

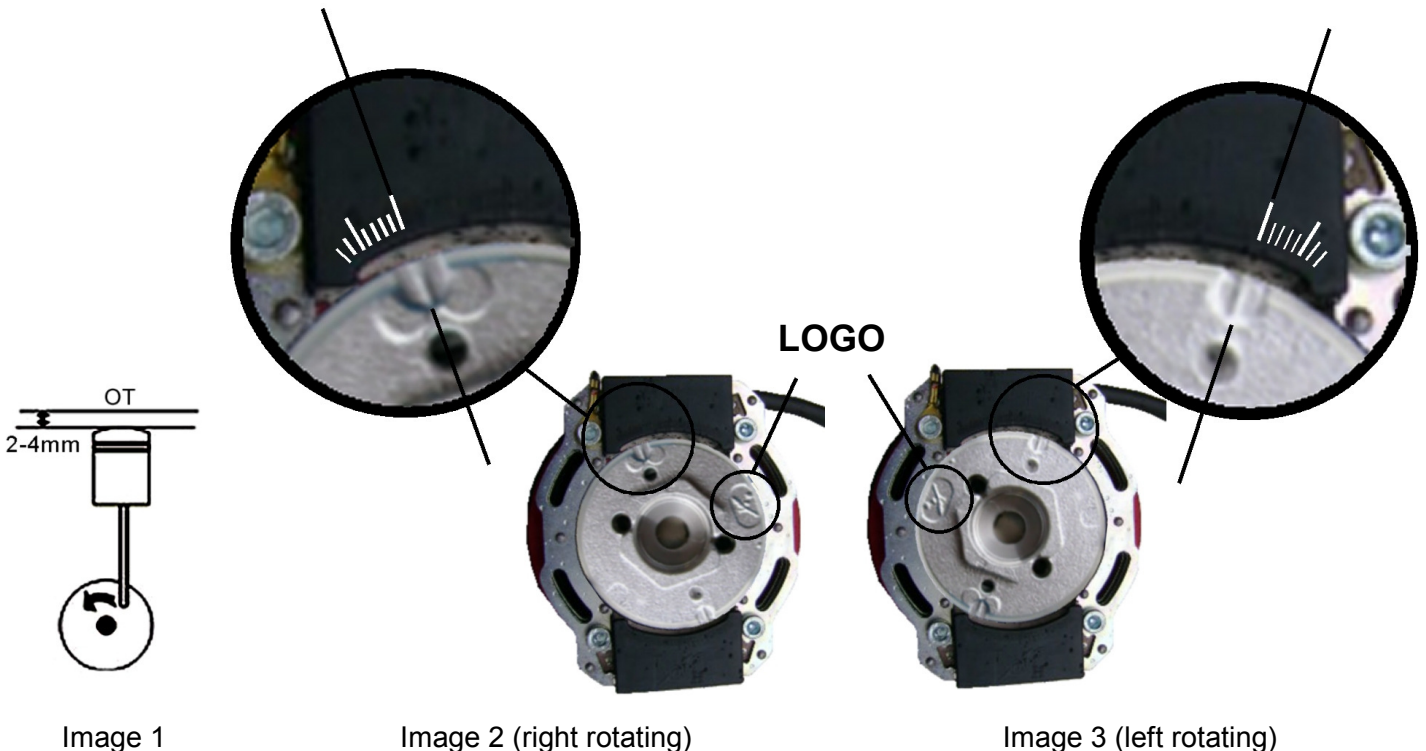
## INSTALLATION MANUAL: HPI UNIVERSAL IGNITION – ANALOGUE 2&4 CYLINDER 2 STROKE (180° DOUBLE SPARK)

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1. Place **piston one (cylinder one)** at 2 to 4 mm before its most upper position. (OT) → see image 1
2. Fit the rotor and the stator so that both markings are aligned.
  - ▶ for **right** rotating: 2<sup>nd</sup> **large** marking from the left → see image 2
  - ▶ for **left** rotating: 2<sup>nd</sup> **large** marking from the right → see image 3

**Attention:** - aligning has to be done on the **first coil** of the stator (see wiring)  
- also mind the position of the **HPI Logo** on the rotor

Don't tighten the screws yet.
3. Make sure that the **piston is in position** and the **markings are aligned**.  
If necessary, make adjustments by rotating the base plate of the stator.
4. Tighten all the screws.
5. Connections:
  - ▶ the 3 pole connector from the **first coil** from the stator to a CDI-unit
  - ▶ the orange cable from this CDI-unit to a HT-coil – the HT-coil must be attached to the frame for mass (together with the black cable) – and this HT-coil to **cylinder one**
  - ▶ connect the other coil from the stator accordingly
  - ▶ the black/white cables from the two CDI's to the on/off switch – use the y-branch



### REMARKS:

- ▶ to gain performance, you can try to vary between the 2 to 4 mm setting.