



BSA Bantam D1-D7

STK1257/L Ignition only & combined Ignition & Lighting Kit

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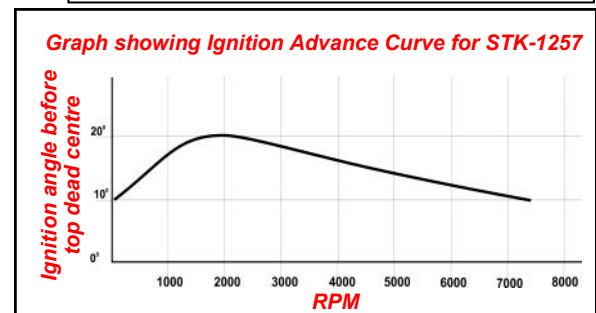
- Flywheel (2.55kg) (R0125)
- HT-CDI + cap
- Fitting Kit
- Stator (BP1257)

Optional parts

- Lighting version (STK1257L)
- Flywheel Holder - (FH-5637)

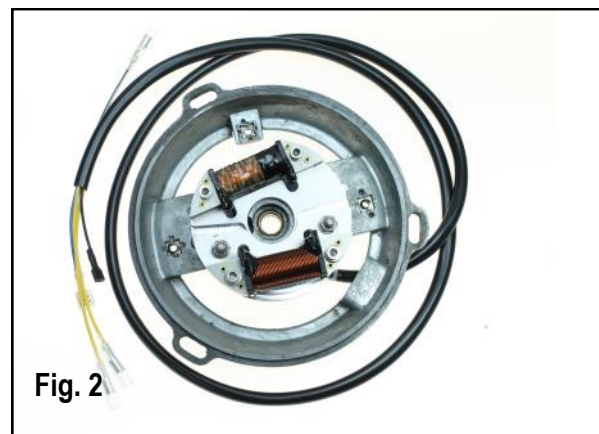
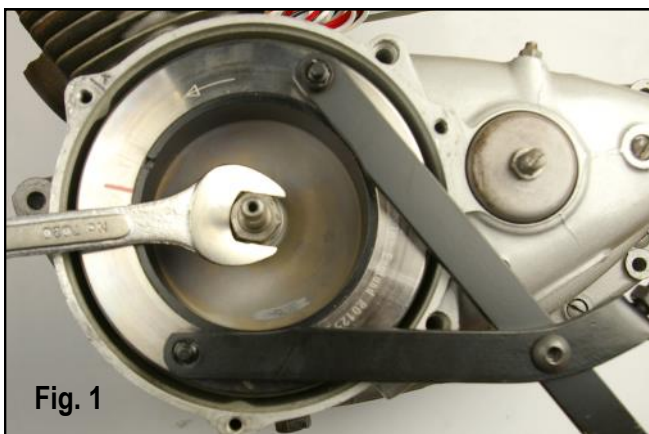
PRODUCT FEATURES

- Replacement, complete cdi electronic ignition for D1-D7 Bantams originally fitted with Wipac ignition.
- Available as ignition only version STK-1257 or with lighting coil and regulator for AC lighting with no battery or DC lighting with a battery 6v and 12v, STK-1257L.
- Direct fitting stator, no exchange required, easy timing set-up adjustment is via the original slotted holes in the Wipac cover and additional movement of the stator itself. Weight increased from original - 2.15kg (4.73lbs) to 2.55kg (5.61lbs), so particularly suitable for trials.
- The new flywheel is machined from a single billet with a keyway and extractor thread to match the original flywheel. Marks are engraved to allow timing to be set-up at TDC (Top Dead Centre).
- The magnet is a one piece composite high energy type. High quality electroplating is used to prevent corrosion.



Fitting Instructions

- Step 1 Remove LH outer cover, points cam and contact breakers from the engine. Remove the original Wipac stator from the carrier plate plus the original wiring.
- Step 2 Remove original flywheel using a holding tool as in **fig. 1** and the correct puller. Reverse procedure to fit the new flywheel, ensure it locates correctly on the woodruff key, tighten the nut to specified torque.
- Step 3 Fit the new stator onto the original studs, then fit the 8mm spacers followed by the original washers and nuts. For the lighting version the stator is in two pieces and the 8mm spacers are not required. **See fig. 2.**





- Step 4 **See fig. 3** With the stator fitted in the original cover make sure the output cables are not trapped. Use a ty-rap to attach the output cable harness as shown.
- Step 5 **Setting the timing.** Remove the spark plug, and by rotating the flywheel, set the Piston at TDC (top dead centre)
- Step 6 **See fig. 4** Fit the stator then with the piston held in this position rotate the outer cover to align the 'timing mark' hole in the stator plate with either of the two degree markings on the rotor depending on the model:

For D1 & D3 (125cc) align hole with 30° mark at TDC

For D5 & D7 (175cc) align hole with 19° mark at TDC

If there is insufficient slot adjustment on the cover, remove it and loosen the two nuts retaining the stator plate and rotate as required. Retighten the nuts and refit the stator cover, and then re-set timing as above.

- Step 7 Using the circuit diagram below fit the combined HT-CDI unit, plug in the 2 terminals from the stator, the larger terminal has a black/white lead connected; if this terminal is connected to earth or the engine or chassis, this will cut the ignition so a kill switch can be fitted if required.
- Step 8 Fit the HT cap on the lead after cutting to the length required.
- Step 9 Using the two yellow cables from the stator, connect as shown below: for DC battery charging system connect reg/rec to battery and lighting, making sure you link all earth connections together and for AC (without battery) connect regulator to lighting.
- Step 9 The timing can also be checked with a strobe light, note CDI systems have a very high voltage spark but of short duration - sometimes it is not easy to see. **We advise to first try and start the engine rather than looking for a spark at the plug.**

