

STK-150 Bultaco Pursang **STK-152 Bultaco Pursang - Twin spark** **STK-153 Bultaco Sherpa**



CONTENTS

Flywheel (Sherpa has additional weight for greater tractability.)

Stator

CDI

HT-Coil (Twin HT-coil STK-152)

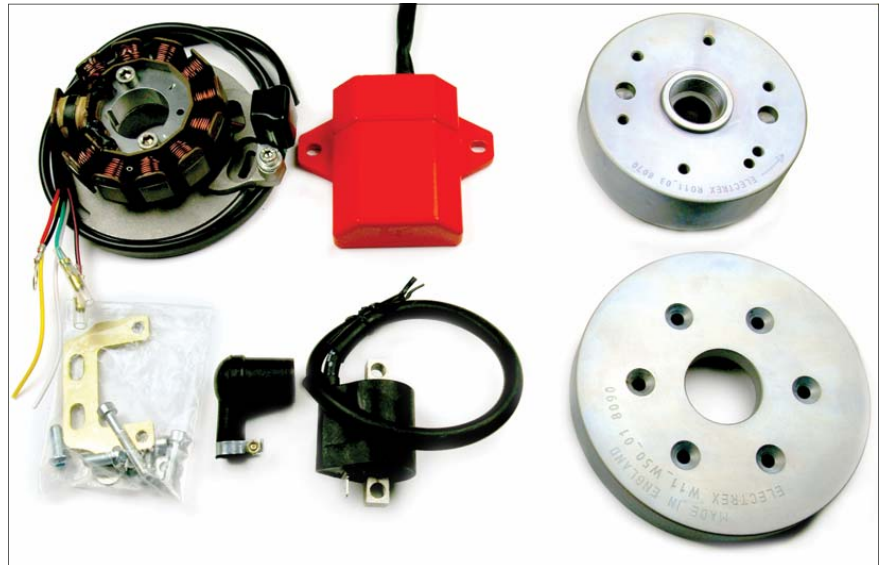
Fitting Kit

Options (not included as standard):

RR212 - Combined reg/rec + AC reg.

FP5239 - Flywheel puller

FH5367 - Flywheel retainer

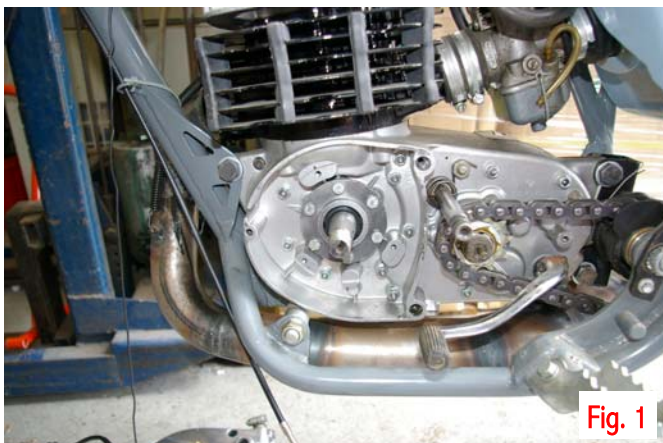


Kit shown is for **Bultaco Sherpa** with additional plate for added weight on the rotor.

PRODUCT FEATURES

- CDI ignition system for strong spark and easy starting.
- External pick-up gives accurate and adjustable timing with no variance with temperature.
- Flywheel has similar weight to the original to give the correct engine characteristics.
- Stator supplied as standard with 150w alternator for AC lighting and/or DC output. See optional extra RR212.

Fitting Instructions



Step 1 From left hand side (see fig. 1) remove kickstart gear change and clutch cable. Undo screws and take off alternator cover.

Step 2 Remove original flywheel and stator using a puller (see optional item FP5239).

Cont overleaf

STK-150/152/153 Bultaco Pursang & Sherpa



Fitting Instructions cont.

Step 3 Fit the stator assembly in the position shown (see fig. 2) using the x3 M5 screws provided, don't fully tighten yet. Fit the original grommet to the cable harness, use some silicon sealant as required to ensure it is water tight.

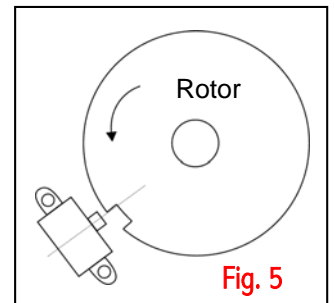
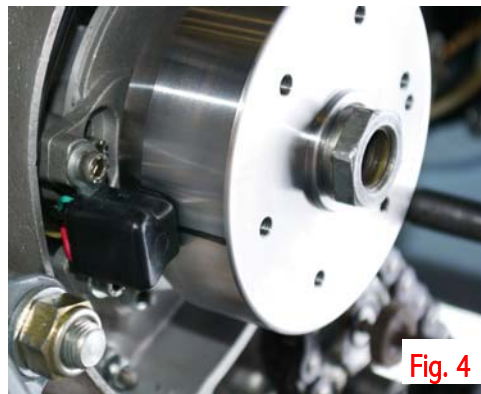
Note: If you need to cut the grommet use 'superglue' to bond it back together.



Step 4 Fit the new flywheel (see fig. 3), retain with a peg holder (our part no. FH5367), or similar and fully tighten retaining nut.

Step 5 Setting the timing. The static timing needs setting at 2.8mm BTDC (for a fixed ignition system).

To set the static timing remove a spark plug and insert a dial guage (or micrometer setting tool, our part no. TDCM-4936). Set piston to 2.8mm BTDC, note if the plugs are at an angle, as with twin plug heads, set to 3.2mm BTDC.



Step 6 Taking care not to move the flywheel, adjust stator so the centre of the pick-up aligns with the end of the cut out in the flywheel (see fig. 4 & 5). Adjustment is done by using a 4mm ball end allen key, this allows access to the x3 M5 screws at an angle.

Step 7 Fit the CDI and HT coil, follow wiring diagram shown in fig. 6 for connections.

Step 8 Replace stator cover etc.

Note: Single spark system - ensure the HT coil mounting (laminated core) has good continuity with the engine, this is so that the HT voltage has a return path.

When checking for a spark on twin plug model - the spark occurs between the ends of the twin HT leads i.e. if you test with only one plug resting on the lead you will not get a spark.

