

STK-235 Suzuki GT380/550

CONTENTS - please check you have the following

Stator - triple	
Rotor (IR11)	Rotor adaptor (RA235)
Base plate (BP333)	Kill switch adapter lead
HT 55 x3	HT Brackets x3
CDI unit x3 (3 cil)	Fitting kit - M5X35 x3, M5X16 x3

PRODUCT FEATURES

- Self generating cdi ignition, firing at 120° intervals for 3 cylinder triple engines.
- Built in dedicated advance retard curve designed for maximum performance.
- The system is lightweight and the rotor has low inertia for rapid acceleration.



Fig 1

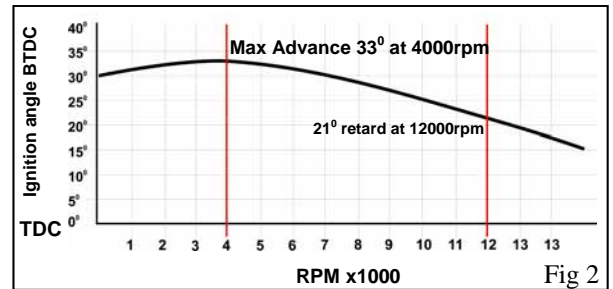


Fig 2

Fitting Instructions

NOTE: The stator/rotor replaces the original alternator on the LH side of the engine.

- Step 1** Remove LH engine cover, alternator and stator. Fit the base plate using the x3 M5X16 screws provided.
- Step 2** Attach stator to base plate using x3 M5X35 screws through the slotted holes in a midway position. See fig 3.
- Step 3** The rotor is located on the crankshaft using the adaptor provided - don't fully tighten yet.

Setting the ignition timing

- Step 4** The spark starts when the line marked on the rotor passes the yellow mark on the edge of the stator cover see fig 3.
Note: Anti-clockwise rotation for the GT380/550.
- Step 5** See fig 3: With the nearest cylinder (1) set to 3.5mm BTDC (*see below) move the rotor on the crankshaft to align with the stator marking see step 4. Fully tighten the rotor now - recheck the ignition and adjust as required by moving the stator on the x3 slotted holes. Check airgap with rotor and stator is even at 0.5mm, adjust by loosening base plate, releasing screws (M5x16).
- Step 6** Note lead colour on the stator coil with yellow timing mark and connect this lead to a CDI and HT coil for cylinder 1. See wiring diagram fig 4.
- Step 7** Connect the other CDI's and HT coils.
- Step 8** A stop switch can be connected to the x3 black/white cables from the CDI's using the adapter lead provided. Connecting the black/white to earth will stop the ignition.

***Note:** *Timing figure is a guide only and will vary depending on engine tune/exhaust system etc.*

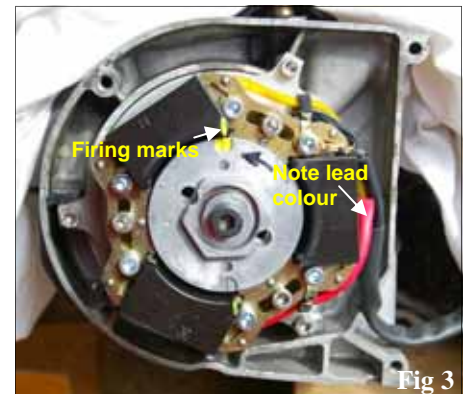


Fig 3

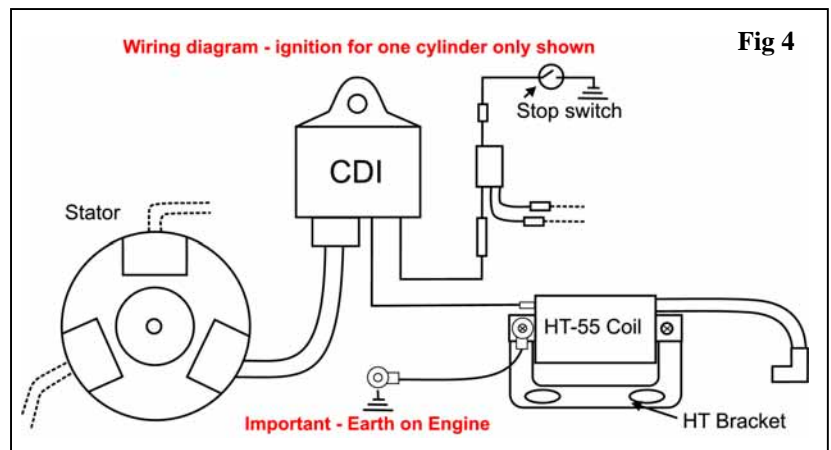


Fig 4