



STK-475/STK-475L Yamaha TY175 Trials

CONTENTS

Stator (BP475)
HT-CDI HT Cap
Fitting Kit (M6x12 (2))

Optional
RG12 (If using lighting kit STK-475L)
Puller M27L x1



PRODUCT FEATURES

- Replaces original fixed timing points system with CDI electronic ignition. Utilises the original flywheel for simplicity and low cost.
- Electronic advance of 16° is specifically developed to give the TY smooth tractable power, ideal for trials.
- Starting is very easy with ignition at only 150rpm .
- Optional STK-475L version has a 75watt AC output for lighting, controlled by a regulator (supplied) to prevent bulb failure.

Fitting Instructions

- Step 1** Remove original rotor using M27L x 1 Puller, this is an optional item.
- Step 2** Remove original stator and fit new stator, see fig 1. Use x2 M6 counter sunk screws provided.
- Step 3** Fit the original rotor, taking care to locate it correctly on the key. Tighten rotor fully.
- Step 4** Fit the combined HT-CDI under the air filter cover, this can be retained using bolts or ty-raps as appropriate. Attach the blue cable to the large connector and the black to the small connector. The black/white cable is for the kill switch, when earthed it will stop the engine.
- Step 5** The timing can be adjusted by altering the screws as labelled in fig 1. For more precise setting information see below.



Detailed setting of the timing

Note: The system has electronic advance of 16 degrees, therefore it is necessary to locate the position of maximum advance which needs to be set at 1.8mm BTDC (equivalent to the original fixed timing point system).

As supplied, the stator is set to allow the engine to start but the timing may need to be adjusted as below.

- Attach a piece of solid wire to a crank case bolt to use as a pointer.
- Mark the rotor approx. in position shown relative to the large hole with a line and punch mark and label TDC (top dead centre), measure 28mm from this point see fig 2 and mark with line and label FA (full advance). 28mm = 22° or 1.8mm BTDC.
- Set the piston to TDC (using a dial gauge if available), without moving the rotor align the wire pointer with the TDC line, see fig 3.
- Start the engine and using a strobe it is possible to observe the maximum advance position, if the timing is correct the wire should align with the FA position. If not, advance or retard the stator plate by adjusting the two screws - see fig 1.

