

L97 Lighting/Ignition Coil

Honda CR250 1997-98

FITTING INSTRUCTIONS

READ THESE INSTRUCTIONS CAREFULLY

Step 1 Take the ignition cover off. Check the new parts are similar to the old ones and that they match, including the mounting hole locations. If not, double check the application listing with your bike.

Note These machines use a separate output, next to the ignition output to provide power for the power valve. The L97 provides extra power from this coil to be able to run lights.

Step 2 Remove the flywheel and original base stator plate

Step 3 Cut the cables close to the original coil, and remove the original coil from the base plate.

Step 4 Mount the new lighting/ignition coil onto the base plate. Make sure you use locking compound on the threads and tighten the screws securely!

Step 5 Connect the old cable to the new coil (see connections table below) in exactly the same place as on the original, making sure you have a good connection. Crimp or solder connections as appropriate. When crimping the connections use high quality crimps. If soldering use a resin core solder (the type used in electrical applications) but be aware that solder doesn't always work very well on older wires. If appropriate insulate the wire connections with a heat shrinking sleeve.

The best place to put the connections is at the back of the pulser coil (the black cube at the side). Use a tie wrap to secure the cables in place.

Step 6 Refit the stator base-plate. Ensure the cables **cannot touch the flywheel** (especially on the inside of the flywheel).

Step 7 Refit the flywheel. Tighten the bolt to specified torque.

Step 8 Connect the cables to the wiring loom on the bike and refit ignition cover.

CONNECTIONS TO L97	
Existing cables	On L97 connect to
WHITE	WHITE
BLUE	BLUE
YELLOW	YELLOW
YELLOW/WHITE	YELLOW
Lighting	
For the lighting connections you can tap a wire off the original BLACK/RED cable to connect to the lights - see drawing	

TROUBLESHOOTING

Engine/lighting problems: You may have connected the source coil cables in the wrong position. Swap the connections, re-solder the cables and the engine should start. You may also need to check earth continuity with the engine. If necessary add an extra earth cable between the engine and the frame.

If the engine still does not start: Re-check the connections. Make sure you carefully crimp or solder the connections. Twisting cables together or taping cables may cause a poor spark or no spark at all.

