

C25/C26 Ignition Coil

Kawasaki KDX200 1982-88

KXT250 Tecate



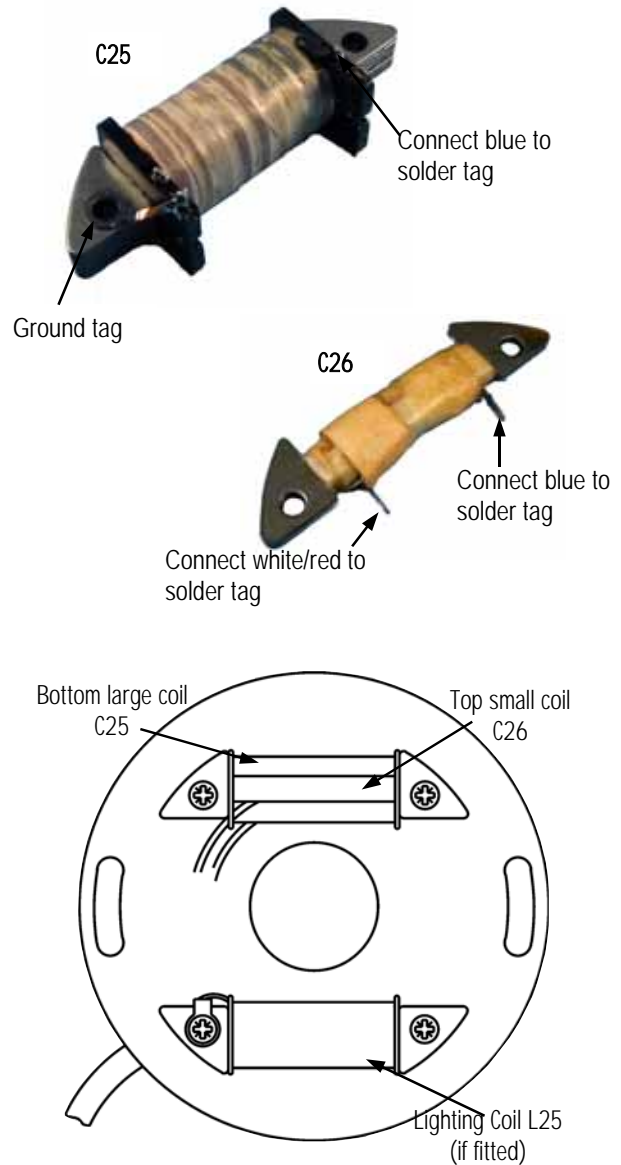
FITTING INSTRUCTIONS

NOTE

The L25 Lighting coil can be added to this set-up.

READ THESE INSTRUCTIONS CAREFULLY

- 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** Disconnect the wires on the original stator from the wiring loom.
- Step 3** Remove the flywheel using a proper puller tool and remove the base-plate with the original stator.
- Step 4** Cut the original wires close to the original stator. Make a note of the connections on the original coils.
- Step 5** Mount the coils onto the base plate, placing the small C26 coil on top of the large C25 coil, use the original spacers. 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 wires. If appropriate insulate the wire connections with a heat shrinking sleeve.
- Step 7** Refit the stator base plate. Ensure the wires **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 wires to the wiring loom on the bike.
- Step 10** Fit the ignition cover.



CONNECTIONS	
Existing wiring	On C25 (bottom coil) connect to
BLUE	Solder Tag
Ground tag is secured under mounting screw	
Existing wiring	On C26 connect to
WHITE/RED	Solder Tag
Other side connects to the C25 over a BLUE jumper cable.	

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.