



## KX125, KE175, KD175, KX250 CDi Unit Fitting Guide

***This fitting guide must be used in conjunction with the Kawasaki shop manual for your model and does not over rule any safety cautions or warnings given. Follow the shop manual for torque settings and general disassembly/refitting instructions. Motor vehicle parts must only be fitted by suitably trained and qualified professionals.***

- Remove the old CDi unit. Secure the new one to the frame using the cable tie.
- Plug the connectors in to the matching ones on the bike. Double up long leads and tie back if required

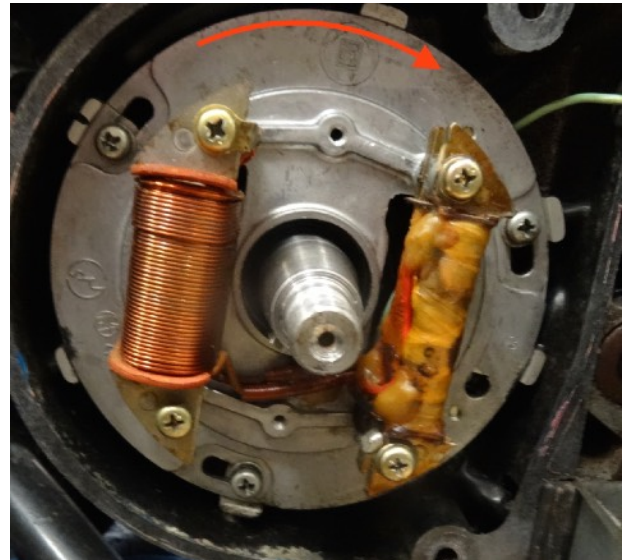


### **Adjust the ignition timing.**

Note the new unit is timed differently than stated in the Kawasaki manual and gives a modern performance timing curve, different to the standard one. Turning the stator fully clockwise in the slots will bring the timing in to the correct setting. The timing marks should align when checked with a strobe lamp at idle, not at 4,000RPM. Ensure the kill function is working correctly before riding.



Be **EXTREMELY** careful using this type of puller. If you screw the three bolts in any deeper than 8mm the windings underneath can be damaged, needing an unnecessary re-wind to fix the damage. We fitted nuts to stop the bolts going in too far!



Normally turning the stator fully clockwise is enough to time the engine correctly. Owners who wish to experiment can elongate all 3 slots at the end shown nearest to the screws to give a larger range of adjustment.