



# STK-012

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- Stator
- Rotor IR10T
- Spacers
- Twin HT Coil
- HT Caps & Fitting kit
- CDI Unit



## Fitting Instructions

- Step 1** Remove the original stator & rotor.
- Step 2 Fitting the rotor:** The rotor is tightly held on the crankshaft by the tapered collet system. First fit the collet on the crankshaft pushing it to stop against the primary drive pinion, then locate the rotor, spacer and locking unit. See fig 3. Don't fully tighten the rotor yet, allowing it to rotate freely on the crankshaft.
- Step 3** Position the new stator over the rotor locating on the engine studs using the spacers provided and the original nuts, **don't fully tighten so that the stator can be adjusted if necessary.**
- Step 4** Set piston to the full advance position using a timing disc on the crankshaft end.
- Step 5** When the stator has been aligned correctly with the rotor fully tighten the retaining nut for the rotor and re-check the timing, fine adjustments can be made by moving the stator on the slotted poles. When timing is correct fully tighten stator in place.
- Step 6** Connect the stator and HT coil to the CDI, as shown below in the wiring diagram.



## Ignition Timing at Full Advance

BSA Twin - 34° BTDC      Triumph Twin - 38° BTDC

### Important

For testing the above system fitted with a twin output HT-coil it is important to note that the spark will occur between the ends of the two leads. The spark energy will pass down one spark plug through the cylinder head and up through the other spark plug. You cannot test between one lead and the engine, there will be no spark.

