



STK-113 Maico 490 MX

CONTENTS

Stator - BP113

Rotor - R0113

CDI-HT Coil - HTCDI

Fitting kit (M5x20, M5x25 x2 + nuts, crankshaft nut M12x1 LH, key 3x3.7ks)

Optional parts

Lighting coil & regulator - L31 & RG12 (+fitting ins)

Puller - M27x1.25

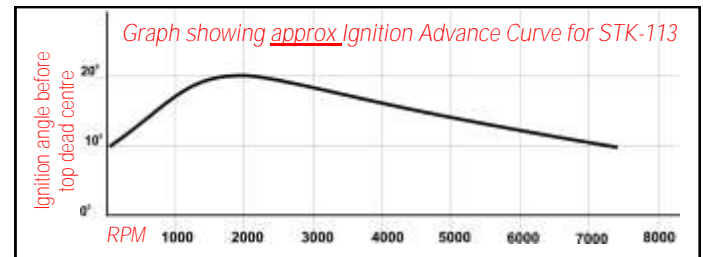
Billet machined aluminium cover - C0113



Ignition only shown, lighting kit is also available

PRODUCT FEATURES

- Cdi ignition for reliable easy starting.
- Specific electronic advance curve for Maico 490.
- External rotor for flywheel inertia , weight 1.2kg.
- Rotor engraved with degree markings to enable easy timing set-up.



Fitting Instructions

Step 1 Remove RH engine cover and existing stator system, note unit is LH thread so turn clockwise to remove.

Step 2 See fig 1. Fit stator using M5x20 screws & washers x3, (use original rubber grommet from old stator) start with top screw. Position approx midway on slots, **don't tighten screws yet.**

Step 3 Locate rotor on crankshaft, fit new key provided if original is in a poor condition.

Step 4 Fit rotor unit and loosely tighten (anti-clockwise), so rotor is firm on crankshaft but can be easily removed.

Step 5 Set piston to 21° BTDC for the 490 engine (83mm stroke), this is 2.87mm BTDC. A dial guage is best for setting timing but the engraved degree marks on the STK-113 rotor can also be used. See timing notes below.

Step 6 With piston held at 21° BTDC align stator red marking with red mark on rotor.

Step 7 Fully tighten stator screws and rotor retaining nut to specified torque.

Step 8 Tighten crankshaft nut to specified torque and replace cover.

Step 9 Fit combined HT-CDI in place of original coil, feed stator cable to HT-CDI and plug in, note connectors are not the same so it cannot be connected incorrectly. When feeding the stator cable keep them away from the exhaust system - use tie-wraps to secure (see fig 4).

Step 10 Black/white cable from HT-CDI is for the stop switch - earthing this will kill the engine.



Fig 1



Fig 2

Timing Notes

The rotor and stator are marked with x2 punched dots and highlighted in red. When aligned this is the timing position for maximum advance which approximately equates to the factory setting for fixed timing.

If a dial guage is not available the degree marks on the rotor can be used. With a piece of wire bolted on the crank-case set piston to TDC and align wire end with the 'T' mark, rotate the rotor to 21°.