

STK-250 Suzuki T20, T500

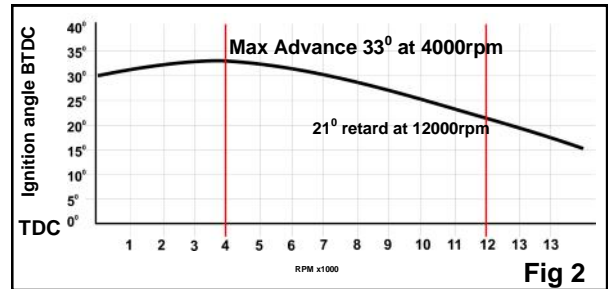


CONTENTS - please check you have the following

- | | |
|-----------------------------|---------------------|
| Stator unit (BP43) | |
| Rotor (IR11) | Rotor Adaptor RA235 |
| HT 55 x2 (+bracket x2) | CDI unit x2 (3 cil) |
| Bolt M8X40 | Washer large M8 |
| M6X16 screws (x3) Dome head | |

PRODUCT FEATURES

- Ignition only high performance system for 2 cylinder/2 stroke motorcycles with firing angle of 180 degrees.
- Has a specific advanced curve for maximum performance, race proven.
- The system is lightweight and the rotor (418gms) has low inertia for rapid acceleration.



Fitting Instructions

Step 1 Fit the base plate using the x3 M6X16 screws provided.

Step 2 Locate the rotor + adaptor on the crankshaft, fit the M8X40 bolt and large washer - don't fully tighten yet.

Setting the ignition timing

Step 3 The spark starts when the green line marked on the rotor passes the green mark on the edge of the stator cover see fig 3. **Note: anti-clockwise rotation.**

Step 4 See fig 3: With the nearest cylinder 1. set to 3.5mm or 29° BTDC (*see below) move the rotor on the crankshaft to align with the stator marking.

See step 3. Fully tighten the rotor now - recheck the ignition timing and adjust as required by moving the stator on the x3 slotted holes.

Step 5 Note the lead colours from the stator, the plug with the blue/yellow cable needs connecting to the CDI for cylinder 1. This corresponds to the timing as shown above in step 3.

Step 6 Connect the the CDI and HT coil for cylinder 2.

***Note:** *Timing figure is a guide only and will vary depending on engine tune/exhaust system etc.
Don't set to original factory timing as this was for a fixed ignition system.*

