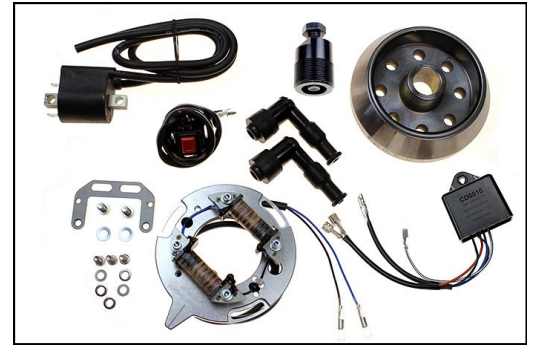


# STK-152 Bultaco Pursang - twin plug



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- Rotor - R011-04
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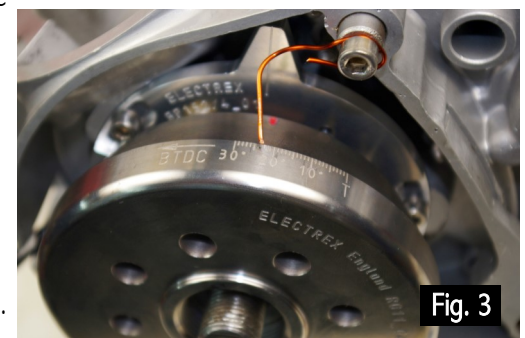
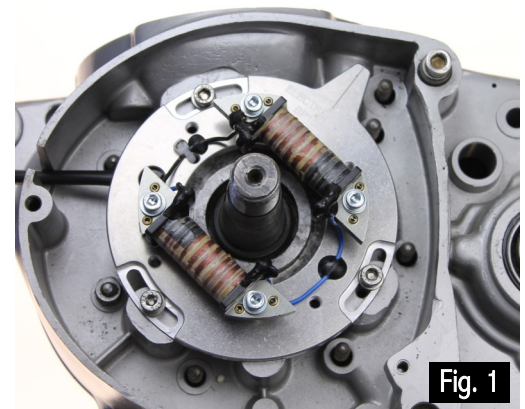


## PRODUCT FEATURES

- CDI ignition with electronic advance/retard for easy starting and maximum performance.
- Flywheel weight 1.7kg as original, with engraved degree markings for accurate timing set-up. Solid billet machined for precision and balance.

## Fitting Instructions

- Step 1** Stator is located on the LH side of the engine. Remove clutch cable and kickstarter. Undo screws and take off alternator/stator cover.
- Step 2** Remove original flywheel retaining nut and remove flywheel using the puller supplied. Undo x3 retaining screws from original stator and remove.
- Step 3** Fit new stator using M5 screws and washers provided, see Fig 1 locate new flywheel taking care to engage with the woodruff key in the crankshaft.
- Step 4** **Setting timing:** See fig. 2 and table below. Set piston at settings shown for the engine type and rotate the stator so that the punched timing mark aligns with the red mark on the flywheel. Tighten stator screws using a ball ended allen key. This is the position of maximum advance for this system.
- Step 5** Attach stator cables to the CDI unit and then from the CDI to the twin HT coil.  
**Note:** spark occurs between the two HT lead ends and not from one lead to the cylinder head.
- Step 6** The black/white cable on the CDI is for the kill switch, connecting to earth will stop the engine.
- Step 7** See fig. 3 - the engraved timing marks on the flywheel can be used as an accurate guide to the actual timing. To do this attach a piece of wire to a bolt on the crank case, set the engine to TDC and without moving the flywheel align the wire to the 'T' mark. With the engine running and a strobe light the actual advance can be seen, position shown in photograph is typical maximum advance figure.
- Step 8** Replace original stator cover, clutch cable and kickstarter.
- Step 9** Note the timing figures shown below are equivalent to the fixed timing of the original system, as this system has electronic advance it is possible to set the ignition more advanced and still maintain easy starting and maximum performance.



IGNITION TIMING		
Model	mm BTDC	Equivalent degrees BTDC
200cc	2.7 - 2.9mm	24.50 - 25.50°
250cc	2.6 - 2.8mm	24 - 25°
360cc	2.2 - 2.4mm	21.30 - 22.30°

