to remove these cables from the cable harness leading towards the engine, do so.

- CAUTION: Please do not remove any other AWO cables, especially not the cable running from the positive battery terminal to the ignition switch. You will still need this.

- Next, fit the cover plate for the camshaft opening.

- Place the paper gasket in position and fit the cover plate. Secure it with the two M6x20 flat-head screws.

- Leave the third screw hole at the top free.

- First, feed the cable from the new stator through the cable outlet from the engine side to the outside. This is because there is more space to work in that way.
Then position the stator unit; it will hang loosely from the cables at this stage and is not yet secured with screws. Please take care not to damage the parts that are initially hanging loosely, or the cables and their connectors.

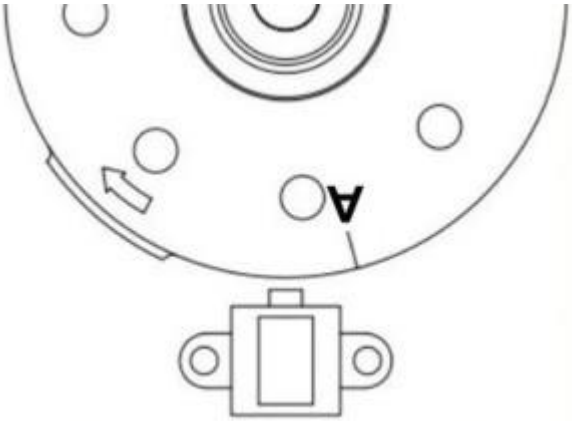
- The new stator unit is pre-assembled so that its structure is easier to recognise. It must be partially dismantled for installation.

- Take care not to damage the enamel insulation on the coils.

- Loosen the 3 screws securing the stator of the new unit to the base plate and pull the stator slightly away from the plate so that the 2 mounting holes underneath become accessible.

- Fit the stator plate – consisting of the steel ring, the aluminium plate and the sensor – into the crankcase in place of the previous alternator. The sensor should face downwards, and the cable should run (when viewed from the front of the unit) upwards to the left towards the cable outlet on the engine block.

- Secure the base plate – consisting of two parts (steel ring and inner aluminium plate) – to the crankcase using the two M6 countersunk head screws.
Then refit the stator coil and secure it in place with the three M6 pan-head screws. Ensure that the stator is not skewed.



- Take a look at the new rotor. You will find a raised mark on its outer circumference. This is used to provide the timing signal. As the system calculates the advance ignition timing based on the rotational speed, and this calculation is based on the time it takes for the mark to pass the sensor, the ignition timing always occurs after the mark has completely passed the sensor.

- The position shown here is the one reached at maximum advance (i.e. operating speeds).

- In our new AWO systems, the rotor has two ignition marks. To set the ignition on your AWO, use the ignition mark marked with an ‘A’.

- Next, fit the rotor. First, fit it loosely and check that it rotates freely over the base plate. Leave the rotor fitted so that you can now use it to turn the crankshaft, as you need to set TDC.

- To find top dead centre (TDC), please remove the spark plug and turn the crankshaft first using the kick starter (by hand) and then, for fine adjustment, using the new rotor until the TDC mark on the flywheel is centred in the inspection hole (not the ZP mark!).

- Once the TDC position has been found, carefully remove the rotor again (taking care not to alter the position of the crankshaft!) and fit it so that the ignition mark ‘A’ (or, on older systems, the small red mark we have applied) is aligned with the left-hand edge of the sensor pin (a slight deviation of the TDC position from the centre of the inspection hole is not a problem). Now secure the rotor with the supplied M7x35 left-hand threaded screw (please do not forget the washer).

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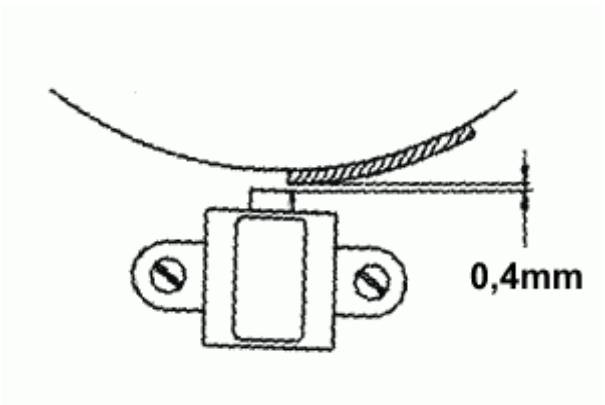


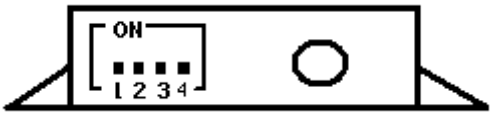
- At this point, set the sensor gap to 0.4 mm straight away.

- To do this, turn the rotor so that the raised mark on it is centred directly beneath the sensor. Loosen the sensor's retaining screws slightly (do not remove them completely) and adjust the distance between the sensor and the mark to 0.4 mm.

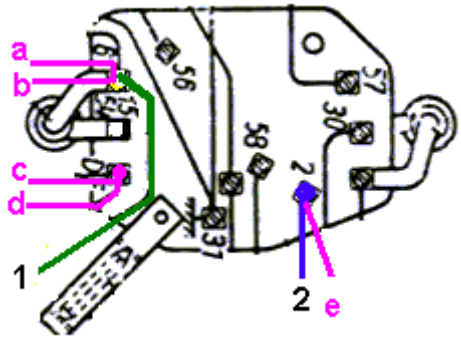
- Please ensure you tighten the screws, even if the distance is correct from the outset – we do not tighten the screws fully (as you will usually need to readjust them).

- Now it's time to fit the external components. On the Sport AWO, the regulator and control unit are best housed in the battery side box. On the Tour model, or on heavily modified Sport AWO models, you can fit the rectifier/regulator and the control unit under the fuel tank in the frame triangle, though it will take a bit of fiddling.

- The ignition coil will have to be fitted somewhere on the frame.



- During assembly, please check the small blue switch block on the upper narrow side of the black ignition timing unit. There are four small switches here which select the correct ignition timing curve for the AWO. Please check the area around the switches after carrying out any work. All switches must be set towards the numbers, i.e. to the OFF position. Otherwise, your system will not work or will not work properly.



Cables at the ignition switch:

This applies to the green and blue/red cables now arriving there. When removing the old motor-to-lamp cable section, you (hopefully) attached the two cable markers – green and blue/red. These are now to be replaced by the following cables:

- Green is for the green/red cable of the new controller (an extension is required). This is for the charge monitoring at terminal 61
  If the system is left without a battery, this connection is not required (the light will not work without a battery)
- Blue/red is for the cut-off switch at terminal 2.
  A cable is connected to this, which runs to the blue/white cable of the twin ignition coil

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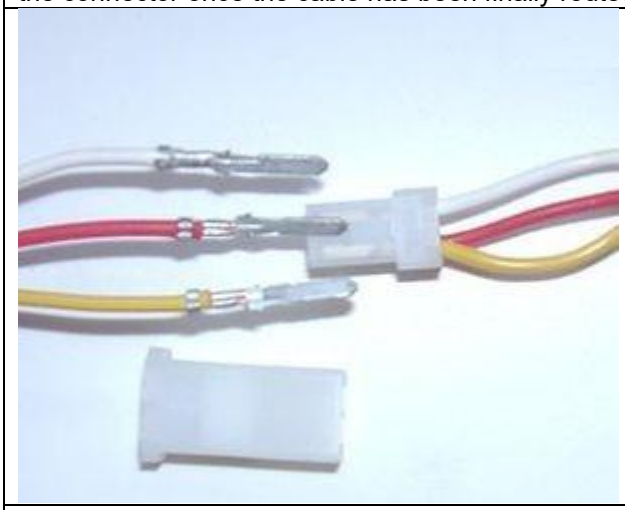
Connect the cables as shown in the relevant circuit diagram!

- For our (standard) DC regulator (95 22 699 06), use circuit diagram **92xk12:**
- If the DC regulator is supplied with a built-in smoothing capacitor (73 00 799 50), also use circuit diagram **R_102:**

- To make it easier to feed the cable through narrow openings, or indeed to make this possible in the first place, the connector on the cable leading from the new alternator to the new control unit has not yet been plugged onto the terminal tabs at the end of the cable. You should only connect the connector once the cable has been finally routed through the engine opening. To do this ...



... take the female connector from the control unit with the red, white and yellow wires.

- Fit the loose 4-pin connector sleeve supplied onto this plug and insert the loose cables from the alternator (red, white and yellow) with their terminals into the rear of the plug. Ensure that the terminals click into place inside the plug housing. It is essential to ensure that these cables are positioned correctly within the plug:

- red to red
- white to white
- yellow to yellow

- If you want (or need) to remove the cables from the connector housing again, it is best to use a paperclip that has been bent open and use it to push the barbs on the contact tabs to one side, so that the connectors can be released.

- The second plug on the control unit is connected to the plug on the ignition coil. This, too, can only be done in one position. When doing so...

- red to red
- white to white
- blue/white from the control unit to yellow on the ignition coil

- WARNING! Under no circumstances should you route the ignition cable(s) and the control unit cable(s) together within a single sheath or otherwise run them parallel to one another over a long distance. This will cause feedback and consequently interfere with the ignition system; in some cases, it may even result in the control unit being damaged.

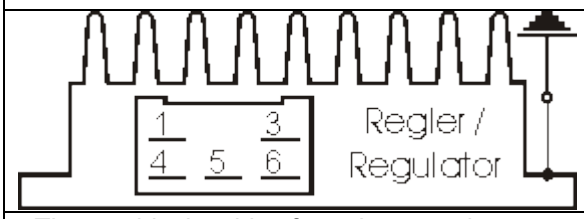
Connecting the alternator to the lighting circuit:

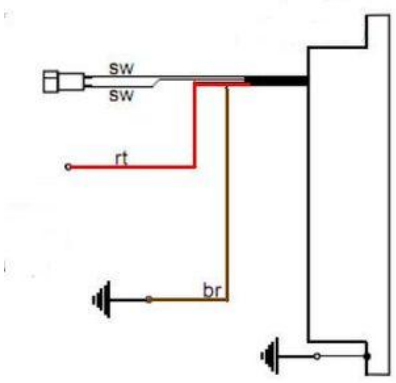
- The two black cables coming from the alternator supply power to the lights, horn, indicators, etc. They are not connected to the ignition system.

- This voltage must still be stabilised (regulated) and, for most applications, rectified, as it is initially alternating current.

- There are two different types of regulator available for this purpose:

- Warning: Any **mix-up between positive and negative** will result in the **immediate destruction of the regulator, which is not covered by the warranty!** (You can clearly tell that it has been destroyed by the smell of burning!)

- Regulator variant 1: with a DC (standard) regulator (95 22 699 06), use **circuit diagram 92xk12:**	
	- The new regulator/rectifier has a compact connector with 6 sockets, one of which is free. A matching connector is supplied with the regulator; the cables must be inserted into this and must click into place.
- The two black cables from the new alternator ...	... are connected to terminals 1 and 4 of the new rectifier (black cables then run from there into the regulator). It does not matter which cable is connected to which of the two terminals (1 and 4), as alternating current is fed in here.
- The new brown cable with the ring terminal on one end ...	... connect terminal 3 of the regulator/rectifier (a brown cable also runs into the regulator from there) to the negative terminal of the battery or a solid earth. Caution: do not reverse the polarity!
- Connect the new red cable with the ring terminal at one end ...	... connects terminal 5 of the regulator/rectifier (a red cable also runs into the regulator from there) to the positive terminal of the battery or to the terminal on the fuse box to which the power cable from the old alternator was connected (on German motorbikes: terminal 51).
- Ensure that a **15A fuse** is used between the battery and the vehicle's electrical system. If there is an old, higher-amp fuse (from the original 6-volt system) fitted to the ignition switch, please replace it.	
- Connect the green/red cable from the new regulator to terminal 6 ...	... is for connecting the charge monitor. This is where the indicator light (if fitted) is connected. Naturally, this only works if a battery is present. If the indicator light is nevertheless connected without a battery, it will glow dimly whilst the engine is running, even though electricity is being generated. In short, leave the connection unconnected if there is no battery. The same applies if no light is fitted.

- Regulator variant 2: when using a DC regulator with a built-in smoothing capacitor (73 00 799 50), also use **wiring diagram R_102:**	
	• the two black cables are connected to the black cables coming from the alternator • the red cable is the 12V DC output • The brown cable is the negative terminal and is connected internally to the regulator housing

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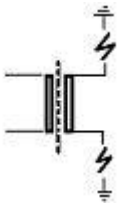
- That leaves the blue (sometimes blue and white) cable from the ignition coil – the cut-off cable. **Note:** If you experience ignition faults, disconnect this cable first (pull out the plug). In most cases, you'll then be able to continue your journey	**- If it is connected to earth, the ignition will cut out!** - We use this circuit configuration on vehicles that originally had magneto ignition (pole wheel) and therefore also cut out due to a short circuit to earth. - These vehicles have a terminal on the ignition switch (on German vehicles: terminal 2) which is connected to earth when in the 'OFF' position. The blue (/white) cable is connected to this terminal. This ensures that the ignition is switched off in the same way as before.

- The high-voltage cable (ignition cable) ... Please **do not use** 'Nology Super Cables' ('hot wire'). These cause interference in VAPE systems and may damage the electronics.	... screw it into the ignition coil and fit the rubber cap over it. This is, of course, easier to do before fitting the coil to the vehicle. Please also use the ignition cable supplied and not an old, unidentified cable.

- You'll be doing yourself a favour if, at this stage, you fit new spark plugs and new spark plug leads (preferably with 1–2 kiloohms, but no more than 5) to your motorbike. More than enough interference can be traced back to 'seemingly good' cables, spark plugs and leads (including brand-new ones)!
- **Do not use** spark plugs with an internal interference suppression resistor **in conjunction** with interference-suppressed spark plug leads (this results in double the resistance). Always use only one interference suppression method.



- With our dual ignition coils, both outputs are connected to the spark plugs and only then to earth via them.

- The typical resistance between the two outputs is 6.2 kOhm. Both channels always fire simultaneously (which, incidentally, is the case with a great many ignition systems and is perfectly safe). However, the sparks are phase-shifted by 180 degrees on each side, which must be taken into account when taking measurements with a stroboscope.

- The ignition will only work correctly if both spark plugs are connected to the coils. This means you cannot even remove one spark plug to test it. This is because each output draws its ground via the spark plug of the other output. If you really only want to test one side, the other coil output must be connected to earth. The circuit then works in the same way as an ignition coil with a single output (see above). If the current flow on one side is interrupted, either nothing happens at all, or the system draws ground from the nearest point. This often results in sparks flying around the ignition coil. Anyone who really needs two separate outputs must use two individual coils.

- Finally – **before fitting the battery and before starting the engine for the first time** – please take your time to check all fixings and wiring. Remember to replace all bulbs from 6 to 12 volts. Also bear in mind that from now on you will need a 12V battery. The horn can remain at 6 volts.

- If the system does not work straight away, please consult our troubleshooting page. As a first step, disconnect the blue cable between the relay and the ignition coil (disconnect the connector); most faults are hidden in the switch-off circuit.

- IMPORTANT: Please note that if **the crankshaft** has been **reconditioned** (even previously), its alternator journal will have been over-machined and is therefore shorter. As a result, the rotor sits lower and contact may occur between the rotor (the rivets are the lowest point) and the stator coil. This will result in a damaged stator and consequently a loss of ignition.

Important safety and operating instructions – YOU MUST read and follow these in full!

- Observe the safety instructions and requirements prescribed by the vehicle manufacturer and the automotive trade. Installation requires specialist knowledge.
The ignition markings applied to the material are for guidance only during installation. Once installed, please check that your settings are correct using suitable methods (such as a stroboscope) to prevent damage to the engine or risks to your health. You are solely responsible for the installation and correct adjustment.

- Caution : Ignition systems generate high voltage – risk of fatal injury! Our ignition coils can reach up to 40,000 volts! If handled carelessly, this can not only cause severe pain but, above all, be harmful to the heart! People with pacemakers should not carry out any work on ignition systems. Always maintain a safe distance from the electrode and exposed high-voltage cables, and when testing, press the spark plug cap firmly to earth using an insulating object to safely discharge the voltage.
Never disconnect a spark plug cap to synchronise the carburettor! Never disconnect or touch the ignition leads whilst the engine is running or at starter speed. Only wash the vehicle when the engine is switched off.

- If your VAPE ignition cable was supplied with rubber spark plug connectors attached *(which do not have a built-in suppression resistor)*, please use spark plugs with a built-in resistor *(to comply with local laws regarding electromagnetic compatibility requirements)*. Alternatively, replace the cable(s) with standard ones and use shielded spark plug connectors *(under no circumstances, however, should you use suppressed spark plugs AND suppressed spark plug connectors at the same time. This would lead to interference, particularly difficulty in starting the engine).* The total resistance of the spark plug and spark plug connector combination should not exceed 5 kOhm.

- Bear in mind that spark plug caps age and their resistance increases as a result. If an engine only starts when cold, the cause is almost certainly a faulty spark plug cap or a faulty spark plug. Do not use so-called 'spark-boosting' cables (e.g. Nology).

- After fitting, please ensure you check that all retaining screws are tight. If the parts become loose, they will be damaged. We only tighten the screws loosely during pre-assembly!

- First of all, give the system you've just fitted a chance to fire before you start measuring and testing everything. Please also note our instructions on how to check for a spark. All our parts are tested before dispatch. In any case, there is hardly anything you can measure on them. Under no circumstances should you attempt to measure the electronic components (including the ignition coil, apart from its high-voltage output). You risk damaging them and will still not obtain any useful results!
Bear in mind that if the engine does not run straight away, the fault can often lie with the carburettor, the intake rubber and, above all, the spark plug caps and spark plugs (unfortunately, even brand-new ones); as a rule, the Lima alternator's settings also need adjusting after installation. If the system does not run straight away, check the earth connections first and foremost, particularly between the chassis earth and the engine block.
Before you remove the parts again and send them to us for inspection, please check our knowledge base to see if there is already an answer to your problem there. If not, please use our service ticket system to request specific assistance.

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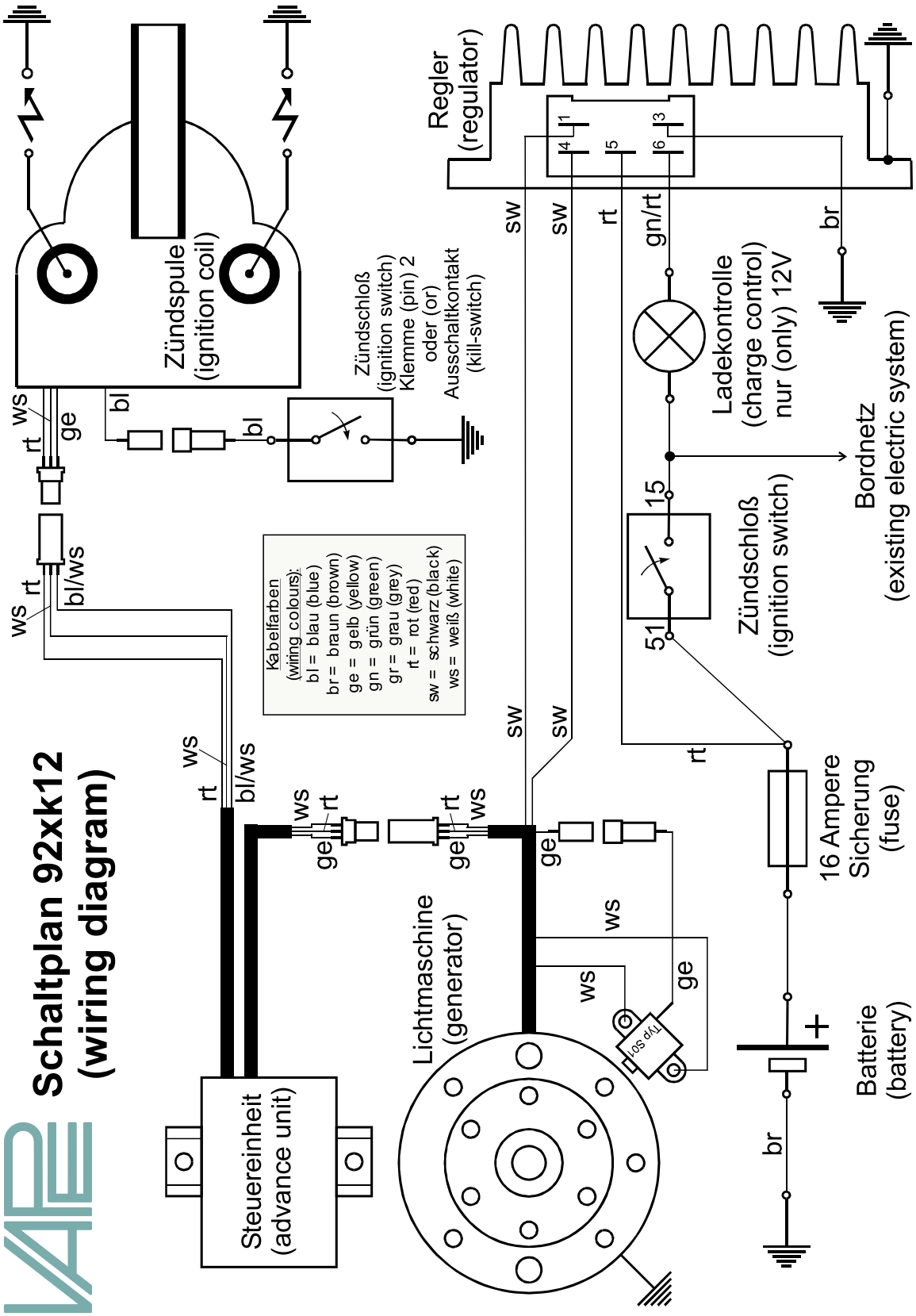
vape@vape.cz

- If you have a system with a dual ignition coil, please bear in mind a few specific features of this coil. The ignition will only work correctly if both spark plugs are connected to the coil. This means you cannot even remove one spark plug to test it, as each output is earthed via the other spark plug. If you really only want to test one side, the other coil output must be earthed.
- The spark produced by traditional breaker systems has a low energy level of around 10,000 volts and therefore appears yellow and thick. The spark produced by our systems is a high-energy spark of up to 40,000 volts and is therefore very sharply focused and blue, which makes it less visible. Furthermore, the spark is only generated once the engine has reached the speed required by the kick-starter. Simply pressing the kick-start lever by hand does not produce a spark.
- Most of our systems combine the ignition and alternator functions in one unit. You can tell this by the presence of a regulator. Apart from the voltage output by the regulator, there is hardly anything else you can measure on it. If you are not getting any power, check the earth connections and the wiring from the regulator to the ignition switch first and foremost. This important connection is often cut and overlooked during installation! Most PD systems have DC regulators/rectifiers. However, there are also AC regulators, which have specific features that need to be taken into account.
- Never carry out electric welding on the vehicle without first completely disconnecting all electronic components containing semiconductors (regulator, ignition coil and control unit). The stator and rotor do not need to be removed. Only solder using soldering equipment powered by isolating transformers, or unplug the soldering iron from the mains before soldering to prevent damage to the components caused by overvoltage. Never apply copper paste to connectors or spark plugs.
- Electronic components are sensitive to reverse polarity. After carrying out any work on the system, always check that the battery is connected correctly and that the wiring is correct. Reverse polarity and short circuits will immediately destroy the control unit and the ignition coil! As a general rule, wires should always be connected colour-to-colour. Any exceptions are explicitly mentioned in the instructions. Damage caused by reverse polarity is not covered by the warranty.
- When assembling the rotor, please take care not to damage the magnets. Avoid applying direct mechanical force to the rotor. **Never place the stator inside the rotor when transporting the generator;** please follow our shipping instructions (packaging).
- Lightly oil the outside of the rotor; otherwise, it will rust quickly in the corrosive environment (which is not harmful, but looks unsightly).
- Never use a claw puller or a hammer to remove the rotor. This may cause the magnets to come loose. Always use only an M27x1.25 screw-in puller (see installation instructions).
- If your vehicle is not going to be used for a prolonged period, you should disconnect the battery (if fitted) to prevent any slow discharge via the rectifier diodes. However, even with the battery disconnected, you will notice that it has discharged after a long period; this is normal.
- Please bear these points in mind, but don't let them unsettle you. Thousands of customers before you have already successfully fitted our systems. ***Good luck, and enjoy your drive!***



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