



## **ACCENSIONE AD ANTICIPO VARIABILE**

### **PER SCOOTER:**

SR Orizz., SR H<sub>2</sub>O, Rally, Gulliver, Gulliver H<sub>2</sub>O, SR WWW, Chrono prec. '95, Tempo e Quadra prec. '94, F10 prec. '94, Centro prec. '94, Booster, Booster NG, Evolis, Fizz, Forte, Booster Rocket, Booster Spirit, Booster Track, Ovetto, Nitro, Axis, Breeze, BW'S, Jog, Jog Z, Spy, Zest, Zuma, BW'S N.G., Neo's, Aerox, 491, 491 H<sub>2</sub>O, Rally H<sub>2</sub>O, Sonic 50, Sonic GP, SR 50 Stealth, K2, K2 H<sub>2</sub>O, Dragster 50, Flipper, BW'S Bump, Why Area 51, Pepe, Eikon **Cod. 99.0923.0**

Amico - SR Verticale **Cod. 99.0958.0**

Per incrementare la potenza e le prestazioni di questi scooter la **TOP PERFORMANCES** ha realizzato una particolare accensione che modifica l'anticipo d'accensione in funzione del numero di giri del motore.

## VARIABLE SPARK ADVANCE

SUITABLE FOR FOLLOWING SCOOTER MODELS:

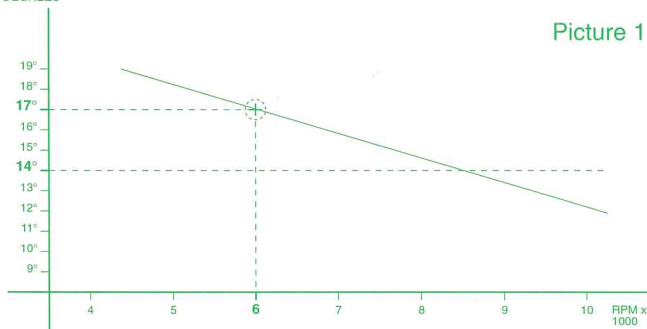
SR Orizz., SR H<sub>2</sub>O, Rally, Gulliver, Gulliver H<sub>2</sub>O, SR WWW, Chrono prec. '95, Tempo e Quadra prec. '94, F10 prec. '94, Centro prec. '94, Booster, Booster NG, Evolis, Fizz, Forte, Booster Rocket, Booster Spirit, Booster Track, Ovetto, Nitro, Axis, Breeze, BW'S, Jog, Jog Z, Spy, Zest, Zuma, BW'S N.G., Neo's, Aerox, 491, 491 H<sub>2</sub>O, Rally H<sub>2</sub>O, Sonic 50, Sonic GP, SR 50 Stealth, K2, K2 H<sub>2</sub>O, Dragster 50, Flipper, BW'S Bump, Why Area 51, Pepe, Eikon **P/no. 99.0923.0**

Amico - SR Verticale

**P/no. 99.0958.0**

Aiming to increase both power and performances of the scooter, **TOP PERFORMANCES** designed this variable spark advance enabling to modify the ignition basing upon RPMs. Serial production scooters are equipped with stationary spark advance, that is not optimal at whatever RPM, however it represents a compromise good enough. The table underneath shows the advanced ignition at low and average RPM: it means that increases the power at low and average RPM and does not restrain at high RPM.

DEGREES



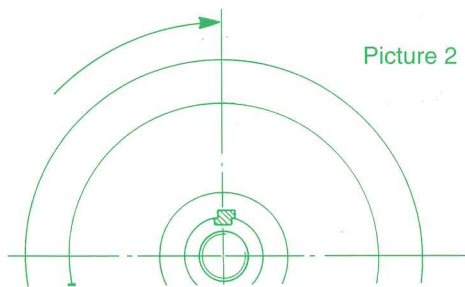
Superseding the original ignition coil by **TOP PERFORMANCES** CDI, the ignition spark comes a few degrees earlier. In order to set this difference in degrees to zero, replace on the crankshaft, the original key with the special one provided. The proper ignition advance comes now at  $17^{\circ} \pm 1$  at 6000 RPM

## HOW TO ASSEMBLE THE CDI

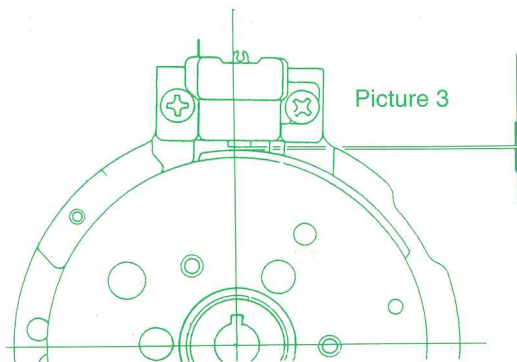
Remove the base assy with a flywheel puller (left) , then insert the special key.

Pay attention to the key orientation (picture 2).

Before fitting the base assy again, take the iron stripe provided with the CDI and insert it between the pick-up and the base assy: it is useful to take the right distance (0,5/0,6) should this not be the case adjust this distance tightening the screws securing the pick up.



Remove the original ignition and fit **TOP PERFORMANCES** CDI. The cable linkage through plugs and connectors is very easy and there is no possibility of mistakes being the cables of the **TOP PERFORMANCES** CDI exactly the same colours of the original ones.



#### NOTE

The use of BARDAHL lubricants ensures engine best performance.

