

Visa Ignition kit Conversion

Congratulations on your purchase of Visa Ignition kit Conversion. We have done our utmost to offer you a quality product. Through the years there have been plenty of tolerance variations in the dimensions of the camshaft of the Visa engine. With developing our product we have taken this -as much as possible- into account. In extreme cases a minor adjustment may need to be applied Adaptor rotor [magnet disc], our apologies.

We should point out that for the proper installation key mechanical experience is required and assume that standard tools are present. **Please read this description completely before you start assembling your Visa Ignition Conversion kit.**

These items are necessary for the assembly of Visa Ignition kit Conversion:

- Allen wrench size 5
- Pipe Key size 5 or prolonged cap size 13
- Acid Free Vaseline
- Sandpaper 180 grit
- Metal File
- Hammer
- 6 mm Drill
- length of Wood dowel
- Sharp knife [Stanley]
- Tap M7

To adjust the ignition timing the original Visa gearbox or a sensor bracket is needed. If you do not have either please contact your supplier for further instructions.

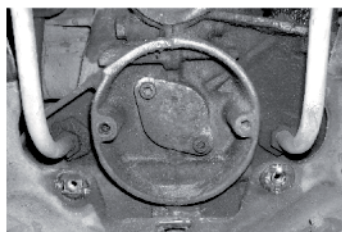
Installation instructions:

Step 1

Remove the front fan cover of the Visa engine and remove the fan. Remove the rubber cover (Fig 1) and clean out the ignition housing in the crankcase (Fig 2) Remove the cover plate to the camshaft cavity (Fig 3). Note: the bolts can be quite difficult to remove, A squirt of penetrating oil is recommended.



(fig.1)



(fig.2)



(fig.3)

Step 2

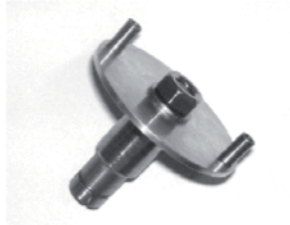
After removing the cover plate. Make sure the camshaft cavity is very clean. (image .4) Remove the rubber sealing ring and clean and lubricate it with acid free Vaseline (image 4). Without re-fitting it yet.



(fig.4)

Step 3

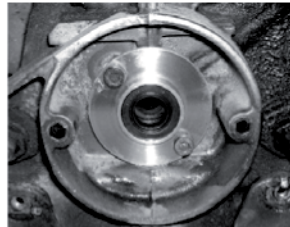
Try the Adaptor rotor Shaft [magnet disc] (Fig.5), in the hole in the camshaft. It should fit easily without much force. It should slid inside the camshaft recess just using your thumb. If the fit is very tight, the inside of the camshafts recess can be sand lightly with the abrasive paper (180grit). If necessary, and only if the fit is very tight, the exterior of the Adaptor rotor can be sanded, but this should not be necessary.



(fig.5)

Step 4

Fit the cork/rubber seal ring (see step 2, Fig 4) and fit the new Adaptor cover plate using the same bolts from the old cover plate. Tighten the bolts to ± 12 Nm. (Fig.6)



(fig.6)

Step 5

Turn the flywheel so that the sensor magnet pin on the flywheel is opposite the upper sensor mounting hole. (Or set it to 10 degrees before Top Dead Center).

Step 6

Carefully, so as to not damage the cork/rubber sealing ring. Push the shaft of the Adaptor magnet rotor, through the hole of the new cover plate, into the cavity of the camshaft, and align the little dimple mark on the rotor with the vertical seam of the two crankcase halves. (Fig.7). Tap the nut of the Adaptor rotor gently with the length of Wood dowel into the camshaft until it stops. Tighten the nut to ± 12 Nm (Fig.8). After the tightening the nut, check that the dimple mark on the rotor and the crankcase seam are still in line. If not, loosen the nut and tap carefully. Line up the dimple mark and seam, tap with the dowel fully into place and re-tighten the nut.



(fig.7)



(fig.8)

Step 7

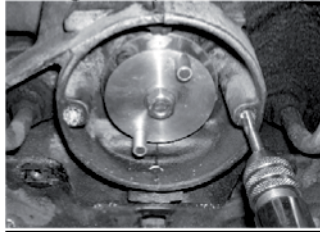
Place the tube magnets, [from the 123 Electronic ignition kit], on the pins of the Adaptor rotor and **check carefully that they run 0.5 to 1 mm free from the ignition housing face.** (Fig 9) File, the magnets and/or the pins slightly shorter if necessary. **The magnets must be 0.5 to 1 mm inside the housing face.** Make sure, NOT to put any stress on the magnets and remove material ONLY from the open side of the magnet-bushing!



(fig.9)

Step 8

Drill the two 6 mm holes in the ignition housing face (not too deep!), and tap the M7 thread. (Fig 10)



(fig.10)

Step 9

Mount the 123\EVO module. (Fig 11) [See the 123\EVO instructions] Align the dimple mark on the 123 unit with the vertical seam of the two crankcase halves, and finish the installation according to the 123 instruction booklet. Cut a hole in the rubber cover, for the 123 module to peep through. (Fig 12) Take care that the fan runs free after mounting; otherwise choose a fan from a 2CV as it has a smaller V-belt pulley.



(fig.11)



(fig.12)