

# C12/C53 Ignition Coils

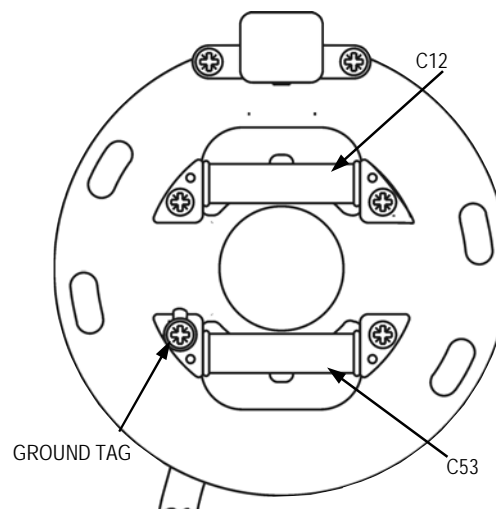
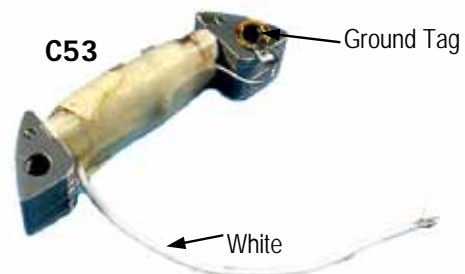
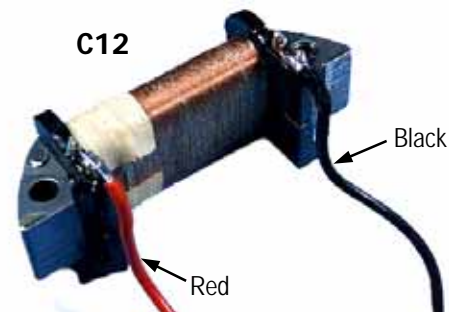
Kawasaki KX125 1989-91, KX250 1989-91



## FITTING INSTRUCTIONS

### READ THESE INSTRUCTIONS CAREFULLY

- Step 1** Take the ignition cover off. Check the new parts are similar to the old ones and that they match, including the mounting hole locations. If not, double check the application listing with your bike.
- Step 2** Make a note of the cable colours from the original coil and disconnect them from the wiring loom.
- Step 3** Remove the flywheel using a proper puller tool and remove the base-plate with the original coil.
- Step 4** Remove the screws that secure the ignition coils and take the coils off. Cut the original cables close to the coils.
- Step 5** Mount the new coils onto the base plate, make sure the ground tag on the C53 is held in place with one of the mounting screws, fit the screws using locking compound on the threads and **tighten securely!**
- Step 6** Connect the old cables to the new coils (see connections table below) in exactly the same place as on the original, making sure you have good connections. Crimp or solder connections as appropriate. When crimping the connections use high quality crimps. If soldering use a resin core solder (the type used in electrical applications) but be aware that solder doesn't always work very well on older wires. If appropriate insulate the wire connections with a heat shrinking sleeve.
- Step 7** Refit the stator base-plate. Ensure the cables **cannot touch the flywheel** (especially on the inside of the flywheel).
- Step 8** Refit the flywheel. Tighten the bolt to specified torque.
- Step 9** Connect the cables to the wiring loom on the bike and refit the ignition cover.



CONNECTIONS	
Existing wiring	On C12 connect to
RED	RED
BLACK/RED	BLACK/RED
Existing wiring	On C53 connect to
WHITE	WHITE
Connect the Ground Tag (black cable) under the coil mounting screw	

### TROUBLESHOOTING

**Engine will not start:** You may have connected the source coil cables in the wrong position. Swap the connections, re-solder the cables and the engine should start.

**If the engine still does not start:** Re-check the connections. Make sure you carefully crimp or solder the connections. Twisting cables together or taping cables may cause a poor spark or no spark at all.

If you still cannot get the engine to start, have all your testing information ready prior to calling the dealer or Electrex World.