



CONTENTS

- Stator plate BP405
- CDI unit HT-CDI
- 12v AC Regulator (for lighting version) RG12

Optional

- Puller M27x1 (left hand thread)
- RG6 - 6v AC Regulator (for lighting version)

PRODUCT FEATURES

- CDI Ignition with smooth electronic advance, for performance and easy starting even when hot.
- Simple fitting using the original rotor.
- One piece combined CDI & HT coil, only two cables to connect.



Fitting Instructions

- Step 1 Remove the flywheel, using the correct puller (we can supply one if required), stator and HT coil. The contact breaker assembly is not required but may be left in place.
- Step 2 Fit the stator as shown in fig 2. Locate the grommet in the crankcase, pull the cables through the grommet to adjust fit.
- Step 3 Locate stator plate midway on the slotted holes and tighten the x3 M6 screws, fit the flywheel and tighten the retaining nut.
- Step 4 Fix the cdi/ht coil in a convenient position so the terminals will reach the plug. Attach stator terminals to the cdi/ht coil - note the black/white cable is for the engine stop switch.
- Step 5 Setting the timing: The engine will run with the stator set midway on the slotted holes, to check the timing a strobe is required. See fig 3. Original marks on the rotor and crankcases should align at full advance with the engine revving at about 6000rpm.

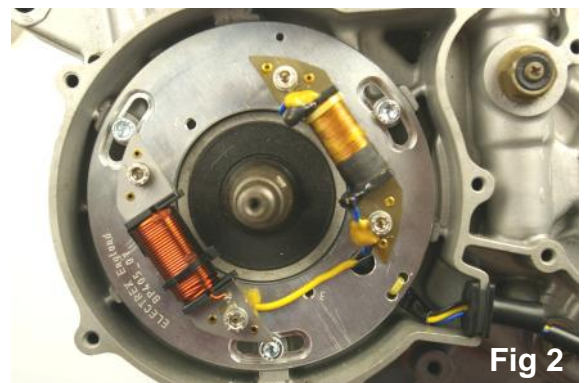


Fig 2



Fig 3

Lighting Circuit - STK405L

- Step 6 As supplied a 12 AC regulator is connected across the lighting coil output as shown in the fitting instructions provided for this part. This controls the output to prevent the bulbs blowing. The lighting circuit can be connected to the single yellow cable from the stator.

