



BSA Bantam D1, D3 - STK-125

D7 - STK-127

CONTENTS

- Flywheel (2.55kg) (R0125)
- HT-CDI + cap
- Fitting Kit
- Stator (BP125/127)

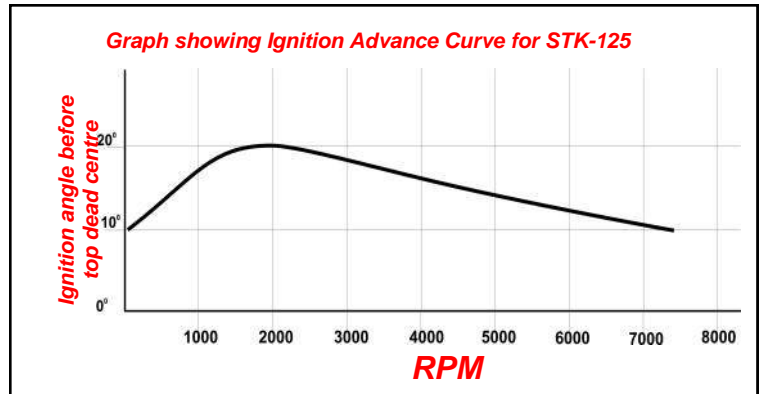
Optional parts

- Lighting version (STK125L/127L)
- Flywheel Holder - (RH-5637)
- Flywheel Puller - (FP-127)



PRODUCT FEATURES

- Specific system for trials, rotor increased from original - 2.15kg to 2.55kg.
- High energy self generating cdi ignition with electronic advance/retard curve for very easy starting and smooth tractable performance.
- Direct fitting stator, no exchange required, easy timing set-up adjustment is via the original slotted holes in the Wipac cover.
- Flywheel is machined from a single billet with a keyway and extractor thread to match the original rotor. Marks are engraved to allow timing to be set-up at the 'Full Advance' position.
- The magnet is a one piece composite high energy type. High quality electroplating is used to prevent corrosion.
- Lighting version also available.



Fitting Instructions

- Step 1: Remove LH outer cover, points cam and contact breakers from the engine. Remove the original Wipac stator from the carrier plate plus the original wiring.
- Step 2: **See fig. 1 (overleaf)** - Fit the new stator onto the carrier plate studs using the original nuts and washers. NOTE: For the D7 model the plate is marked 'D7', the stator coil is located at the bottom.
- Step 3: Fit the stator assembly onto the engine with the output cables retained with a ty-rap as shown in **fig. 3 (overleaf)** Feed through original grommets and engine as original wiring.
- Step 4: Remove original flywheel using a holding tool as in **fig. 2 (overleaf)** and the correct puller. Reverse procedure to fit the new flywheel, ensure it locates correctly on the woodruff key, tighten the nut to specified torque
- Step 5: **See fig. 3 (overleaf) - Setting the timing.** Remove the spark plug and set the piston as below with a dial gauge, if the cylinder head has an angled plug hole it is easier to use a 'timing disc' on the crank-shaft.

Model	Piston Setting			
D1 & D3	5/32"	3.96mm	or	30° BTDC
D7	1/16"	1.6mm	or	19° BTDC

BSA Bantam D1, D3, D7

Fitting Instructions Cont.



- Step 6 **See fig. 2** With the piston set as above and with the rotor piston held rotate the stator cover so the 'red line' on the rotor aligns with the red line on the stator. This is the full advance position.
NOTE: The stator source coil is located at the bottom on the D7.
- Step 7 Fit the combined HT-CDI unit, plug in the 2 terminals from the stator, the larger terminal has a black/white lead connected; if this terminal is connected to earth or the engine or chassis, this will cut the ignition so a kill switch can be fitted if required.
- Step 8 Fit the HT cap on the lead after cutting to the length required.
- Step 9 The timing can also be checked with a strobe light, note CDI systems have a very high voltage spark but of short duration - sometimes it is not easy to see. **We advise to first try and start the engine rather than looking for a spark at the plug.**

