

C97 Ignition Coil

Honda CR250 1997-98



FITTING INSTRUCTIONS

NOTE

These machines use a separate output, next to the ignition output to provide power for the power valve. The C97 is the replacement for the standard stator.

READ THESE INSTRUCTIONS COMPLETELY

- 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** Remove the flywheel using a proper puller tool and remove the base-plate with the original stator.
- Step 3** Cut the original cables close to the original stator. Make a note of the connections on the original stator.
- Step 4** Mount the new stator onto the base plate. Fit the screws using locking compound on the threads and **tighten the screws securely!**
- Step 5** Connect the old cable to the new coil (see connections table) in exactly the same place as on the original, making sure you have a good connection. 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 cables. If appropriate insulate the cable connections with a heat shrinking sleeve.

The best place to put the connections is at the back of the pulser coil (the black cube at the side). Use a tie wrap to secure the cables in place. Check the diagram for wiring connections.

- 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.
- Step 10** Fit the ignition cover.

CONNECTIONS	
Existing cabling	Connect to
BLUE	BLUE
WHITE	WHITE
YELLOW/WHITE	YELLOW
YELLOW	YELLOW

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 solder the connections. Twisting cables together or taping cables will cause engine inoperability.

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

