

MPL Ignition Systems



Our research and experience shows that around 80% of all failures on classic race bikes are ignition related. We have had more than a few problems with electrical ignition systems purchased from other suppliers, so we decided to make our own!

Our design brief was that we wanted a self generating system (no battery) made to look as much like a traditional magneto as possible.

First we researched available ignition manufacturers - there is no point in re-inventing the wheel! PVL impressed us with the robustness of their equipment and the fact that as a large company they could guarantee us long term supply and good technical backup. Unfortunately all the systems that PVL make as standard are for 2 strokes, but they agreed to make a system specifically to our specification.

Next we had to design a housing to accommodate the electronics. Although with our cnc machines centres it would be easier to make the housing from solid billet alloy we wanted our ignition system to look as much like a magneto as possible. To do this, we make the body from 3 separate castings bolted together, very much like a Lucas 2MTT. We have a dummy inspection cover in the front face and the power feed cable is made to look like an H.T. cable coming out in just the right position. Internally the substantial armature is carried on heavy duty bearings (twice the size found in most magnetos) yet the weight is only 1.7 Kg (3.75 lbs) complete.

Before offering these ignitions for sale they were subjected to extensive testing throughout the 2007 season including a number at the Manx G.P. With not a single failure or problem. With sales now running into the hundreds, these units have

become the ignition system of choice for the discerning racer. We are so confident in the performance and reliability of our ignition that they are offered with a 2 year warranty.

On the G50/7R the unit can be solidly bolted to the thick part of the timing side crankcase. This gives a more positive location than the traditional strap, although a strap can still be used. Bolting on the unit requires the drilling and tapping of two M8 holes – a drawing is provided and/or a pair of jigs is available free of charge on loan.

Ignition systems are offered for the following machines:

Manx Norton	Single spark	- £625.00
	Twin spark	- £700.00
Matchless G50	Single spark	- £625.00
	Twin spark	- £700.00
BSA Gold Star	P.OA	

All Systems come with a built in rev limiter. This is only available set at 8,200 or 9,200 rpm, Please specify your preference when ordering.

