

Mounting Conversion Ignition (Art. 500250)

Instructions for mounting the electronic ignition kit on the Sprint engine.

Mounting the stator plate.

Picture 1 is showing the engine casing without the stator plate mounted.

You will need to drill two new holes in the stator plate (a) in order to be able to mount the kit onto the sprint type engine. The approximate position of the stator plate can be seen on [picture 2](#). One of the original holes (the lower right one) on the stator plate can be used as shown in [picture 2](#). The position of the 2 holes that you will need to drill is marked with arrows and the roman number I and II on [picture 2](#). When the stator plate is mounted in this way, the pre-ignition will be approx. 20 degrees. This will be fine for most models, but some models need a pre-ignition of 28 degrees (see your instruction manual), and in this case you will have to move the stator plate a little bit anti-clockwise from this position when drilling the new holes.



The electrical wiring.

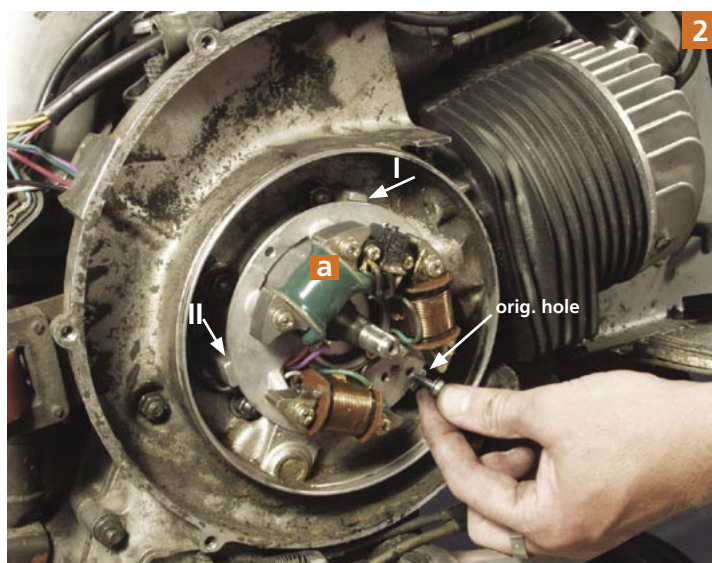
Connect the 3 wires to the respective colors on the ignition box (b) as shown in picture 3. You will need to make the wiring from the ignition box (b) to the ignition coil (c), (the blue wire on the picture), and a ground wire (black) from the connection box (d) to the ignition box (b), as the black wire from the stator plate is connected to the black wire in the connection box.

In many cases the original wiring harness from your scooter can be used. You can then connect all the wires for the lights - except the ground wire - to the green wire, and the ground wire from the wiring harness (often black) to the black wire from the stator plate.

However on some models, you will need a new brake pedal switch (one that connects when the brake pedal is used) in order to make the lights work. In this case you will need to draw a wire from the green wire in the connection box to one of the terminals on the brake pedal switch, disconnect the original ground wire (often the black wire) which will no longer be used, and connect the original 2nd wire (often blue) to the other terminal on the brake pedal switch.

This will in many cases be the simplest solution for getting the lights working on your scooter but not the only one. There may also be small variations in the wiring harness for the same Vespa model, due to the variation in laws from country to country at that present time, so in some cases you will have to make some other solution than the one described.

Many thanks to Michael Hoby.



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