



Part Number: HSE-0051
Contents: Recurved Plug-in Ignition Module
Tools Required: 10mm Socket or Wrench

READ AND UNDERSTAND THESE INSTRUCTIONS COMPLETELY BEFORE BEGINNING INSTALLATION.

WARNING: This Module raises the Rev limiter from 7800 rpm to 9000 rpm. This in no way implies or states that the OEM motor with or without a supercharger is capable of running or sustaining this rpm. We feel that the OEM motor is reliable at 8000 rpm. Use at your own risk beyond 8000 rpm.

WARNING: This module eliminates speed limiters in both forward and reverse. This does not imply that it is safe to operate the vehicle at any particular speed. We assume and accept no liability. The operator must assume responsibility to operate the vehicle at a safe speed as determined by the operator.

This ignition module was designed to operate with the OEM stator/alternator, pickup coil, regulator, secondary coil wire, plug boot/connector and the OEM plug. ALWAYS USE THE OEM RESISTOR TYPE PLUG and THE OEM RESISTOR TYPE CAP.

Installation:

- 1) Insure that the vehicle will start and run immediately prior to beginning installation.
- 2) Stop vehicle and remove ignition key.
- 3) Disconnect all wires from the negative terminal of the battery.
- 4) Remove the single bolt and nut that holds the OEM ignition module in place. The module is installed vertically on the Right Hand side of the battery.
- 5) There are 3 connectors plugged into the OEM module. Remove these 1 at a time by pushing the small tab on the side of the connector. Once the tab is pushed in, while holding it in pull the plug from the module. DO NOT PULL ON THE WIRES (just the connector it self). Repeat the procedure on the next to plugs.
- 6) Install the new MPI/Dyna module. The 3 connectors each have a different pin count. Simply match the pin count on each of the 3 connectors to the 3 receptacles on the module. MAKE SURE THAT EACH CONNECTOR SNAPS INTO A LOCKED POSITION.
- 7) Bolt the module into the stock location. The bottom edge fits into a slot while the top edge is held in place with a nut and bolt.
- 8) Reconnect the battery and test start the vehicle.

Calibration:

- 1) This unit has more total advance as well as a faster advance ramp to maximum advance. We highly recommend use of premium fuel. We make no guarantee regarding detonation of other adverse effects of advanced ignition. Use at your own risk.
- 2) Use of this ignition may or may not require rejetting. Typically no jetting is required, but the installer must make the final mixture judgment. MPI makes no guarantee and accept no liability for tuning components such as jetting.
- 3) Idle speed should be checked and adjusted back to the OEM recommendation after the module has been installed.
- 4) NEVER OPERATE THE MOTOR IN A LEAN CONDITION.
- 5) Again rev and speed limits have been removed (set at 9000rpm in the case of rev limit) This may allow the vehicle and /or the motor to operate too fast. Use at your own risk in regard to vehicle speed and motor revs.



MOUNTAIN PERFORMANCE

Troubleshooting:

- 1) If you suspect any problem with the new ignition module, simply replace the unit with your OEM module.
- 2) If the problem goes away, reinstall the MPI / Dyna module once more taking care to verify good electrical connections.
- 3) If the MPI / Dyna module is still not functioning properly please check the following items:
 - a. As this unit is higher performance than the OEM module verify that you have a undamaged and STOCK plug, plug cap, plug wire, coil, stator and pickup coil.
 - b. If any after market parts have been installed on the motor in the ignition area, replace them with OEM components.
 - c. Contact your seller who will arrange for testing and warranty evaluation with MPI.
- 4) If the vehicle does not run properly with either the OEM or MPI module, follow trouble shooting procedures included in the OEM service manual.

WARNING: Never install a “grounding type” ignition kill switch. Grounding the primary or secondary side of the ignition WILL DAMAGE THE MODULE. If you must install a kill switch or tether, use a normally closed type switch connected between the 12V power source to the module. Consult the factory schematic for proper wiring.

Rhino Timing Curves

