



INSTALLATION MANUAL: HPI UNIVERSAL IGNITION – ANALOGUE 1 CYLINDER 2 STROKE

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1. Place the piston 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: 2nd **large** marking from the left → see image 2
 - ▶ for **left** rotating: 2nd **large** marking from the right → see image 3**Attention:** 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 of the stator to the 3 pole connector of the CDI
 - ▶ the orange cable from the CDI to the HT-coil
 - ▶ the HT-coil must be attached to the frame for mass, together with the black cable
 - ▶ the black/white cable to the on/off switch
 - ▶ the **optional** yellow and yellow/blue cables are for selecting a curve;
 - cables loose → curve 1
 - cables connected → curve 2

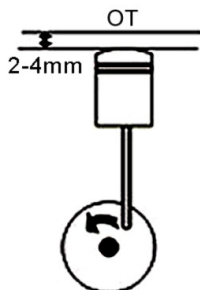


Image 1

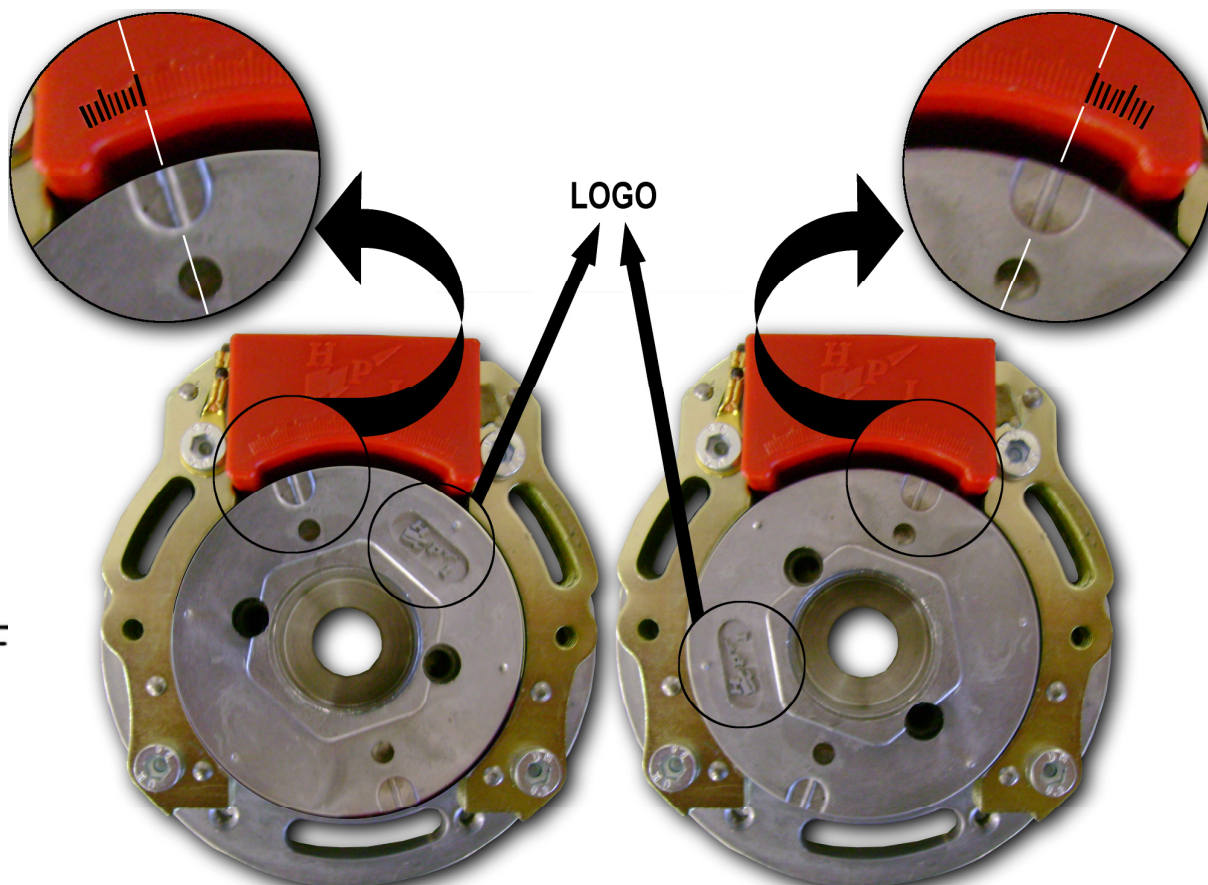


Image 2 (right rotating)

Image 3 (left rotating)

REMARKS:

- ▶ to gain performance, you can try to vary between the 2 to 4 mm setting.
- ▶ HPI can deliver a **switch** to put between the optional yellow and yellow/blue cables, making curve-selecting easy.
- ▶ the optional yellow and yellow/blue cables may **never** come in contact with the **frame/mass !!!**