



XT & TT500 Lighting Coil Installation Guide LC-1

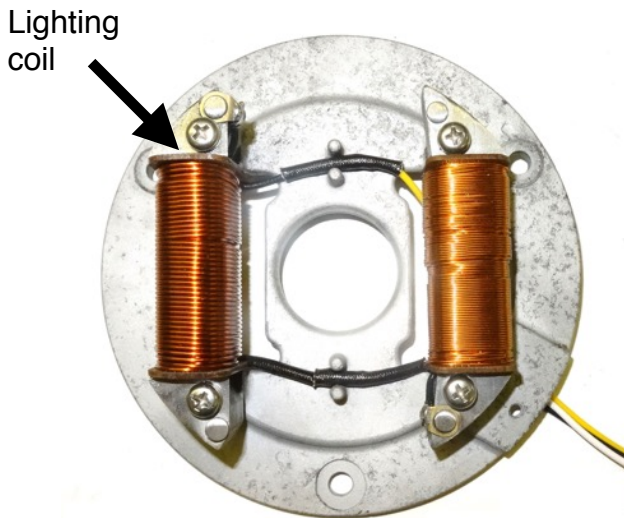
Thank you for purchasing our “LC-1” lighting coil. It comes pre-wired and fits standard generators found on TT500 & XT500 models as well as our electronic ignition kits RMK-2 and RMK-4. If fitting this to an ignition only RMK kit you’ll need spacers so the coil sits the right distance from the stator plate. It will bolt directly to Yamaha stators. Note this part is not suitable for XT models with factory CDi as the stators are completely different, Later EU market bikes where 12 volt, the LC-1 does not fit this stator.



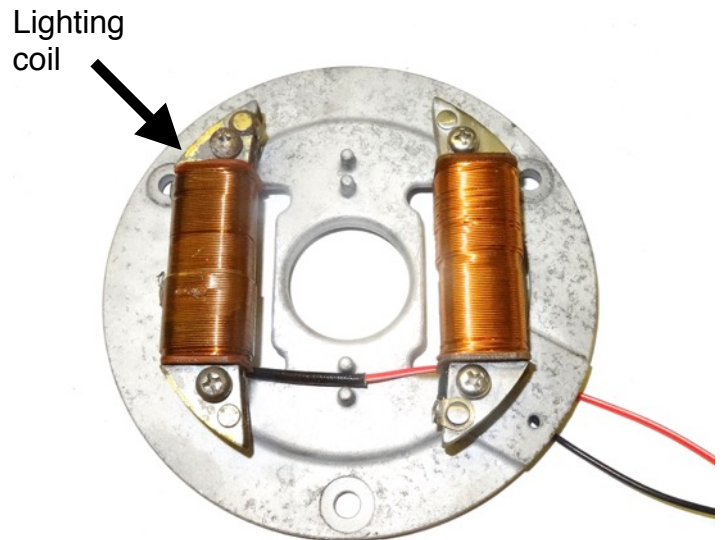
To Begin

First you must remove the fly wheel, use the correct fly wheel exactor (our p/n FWP-1) and either a pneumatic or electric impact driver (“rattle” or “buzz” gun) to loosen and re-tighten the flywheel nut.

Identify the lighting coil. It is the one on the **left** as the generator is fitted to the bike. The TT500 one is identical to the points source winding so take care. The XT500 lighting coil is much larger. Note that over the years Yamaha altered the positions in which the wires come from the windings, the wires always have the same function so it makes no difference if yours has the wire colours in different positions.



XT500: Lighting coil is much larger than the source windings and has two wires, a yellow & a white wire coming from it.

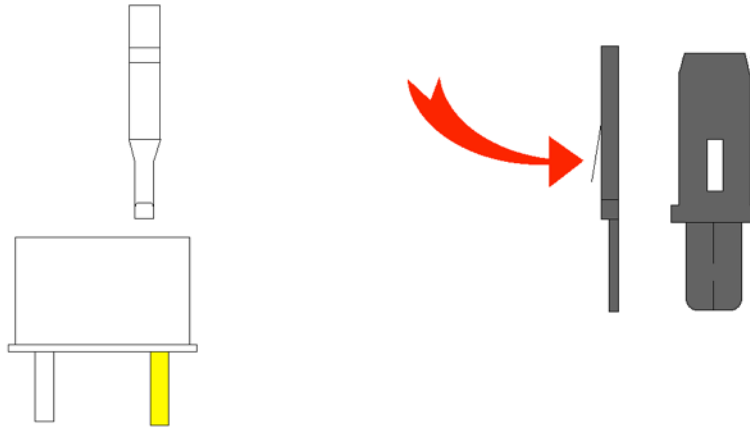


TT500: Be careful! The lighting coil is identical to the points ignition source coil. It can be identified as it is on the left, as the stator is fitted to the engine and has a single red wire with white trace coming from it.

Remove the stator from the engine

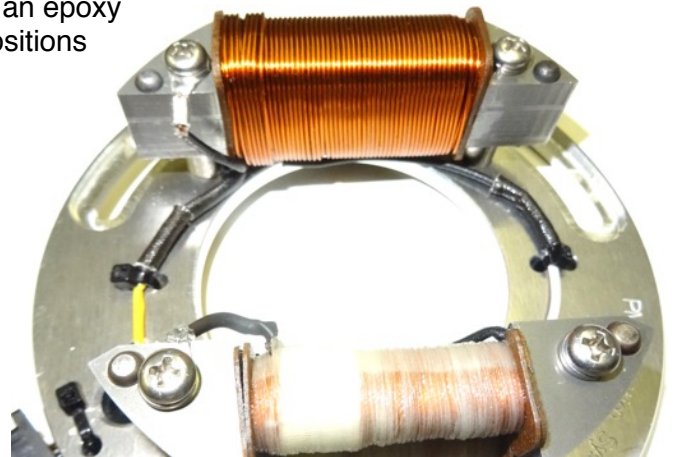
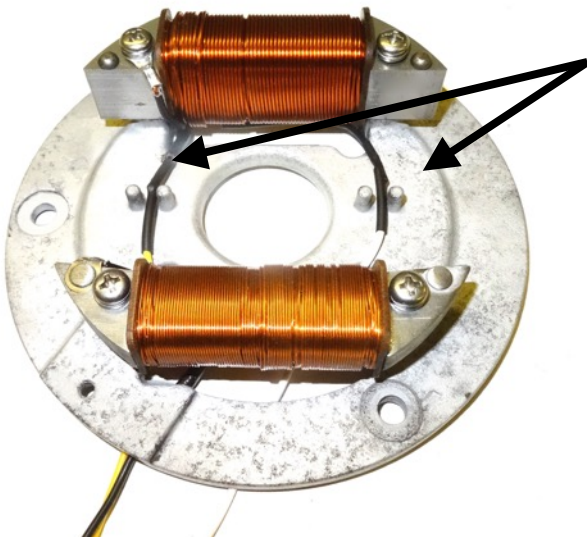
Undo the two lighting coil retaining screws. These screws are often very tight or corroded. Remove them with care.

Snip the wires coming from the lighting coil just past where they join the winding. Pull the yellow and white (or red/white on the the TT) wires through the grommet, sleeve and remove them. The terminals can be removed from the connector block using a small jewellers screw driver. They are held in the housing by tags which must be pushed back to release the terminal (XT models). Alternately you can replace the block connector with a new one or use Japanese bullet connectors



Fit the new LC-1 lighting winding. You may notice that the yellow and whites wires and are in different positions, this does not matter. Run the wires as shown and use a blob of epoxy glue to hold them in place.

Glue wires with an epoxy glue at these positions



On RMK kits the wires are secured with cable ties as shown. Note the spacers under the winding.

Feed the new wires through the loom, trim to length and add the crimp terminals.

Refit the stator plate and flywheel. Rotate 2 the engine turns without the spark plug fitted and ensure there is no contact between the new winding and flywheel. If there is contact, even slight loosen the winding retaining screws, push the winding away from the point of contact and retighten.

Refit the flywheel and re-check. If there is no contact, torque tighten flywheel to the value in the shop manual.