

STK-980 Ignition Kit - AJS Stormer & Starmaker



CONTENTS

- Flywheel Inner/Outer
- Stator
- HT-CDI + cap
- Fitting Kit: Screws - stainless steel: M6x12 c/sunk x6,
M6x20 Cap x2, Nut M6 x2, Woodruff key 4x6.5



PRODUCT FEATURES

- CDI ignition system for strong spark starting at only 150 rpm.
- Automatic variable ignition advance curve.
- Flywheel is a 2 piece solid alloy steel construction + magnet ring with perfect balance 'by design'. It has a self extracting/retaining nut as per the Villiers original. With the outer flywheel removed initial timing set up and adjustment is easily achieved.
- High quality electroplating and stainless steel fittings are used for maximum corrosion protection.
- Optional lighting version available

Fitting Instructions

Step 1 Fit the stator in the position shown, using original screws (at least 2 of the 6 are required) **see fig. 1**. - **do not fully tighten yet.**

Step 2 The cable exit is through the original hole, use a suitable sealant.

Step 3 Fit the inner flywheel, taking care that the Woodruff key is correctly seated in the keyway. We recommend you fit the key provided especially if the original is in poor condition. **Don't fully tighten the flywheel nut yet.**



Fig. 1



Fig. 2

Step 4 To set the timing, remove the spark plug and with a dial gauge or timing disc set the piston to 'TDC', then, without moving the flywheel rotate the base plate so that the punched mark on the base plate (marked with a yellow line) is in alignment with the yellow mark on the flywheel - **see fig. 2.**

Step 5 Remove the flywheel and fully tighten the stator - **see fig. 3.**

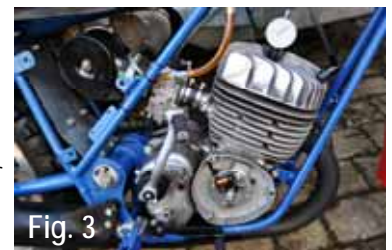


Fig. 3

Step 6 Replace the flywheel, fully tighten the retaining nut.

Step 7 Fit the combined HT-CDI unit, plug in the 2 terminals from the stator, the larger terminal has a black/red lead connected; with a black/white cable, this cable is the kill switch lead. If this is connected to the earth, engine or chassis, this will cut the ignition.

Step 8 Replace the plug, fit the HT cap on the lead after cutting to the length required.



Fig. 4

Step 9 After testing the running of the engine if no further adjustment is required the outer flywheel can be fitted, **see fig. 4.** When fitting the outer flywheel it is recommended that you use Loctite Threadlock or similar to retain the 6 countersunk screws (don't use Loctite stud retainer if you wish to remove the screws in the future).

IMPORTANT NOTE:

The timing may require adjusting for different engines, the set-up shown above is approximate and fine tuning may be needed for best performance, depending on engine size and stator tune.