

# C14 Ignition Coil

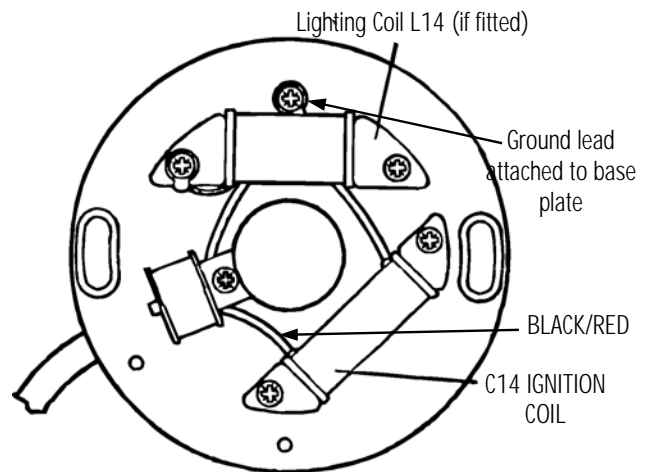
## YAMAHA YZ250 1990-95, WR250 1990-95

### FITTING INSTRUCTIONS

#### READ THESE INSTRUCTIONS CAREFULLY

**Note:** The C14 replaces the 2 original coils which are mounted one on top of the other.

- Step 1** Take the ignition cover off.
- Step 2** Remove the flywheel using a proper puller tool and remove the base-plate with the original stator.
- Step 3** Remove the screws that secure the ignition coil and take the coil off.
- Step 4** Cut the original cables close to the original coil. Make a note of which cable colour goes to which side of the original coil.
- Step 5** Mount the coil onto the base plate, making sure the ground lead/tag is under a mounting screw on the base plate (see line drawing). Fit the screws using locking compound on the threads and **tighten securely!**
- Step 6** Connect the old cable to the new coil (see connections table below) 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.
- 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 wiring	On C14 connect to
BROWN	No connection required
BLACK/RED	Solder Tag

*Ground lead/tag secured with a mounting screw on to the base plate*

#### 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.