



# STK-012D - Digital system for high RPM

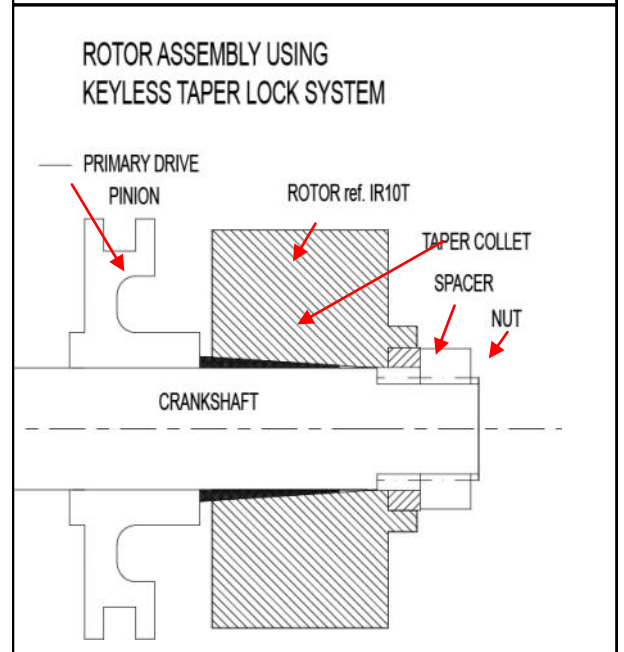
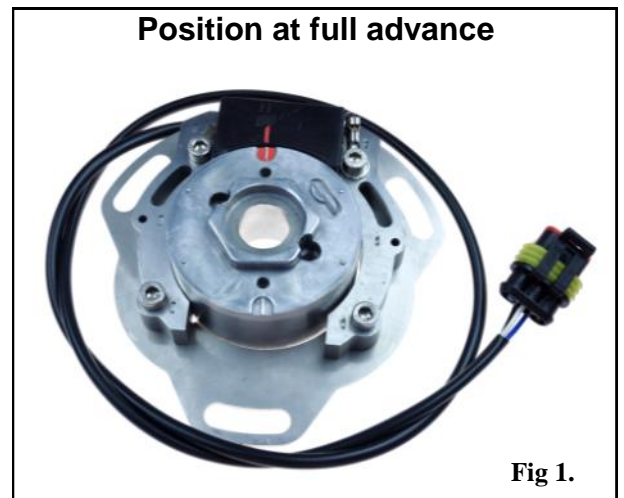
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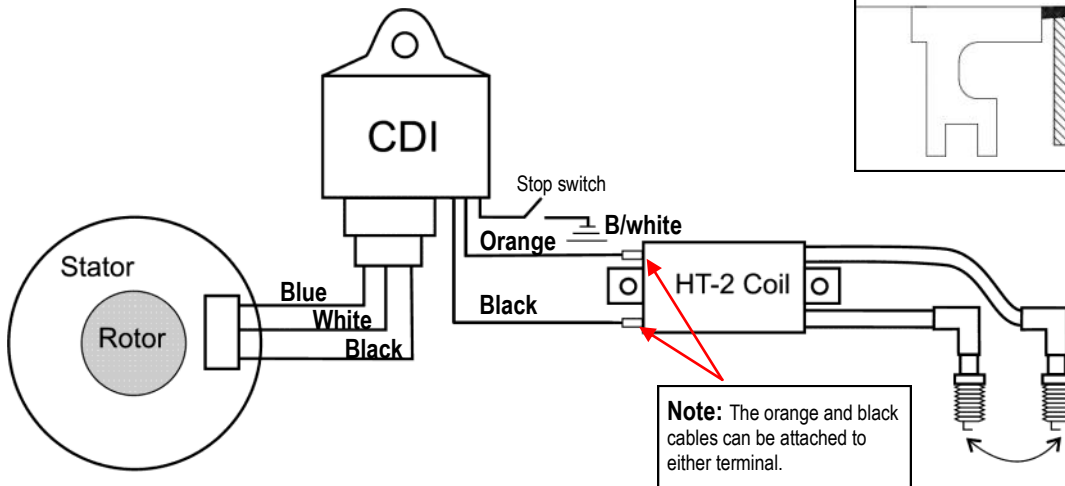
## Fitting Instructions

- Step 1** Remove the original stator & rotor.
- Step 2** Fit the new rotor on to the crank shaft locating on to the key (not all models are supplied with a keyway machined into the rotor). Fit the retaining nut but don't fully tighten if there is no keyway.
- 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** See fig 1. Without moving crankshaft align red marks on rotor and stator - this is the full advance position (at 6000rpm).
- Step 6** 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 7** Connect the stator and HT coil to the CDI, as shown below in the wiring diagram.



## 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.



**Ignition Timing at Full Advance**  
 BSA Twin - 34° BTDC  
 Triumph Twin - 38° BTDC  
 Norton Commando - 28-31°