

Caution! Change the 2 outmost wires compared to the original ignition.  
There is no difference in working between the red and the blue ignition.

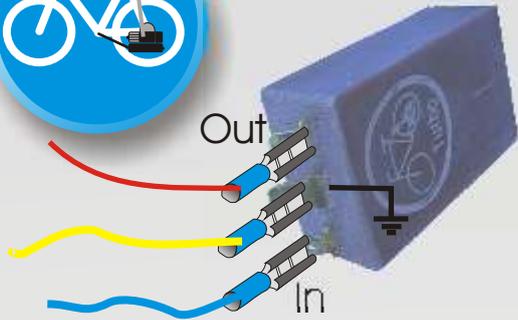


Fig. 1

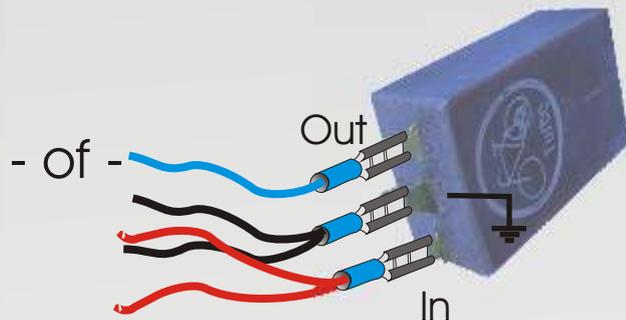


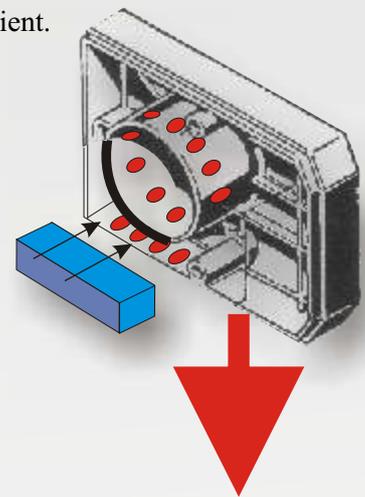
Fig. 2

Congratulations with your new Sparta-met (+) ignition.  
Every ignition is tested by me on good working.  
If you assemble the ignition well, your Sparta-met (+) will run faster and more efficient.  
The wiring, as drawn, is tested in practice on a good working.  
If there are any deviations and/or improvements on this drawing, I like to know them from you. You are welcome to mail them to me [jhcvaal@kabelfoon.nl](mailto:jhcvaal@kabelfoon.nl) so I can take it up in this description.

There are 2 possibilities to connect, dependent on the extant wiring of the ignition. Look at fig1 and fig2. The middle connection is always earth, the 2 outmost connections may (eventual) be changed.

Extra air

Bore on the inside of the hood of the air filter a few holes (10 mm) to provide the engine of extra air. Bore also on the bottom of the hood a few holes (4 holes). Cut a piece of a scourer and place it, like in the drawing, between the air filter cap and the bottom.



Use exclusive the prescribed bougie  
BOSCH WR 10 FC or Champion RJ12YC  
The 'R' stands for resistant.  
Is this not present the ignition can be irreparable damage.

Advice

Grease 1:80 instead of 1:100.  
Have fun with your Sparta-met (+).

PS.

I myself have already got away with this ignition for more than 3000 km. The engine still runs excellent and from excessive wear is no question. Mark you: on this connection there is no question about a power increase, but of higher maximum revolutions per minute.

[www.spartamet-fun.nl](http://www.spartamet-fun.nl)

The home of the Sparta-met



The "TURBO" ignition

For Parts: [www.spartamet-onderdelen.nl](http://www.spartamet-onderdelen.nl)