

## **DD 12 MVT DIGITAL DIRECT IGNITION WITH DIGITAL VARIATION**

**ASSEMBLY FOR PEUGEOT:XP6 ENDURO, XP6 SUPERMOTARD, XP6 TRACK**

**\*MALAGUTTI:XSM, XTM**

**\*FACTORY: RSM 50, RP 50**

**\*RIEJU:RMX,SMX,SPIKE**

**\*APRILIA:RX, MX**

**\*HM:CROSS y SM**

**\*SHERCO:SM, ENDURO**

**\*BETA:RR ENDURO,RR SUPERMOTARD**

**\*MBK:X-LIMIT MADE BEFORE 2003**

**\*YAMAHA:DT 50 MOTEUR MINARELLI, DTR 50 MADE BEFORE 2003**

**\*HUSQVARNA ENDURO 50**

TO PREPARE ONE LIMPS BEFORE STARTING TO ARRANGE ALL SCREWS WITHDRAWN IN ORDER TO FIND THEM WITH THE REASSEMBLY.

### **ACCESS THE HIGH VOLTAGE COIL ON PEUGEOT XP6**



REMOVE THE SIDE OF THE RIGHT COVER.

Remove the high voltage coil disconnecting all the cables.

### **ASSEMBLY ON THE SPIKE PRO RIEJU.**



Remove the butterfly nut under the saddle.

Remove the saddle.

Remove the superior fixation screws, from the right and left sides, on the tank.



Remove the inferior fixation screws from the left and right side around the radiator.

After removing the sides, remove the superior fixation screw of the tank, with an Allen key of 5.

After closing the tap, remove the petrol pipe.

Remove the tank, taking care to stuff the parallel that joins the 2 sides of the tank.



Loosen the nut with a key of 15.



Screw the extractor for the DUCATI ignition and remove the rotor with the 2 corresponding keys.



Loosen the 3 stator screws of with a cross-shaped screwdriver.



Remove the air tightness joint of the ignition cover.



Cut the inferior plastic collar of the sheath until the high voltage coil.



Disconnect the yellow cable and remove the stator and its rubber shutter.



Caution! The 3 screws of the support are very difficult to unscrew! To do this, use an Allen key of 3 and give small blows with a hammer before trying to remove its.



Put the DIGITAL DIRECT support and to tighten it with the 3 provided screws and with a cross-shaped screwdriver.



Recover the wire pass of the original stator and place it in the right way on the tube of the DIGITAL DIRECT stator. Put the DIGITAL DIRECT stator on the support: put the tube by the carter hole and tighten it with the 2 provided screws of 5x30mm.



1\_Turn the crankshaft in the rotation side of the engine to block the piston on the stick And find the btdc

(it means when the piston is blocked on the stick unscrew the stick, in the same time turn the crankshaft to find the top position of the piston, BTDC)  
At this point you must read the position of the stick for example the arrow or the screw of the stick will indicate 2 in that case you must turn the crankshaft on the opposite side rotation for half turn. Turn the screw of the stick of 0.4mm it means if one turn is 1 mm, you start at the example at 2 you must screw of 4 number to arrive at the position 6 on that position the timing point is 0.4 mm before top position on the opposite rotation side.  
2\_Turn back the crankshaft on the engine side of rotation to put the piston against the stick at 0.4mm put the rotor of the DD on the crankshaft, the red signal of the rotor in front of the signal of the stator (the good signal is the one who have the arrow in the good sense of rotation of your engine)

3\_When the two signals are in front screwed the rotor with the original screw without moving it.



Cut the collar on the tube.



After recovered the shutter on the original stator tube put it the right way on the stator tube of DIGITAL DIRECT stator.



Place the shutter, in order to close the cable exit of the carter.



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



Screw the cable on the high voltage coil and lower protection on the original high voltage coil.



Place the high voltage coil at its original place, with the 2 original screws of 6 mm without forgetting the green/yellow cables of stator, black of the frame and black of the diagram.



Connect the yellow cable of the stator with the yellow wiring harness.



Place the 2 plastic collars on the tube, like at the origin.



Connect the remaining of diagram (See the following picture) cables and fit the diagram to the frame next to the coil, with a plastic collar.



Put together the black/red cable of the diagram and the stator.



Put together the black/white cable of the diagram with the white/black of the wiring harness for the turn off engine.



The orange cable of the diagram must be connected to the coil.

**CAUTION!**

Place between the ignition carter and the motor, struts to move the carter forward and let the air go freely, or make holes in the top and the bottom of the ignition carter, to ventilate.

**Warranty Department Spaine**

**CAPOFASTO S. L**

Calle Mas Mueca s/n  
Nave Industrial de la rotonda  
17469 RIUMORS  
GIRONA SPAIN  
TEL. /Fax : (0034)972 53 42 12

At the first test you must verify the colour of the spark plug.  
If it's grey or white increase the jet of 7 points  
If it's chocolate 2 points  
If it's black reduce of two points

# MVT THE ENERGY OF THE EXPLOIT

<http://www.mvt-news.com>

✉ [info@mvt-allumage.com](mailto:info@mvt-allumage.com)



RACING CONECTING DD01 DD02 DD03 DD06 DD08 DD09 DD11 DD12 DD23

