

STK-010 BSA: B25, B40, B44, B50, C15



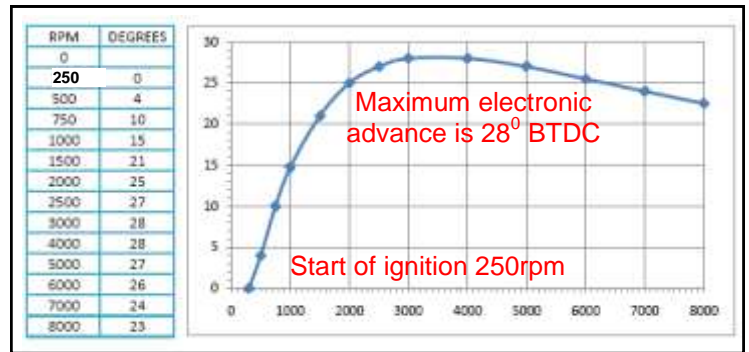
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- Stator ST-010 HT-CDI
- Rotor IR10 Fitting Kit



PRODUCT FEATURES

- Self generating CDI Ignition with electronic advance, developed for BSA singles, for easy starting and maximum performance.
- Easy installation, only 2 cables to connect directly to the combined HT coil & CDI unit.
- Fully compatible for operation within the engine oil.
- Replaces the original Lucas alternator - points and distributor are not required.



Fitting Instructions

Step 1 Remove the original stator & rotor from left hand cover.

Step 2 The rotor supplied (type IR10) has 2 keyways.

Keyway A is for B44/50 and military B40's.

Keyway B is for B40/B25/C15.

Fit the new rotor (see fig 2), the supplied spacer should be used where a stepped retaining nut is not available, fully tighten.

Step 3 Place the 3 spacers provided on the studs, leaving in position the original spacers and chain tensioner (see fig 2).

Step 4 Fit the new stator as shown (see fig 3) with stainless steel retaining plate outermost.

Step 5 Feed cables through crank case. Locate HT-CDI and connect the terminals from the stator. Black cable connects to the small terminal. Blue cable with Black/white connects to the large terminal. Note: Black/white cable is for connecting to a kill switch. When connected to earth the engine will stop.

Step 6 **Setting the timing:** See fig 3. Position shown is for the start of sparking, total advance for this system is 27°, so if the maximum advance is 34° (B50/B44) set the piston to 7° BTDC.

0.34mm BTDC (or 7°) for B50/44 engines with 90mm.

0.26 mm BTDC (or 7°) for the B40, B25, C15 engines with a 70mm stroke.

Step 7 Tighten retaining nuts for the stator ensuring that there is an even air gap with the rotor.

Step 8 Re-check timing is correct.



Fig 2



Fig 3

NOTE: The above engine timing settings are intended as a guide only, engines with different states of tune or running on methanol may require a different set-up.