

## ASSEMBLY FOR PREMIUM 09

Assembly for ZIP, ZIP SP, QUARTZ, TYPHOON, MC2, NTT, NRG, RUNNER 50 made before 2003

The speed of the mopeds of 50 C.C is limited 45 km/h in the European road network. In order to respect this legislation, connect the Blue cable to the earth and your vehicle will be controlled to 45km/h.



Open the saddle with the ignition key.



Take out the right and left superior screws, located under the saddle, with a screwdriver.



Remove the inferior screw from the back with a cross-shaped screwdriver.



Take off the plastic cover.



For the air cooling models, take off the screws of the ignition cover with a screwdriver and remove it.



Take off the ventilator of the original rotor.



For the liquid cool models, remove the ignition cover screws, with a screwdriver.



If you don't have compressed air remove the spark plug, place the block piston stick in its place.



Turn the rotor (in the opposite way of rotation) to put the piston in touch with the block piston stick. Loosen the rotor nut with a key of 15.



Place the Piaggio extractor and remove the rotor from the crankshaft with the corresponding keys.



Remove the 2 screws from the sensor with a screwdriver.



Remove the fixation screws of the stator with a screwdriver.



Disconnect all the terminals of the high tension coil and remove the white connector (see photo above).



Remove the stator: removing its supply tube and its wire pass.



Remove the 2 fixation screws of the high voltage coil, with a key of 8 and remove it.



Assembly of the plate, with the 2 cone head provided screws of 5x16.



Recover the wire pass on the stator of origin and place it on the ignition premium tube. Then, put the tube over the carter hole and screw the stator with 2 provided screws of 5x30 and provided discs.



Place a stick in the spark plug hole and turn the crankshaft to place the motor at the BTDC and place the rotor on the crankshaft to make the 2 red marks of stator and rotor meet. The good mark is the one which the arrow corresponds to the motor rotation way.



Tighten the rotor with the provided nut and control the two marks meet.



Recover the original cable of high voltage and place on the connector cap with the MVT coil.



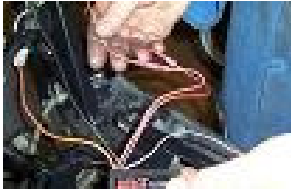
Screw the cable on the high voltage coil and shut protection on the coil.



Place the coil in its original place and tighten it with the discs and the original nuts without forgetting to put the black cable of the diagram and the green/yellow of the stator to the earth coil.



Connect the orange cable of the diagram on the coil.



Connect the red /black cable of stator with the red/black cable of diagram. On these models the white/black cable is not used. Set the diagram on the frame next to the coil with a plastic collar.



Connect the old or the new connector model of stator, with the connector of the cables and replace the connector cap. Disconnect the blue cable on the B+ of the original regulator and insulate it. Replace it, by the blue cable of the PREMIUM stator.



Remove the block piston stick and screw the spark plug with the connector cap.



For the air models, place the original ventilator with the 3 screws of 5x12. Machine the central part of the ventilator in order to let the tightening nut of the rotor go through.



Reassemble the cover of the ventilator with longer screws and 3 struts of 7mm.



For the liquid models, reassemble the ignition cover, with longer screws and the 3 struts of 7mm.



Replace all the plastics cover lie at the disassembly.

Before assemble the ignition, disassemble the spark plug if it is of black colour it is necessary lower of 5 points of carburetion, if it is of colour chocolate or grey it is necessary to raise of 10 15 points of carburetion.

## **MVT THE ENERGY OF THE EXPLOIT**

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