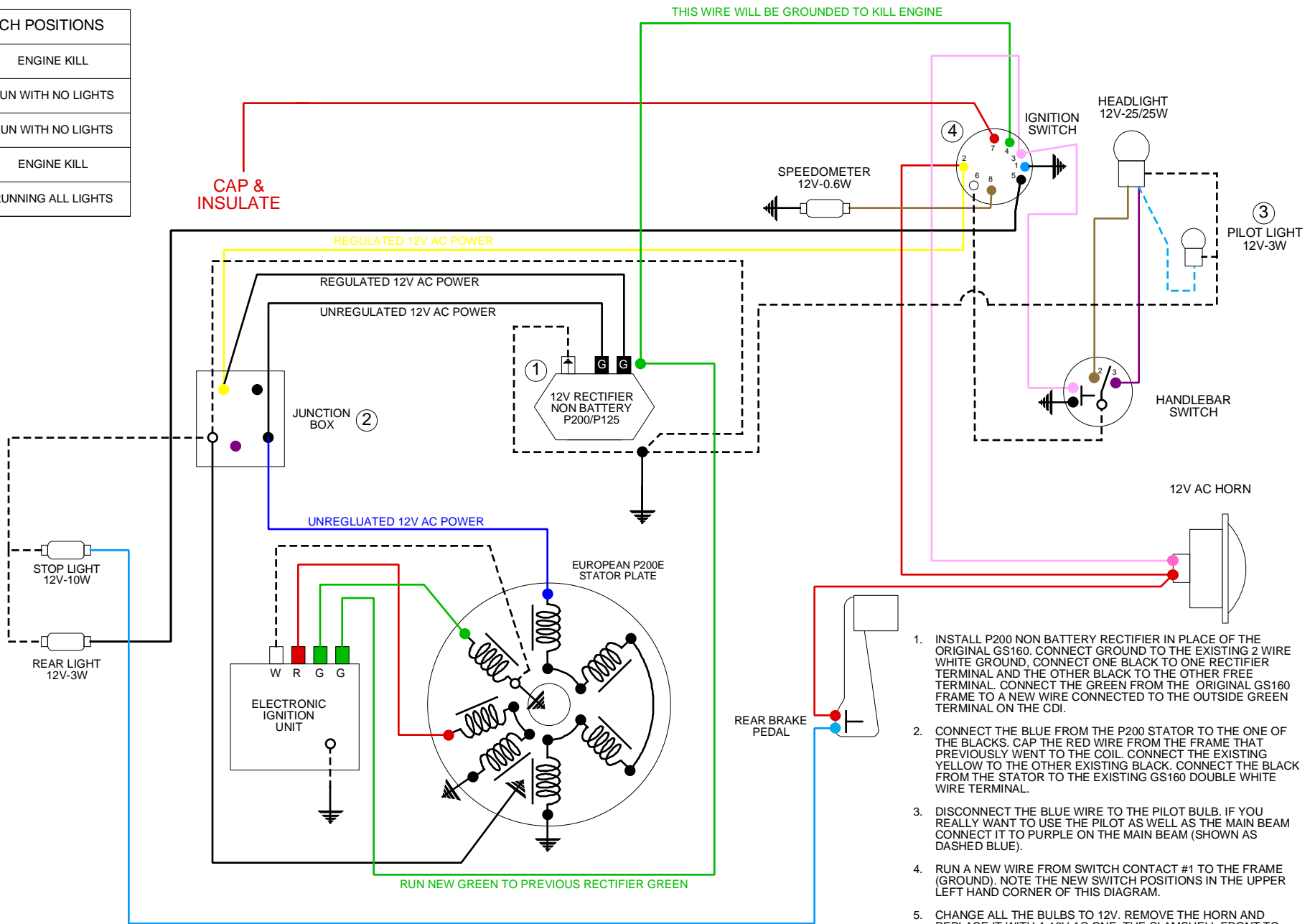


SWITCH POSITIONS	
4-5-1	ENGINE KILL
NONE	RUN WITH NO LIGHTS
4-7	RUN WITH NO LIGHTS
4-7-1-5-8	ENGINE KILL
4-7 & 2-5-6-8	RUNNING ALL LIGHTS



1. INSTALL P200 NON BATTERY RECTIFIER IN PLACE OF THE ORIGINAL GS160. CONNECT GROUND TO THE EXISTING 2 WIRE WHITE GROUND, CONNECT ONE BLACK TO ONE RECTIFIER TERMINAL AND THE OTHER BLACK TO THE OTHER FREE TERMINAL. CONNECT THE GREEN FROM THE ORIGINAL GS160 FRAME TO A NEW WIRE CONNECTED TO THE OUTSIDE GREEN TERMINAL ON THE CDI.
2. CONNECT THE BLUE FROM THE P200 STATOR TO THE ONE OF THE BLACKS. CAP THE RED WIRE FROM THE FRAME THAT PREVIOUSLY WENT TO THE COIL. CONNECT THE EXISTING YELLOW TO THE OTHER EXISTING BLACK. CONNECT THE BLACK FROM THE STATOR TO THE EXISTING GS160 DOUBLE WHITE WIRE TERMINAL.
3. DISCONNECT THE BLUE WIRE TO THE PILOT BULB. IF YOU REALLY WANT TO USE THE PILOT AS WELL AS THE MAIN BEAM CONNECT IT TO PURPLE ON THE MAIN BEAM (SHOWN AS DASHED BLUE).
4. RUN A NEW WIRE FROM SWITCH CONTACT #1 TO THE FRAME (GROUND). NOTE THE NEW SWITCH POSITIONS IN THE UPPER LEFT HAND CORNER OF THIS DIAGRAM.
5. CHANGE ALL THE BULBS TO 12V. REMOVE THE HORN AND REPLACE IT WITH A 12V AC ONE. THE CLAMSHELL FRONT TO THE ORIGINAL GS160 CAN EASILY BE REMOVED BY DRILLING THE RIVETS, & RE-RIVETING IT TO THE NEW AC HORN. WE ARE NOT TOTALLY SURE AN AC HORN WILL WORK IN THIS SCHEMATIC - TRY IT AND SEE

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VESPA GS 160 (VSB1T) w/battery & key up to serial #0036000 ----- (WHITE)
w/non battery European P200 motor