

DD02 / DD03

MVT DIGITAL DIRECT IGNITION WITH DIGITAL VARIATION FOR PEUGEOT 103, VOGUE, MVL, SP, SPX, RCX

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SCREWS WITHDRAWN IN ORDER TO FIND THEM WITH THE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



Deposit walks
side foot right.



Deposit ignition
mask.



Withdraw the
spark plug cap.



Withdraw the spark plug
with a 21mm key and put
a stick at the place of the
spark plug to block the
piston.



Turn the crankshaft to
block the piston on the
stick and
Loosen the nut with a
16 mm key.



With the extractor MBK
withdraw the rotor of
the original ignition.



Deposit the
fastening screws of
the stator.



Deposit the
fastening screws
of the stator.



Deposit the
fastening screws of
the sensor.



Remove the stator
from the motor.



Disconnect the wires
from the original
stator to the high
voltage coil.



Remove the
diagram from the
plastic protection.



Remove the screw of
the high voltage coil
and the mass wire.



Remove the screws
of the original
ignition support.



Fit the support with the two
screws 6x20 milled heads
and control if the support is
correctly on the engine
without any screws of casing
does not obstruct.



Fit the stator on the
engine with the two
screws 5x30
delivered with the
ignition.



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 side of rotation of your engine)

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



Joint the mass wire of the MVT stator with the originals mass wires to the metal body of the MVT high voltage coil.



Fit all the mass wires together on the metal body of the MVT high voltage coil with an



Connect the black wire from the DIGITAL DIRECT stator on the pod of the high voltage coil.



Connect the MVT diagram to the MVT stator.



Cut one side of the original



Connect the Yellow wire with the brown wire of the stator.



Connect the blue wire from the DIGITAL DIRECT stator with the white wire of the



Unscrew the stick and place back the spark plug and the connector cap.

Guaranty Services:
CAPOFASTO S. L
 Calle Mas Mueca s/n
 Nave Industrial de la rotonda
 17469 Riumors (SPAIN)
 Tél. : (0034) 972 53 42 12
 Fax. : (0034) 972 53 40 68

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

<http://www.mvt-news.com>
 ✉ info@mvt-allumage.com

MVT THE ENERGY OF THE EXPLOIT

RACING CONECTING DD01 DD02 DD03 DD06 DD08 DD09 DD11 DD12 DD23

