



### 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 engraved web address on the stator.
2. Put one piece of the supplied heat shrink over the brown wire and solder it to the 'hot' lower output tag.
3. Put the second piece over the red wire and solder to the top tag which is marked with a red dot.
4. Push both pieces of heat shrink as far over the soldered tags as possible. Use a hot air gun to shrink the sleeve over the joint.
5. Move the stator so that the uppermost rivet (see detail1) on the windings is in line with the timing index, tighten the stator retaining screws to lock it in this position. 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. Any contact, even a light one will cause the new winding to over heat and fail within a very short period.
6. Check the ignition timing with a strobe light. It should be set to the "F" mark at 1,100 RPM. The the adjuster on the EMCU (CDi) should be used to fine tune it. If the trimmer cannot bring it in to range, re-adjust the stator position. See the kit fitting guide for more information on setting the timing.