

## **ARTEK 406 ASSEMBLY**

**Fitting instructions for ZIP, ZIP SP, QUARTZ, TYPHOON, MC2, NTT, NRG, RUNNER 50 – 2003 onwards.**



**Open the seat with the ignition key.**



**Remove the screws at the top right and left of the panel below the seat with a cross-head screwdriver.**



**Remove the screws at the bottom right and left of the panel below the seat with a cross-head screwdriver.**



**Remove the screw inside the storage compartment with a cross-head screwdriver.**



**Unclip the panel and remove.**



**For air cooled models, remove the ignition cover fixing screws with a cross-head screwdriver and remove the cover.**



**Remove the original rotor ventilator.**



**For liquid cooled models, remove the ignition cover fixing screws with a cross-head screwdriver.**



**If you are unable to use an air gun, remove the spark plug and insert a piston stop in its place.**



**Turn the rotor in the opposite sense of normal rotation until the piston comes in contact with the piston stop. Unscrew the rotor nut using a 15mm socket.**



**Place the Piaggio extractor. Extract the rotor with the aid of an appropriate wrench.**



**Remove the two retainer fixing screws using a cross-head screwdriver.**



**Remove the 2 stator fixing screws with a cross-head screwdriver.**



**Disconnect all the HT coil terminals and disconnect the white connector (see photo above).**



**Remove the stator by pulling on the supply sheathing and grommet.**



**Remove the 2 HT coil fixing screws with a 8mm socket and remove the coil.**



**Fit the back plate with two 5x16mm countersunk head screws.**



**Recover the grommet from the original stator and place it on the sheathing of the ARTEK ignition. Feed the sheathing through the hole of the original casing and fasten the stator to the back plate using the four 5x30mm screws and washers supplied.**



**Fit a piston stop in the hole of the spark plug and turn the crankshaft to obtain top dead centre using the piston stop as a guide. Place the rotor on the crankshaft ensuring the red timing marks on the rotor and stator are aligned. The correct timing mark is a red arrow indicating engine rotation.**



**Fasten the rotor with the nut supplied and check the setting of top dead centre.**



**Recover the original HT lead and place the protection cover supplied with the ARTEK coil over the lead.**



**Attach the lead to the HT coil and pull back the protection cover onto the coil.**



**Place the coil in the original location using the original screws and washers. Ensure the green/yellow cable of the stator is connected to the earth of the coil.**



**Connect the red/black cables of the stator and coil together. For these models, the black/white cable from the coil is not used.**



**Connect the stator connector to the wiring loom connector and replace the protection cover.**



**For air cooled models, refit the original ventilator using the three 5x12mm screws supplied.**



**Refit the ventilator cover with longer screws and three 7mm spacers.**



**For liquid cooled models, refit the ignition cover with longer screws and three 7mm spacers.**



**Refit all fairings in the reverse of removal.**

### ***BEFORE FITTING YOUR ARTEK IGNITION***

***REMOVE THE SPARK PLUG. IF THE CENTRAL ELECTRODE IS BROWN OR GREY, IT WILL BE NECESSARY TO INCREASE THE JET BY 10 TO 15 POINTS. IF THE ELECTRODE IS BLACK THE MIXTURE IS ALREADY RICH AND THEREFORE YOU WILL ONLY NEED TO INCREASE THE JET BY 5 POINTS.***