

STK-175 BSA D14 - B175

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Stator

Rotor

HT /CDI

Fitting kit - x3 spacers

Optional parts

Extractor

Flywheel - extra weight

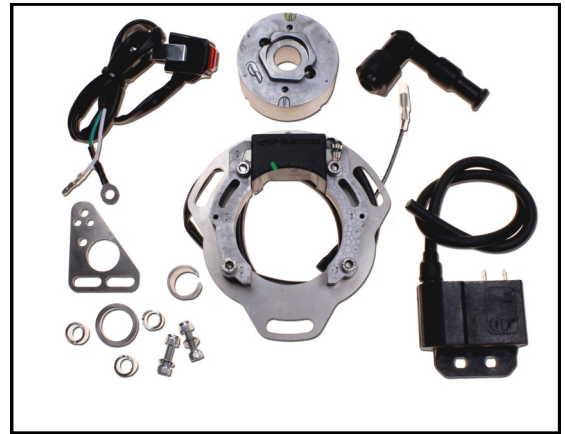
Optional parts



Extractor - FP-5491



Flywheel - W175



PRODUCT FEATURES

- High energy self generating cdi ignition system located in place of the original Wipac or Lucas alternator in the LH cover. The stator is designed for operation within the engine environment.
- The stator produces the energy and timing signal which feed the combined cdi, producing a high voltage spark.
- Ignition advance is fully electronic with a timing curve specifically designed for trials with smooth power delivery at low rpm.

Fitting Instructions

- Step 1** Remove LH engine cover, exposing the alternator. Undo the x3 nuts holding the alternator/stator. Retain the nuts.
- Step 2** Remove alternator/stator from the cover and also the inner casing.
- Step 3** Undo the rotor retaining nut (see fig 2). This can be done by holding the rotor with a suitable tool. If an impact wrench is available it is not normally necessary to hold the rotor.
- Step 4** **Fitting the rotor:** The rotor is tightly held on the crankshaft by the tapered collet system. First fit the collet on the crankshaft pushing it to stop against the step in the crankshaft, then locate the rotor, spacer and locking unit. See fig 3. Don't fully tighten the rotor yet, allowing it to rotate freely on the crankshaft.
- Step 5** Refit the inner cover, slide the stator on to the 3 studs in the position show (see fig. 4.).
- Step 6** Fit the x3 spacers provided and screw on original nuts, don't fully tighten yet.
- Step 7** Unscrew spark plug, set piston to TDC position (use dial gauge if available). Moving the rotor align the green stator mark with the green rotor mark. Tighten the rotor retaining nut to lock onto the shaft, see fig 4
- Step 8** The ignition may be advanced or retarded from this set position depending on individual requirements and engine tune. Note: The factory setting of 16° is for the original points system with fixed timing and is a compromise between starting the engine and maximum power, it is not relevant for this system.
- Step 9** Tighten stator retaining nuts. Check timing is correct as in step 7.
- Step 10** Locate output cable in exit slot, use original alternator grommet if available (cut and re-glue with super glue).
- Step 11** Attach cables to the CDI/HT coil. Note the terminals are different sizes so cannot be connected incorrectly.



Fig 2

ROTOR ASSEMBLY USING KEYLESS TAPER LOCK SYSTEM

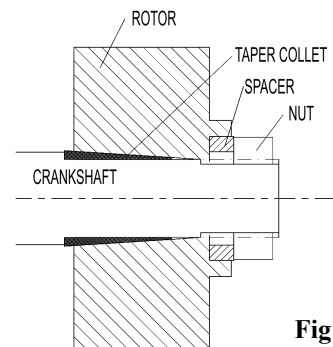


Fig 3

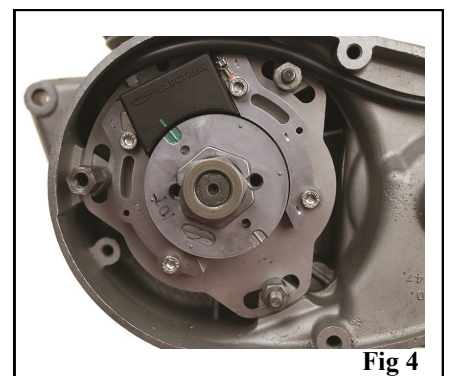


Fig 4