

STK-176 'Formula Bantam' Race Ignition System



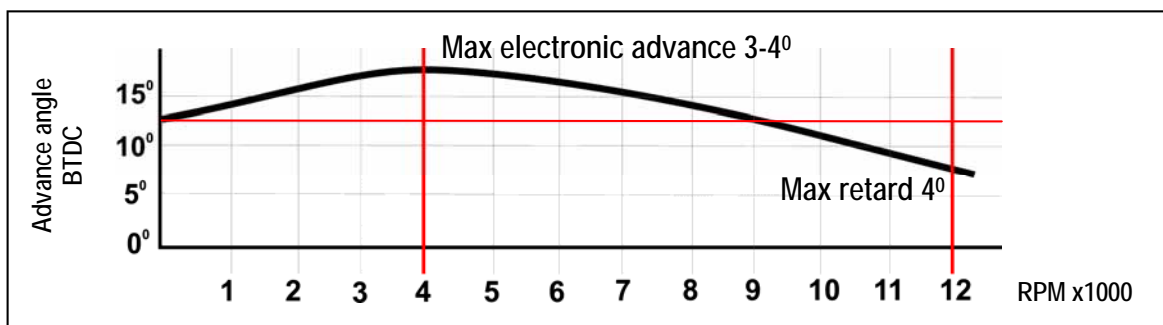
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PRODUCT FEATURES

- High energy self generating cdi ignition system located in place of the original Wipac or Lucas alternator in the LH cover. The stator is designed for operation within the engine environment.
- The stator produces the energy and timing signal which feed the combined cdi, producing a high voltage spark.
- Ignition advance/retard is fully electronic with a timing curve specifically designed for race engines for maximum performance.



Fitting Instructions

- Step 1** Remove LH engine cover, exposing the alternator. Undo the x3 nuts holding the alternator/stator. Retain the nuts.
- Step 2** Remove alternator/stator from the cover and also the inner casing.
- Step 3** Undo the rotor retaining nut (see fig 2). This can be done by holding the rotor with a suitable tool. If an impact wrench is available it is not normally necessary to hold the rotor.
- Step 4** Fit new rotor, ensure it locates on the original key and has the cast hexagon facing out, locate spacer and nut, tighten the rotor onto the crankshaft.
- Step 5** Refit the inner cover, slide the stator on to the 3 studs in the position show (see fig3.). Ensure it is correctly located in the casing.
- Step 6** Fit the x3 spacers provided and screw on original nuts, don't fully tighten yet.
- Step 7** Unscrew spark plug, set piston to TDC position (use dial gauge if available). Set piston to 12° BTDC. Without moving the rotor align the stator mark with the rotor mark, see fig 3.
- Step 8** Tighten stator retaining nuts. Check timing is correct as in step 7.
- Step 9** Locate output cable in exit slot, use original alternator grommet if available (cut and re-glue with super glue).
- Step 10** Fit CDI and HT in a convenient position and connect.

