



PRODUCT FEATURES

- CDI Ignition with smooth electronic advance, for performance and easy starting even when hot.
- Simple fitting using the original rotor.
- One piece combined CDI & HT coil, only two cables to connect.

Fitting Instructions

- Step 1 Remove the flywheel, using the correct puller (we can supply one if required), stator and HT coil. The contact breaker assembly is not required but may be left in place.
- Step 2 Fit the stator. Locate the grommet in the crankcase, pull the cables through the grommet to adjust fit.
- Step 3 Locate stator plate midway on the slotted holes and tighten the x3 M6 screws, fit the flywheel and tighten the retaining nut.
- Step 4 Fix the cdi/ht coil in a convenient position so the terminals will reach the plug. Attach stator terminals to the cdi/ht coil - note the black/white cable is for the engine stop switch (see wiring diagram below).
- Step 5 Setting the timing: The engine will run with the stator set midway on the slotted holes, to check the timing a strobe is required. Original marks on the rotor and crankcases should align at full advance with the engine revving at about 2000rpm.
- Step 6 Using the wiring diagram below connect the yellow cables from the stator to the reg/rec yellow cables, then connect the red and black cables from the reg/rec to the lighting, (the reg/rec and capacitor will already be connected via green and brown cables). We highly recommend the use of LED bulbs. The reg/rec helps to prevent bulb failure.

