



Fitting Guide

1. Remove the protective covering from the source winding and mount it with the earth tag under the copper rivet nearest to the web address on the stator.
2. Put the heat shrink over the brown wire and solder it to the 'hot' output tag as shown. Use a hot air gun to shrink the sleeve over the joint.

3. Move the stator so that the uppermost rivet is in line with the timing index, tighten the stator retaining screws. Fully assemble the flywheel to the crank and rotate by hand to ensure the stator is clear of the rotor, removing the spark plug will allow the engine to be turned by hand. A clearance of 0.2 - 1.0 mm (0.008 to 0.040") is normal.
4. Check the ignition timing with a strobe light. On V6 EMCUs (CDi) it can be trimmed on the adjuster. On V5 and lower, the stator position must be moved which requires flywheel removal.
5. Full set up information is available on the kit's original fitting guide.

Not suitable for V1 & 2 systems which are no longer supported. We can up-date the very early systems to latest standards but this requires a return to base visit for the system.