

# CDI ignition + 12v AC lighting + 12V DC battery charging

## STK-102D

BSA A50, A65 TRIUMPH 3TA, 5TA, T100, T110, T120, Norton Commando, Atlas



## CONTENTS

Stator BP100	Rotor R0100	RR215
Digital CDI	Fitting kit	HT Coil HT2 + caps 5k
1 Male & 1 Female bullet + cover		2 Ring Tags M6
Key switch		

### Optional parts



## PRODUCT FEATURES

- Replacement for Lucas or Wipac alternator. Complete digital self generating and alternator, pre-programmed advance curve gives optimum performance for the 4 stroke twin engine.
- No battery, contact breaker assembly or distributor required for the ignition.
- Simple timing set-up align marks on the rotor and stator.
- Single phase alternator 50w output with combined regulator and regulator/rectifier. This gives a controlled 12v AC output to the lighting circuit to prevent bulb failure + 12v DC output to a battery—if fitted. The battery can be replaced with a capacitor pack if required, this gives greater reliability but has limited energy storage capability.
- **NOTE: A battery is NOT required to run the ignition or lighting but advantageous for brake, light operations or indicators.**
- Rotor is supplied with a taper locking collet, enabling the rotor to be fitted on the 3/4" crankshaft without the need for a woodruff key, this allows system to be fitted even if keyway is damaged. The rotor can be fixed in any position making timing easier to set up.

## Fitting Instructions

- Step 1** Remove the petrol tank and seat. Remove original HT coil, rectifier & zener diode if fitted.
- Step 2** Remove LH engine cover, exposing alternator. Undo the x3 nuts holding the alternator/stator. Retain the nuts. Remove old alternator/stator from the crank cases.
- Step 3** Undo the rotor nut, this can be done by holding the rotor with a suitable tool. If an impact wrench is available it is not normally necessary to hold the rotor.
- Step 4** Fit new stator in position shown (fig. 2), use the 3 spacers supplied, on the **threaded studs and use the original retaining nuts. Don't fully tighten yet.** Feed the stator cables through the crankcase using the original grommets as required. **Note:** The cables are not pre-terminated with connectors to make the cable feeding easier.
- Step 5** Remove the woodruff key from the crankshaft. Locate the taper locking collet on the crankshaft as far as possible and then fit the new rotor. Ensure the rotor is not touching the stator when turned by hand. If so it may be necessary to fit a spacer/washer on the crankshaft before the taper collet is fitted. Fit the original stepped nut and tighten a little so the rotor can still be moved relative to the crankshaft. We recommend using loctite on the thread to retain the nut.
- Step 6** **Setting the timing** - Set the piston in position shown BTDC depending on the model:  
BSA twins 34° Triumph twins 38° Norton twins 28/31°

**Note:** For singles with twin plug heads the timing can be set a few degrees retarded as the explosion in the cylinder occurs more rapidly

**Note:** The new rotor R0100-03, has degree markings to make timing set-up simple. With the piston set at TDC (Top Dead Centre) align the correct degree marking, i.e. '38°' for a Triumph Twin with the red dot on the stator plate. This sets the full advance to 38°. This can be checked by using a strobe light - where the 'FA' mark on the rotor should align with the red dot on the stator.

Tighten the rotor retaining nut to about 40ft/lbs torque. Final adjustment can be made by moving the stator on the slotted



holes - tighten the x3 nuts when set.

- Step 7** **CDI connections see Fig.4.-** Fit the 3 yellow cable seals onto the blue, white & black cables followed by the terminals. It is recommended these are crimped and soldered. Insert the terminals in to the connector block, see numbers on the connector block, and circuit diagram. Black cable in to position 1, the White cable in to position 2 and the Blue in to position 3. If removal is required - see notes below.
- Step 8** Remove the original HT coils, the mechanical advance unit and points; these are not required for this system. If a distributor is fitted it's not required but may wish to be retained for originality.
- Step 9** Locate the HT coil in a convenient position, note the HT coil is supplied with an adaptor plate, also the HT cables can be cut to length as required. Only use the HT coil provided as this is suitable for cdi ignition, also the plug caps should be used as these are 5k ohms resistor type and will protect the digital cdi from damage.
- Step 10** Locate the CDI unit in a position to allow the orange and black wires to connect to the HT coil. The remaining black/white wire from the CDI is for connection to a stop switch - when grounded it will cut the ignition; see circuit diagram., on next page.
- Step 11** See Fig.5. Insert cables for regulator connector as shown.

#### Terminal removal

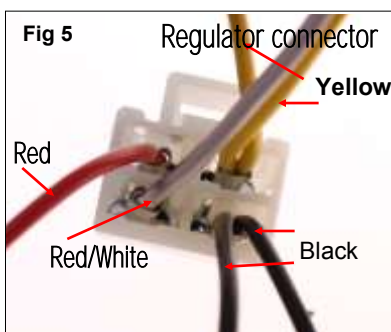
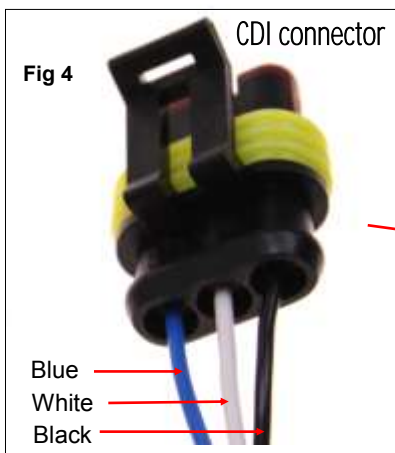
The terminals are retained in the connector block by a small tab. If they have been put in the wrong position they can be repositioned by using a small screwdriver or similar to depress the tab at the same time pulling gently on the cable.

NOTE: For the seal connector block it is first necessary to remove the red plastic cover.

#### Troubleshooting

##### No Spark

- A. With the dual output HT coil spark is produced between the 2 ends of the HT lead, therefore when testing with a plug on the cylinder head make sure the other lead/ht cap is connected on the plug.
- B. Check resistance of source coil on stator, this should read approx. 270-300 ohms between the blue and white cables.
- C. When inserting the terminals in the connector - see Fig 4 - you should hear a click, gently pull each cable to make sure they are attached. NOTE: They only fit one way.



**Insert connectors into plug as shown above**

