

STK-154: Bultaco Sherpa Trials, Alpina, Al Bandido



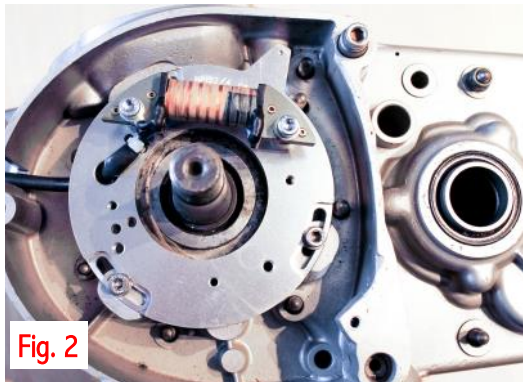
PRODUCT FEATURES

- Replaces original points system with CDI electronic ignition. Utilises the original flywheel for simplicity and low cost..
- Electronic advance of 13° is specifically developed to give the Sherpa smooth tractable power, ideal for trials.
- Starting is very easy with ignition at only 150rpm.

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 flywheel retaining nut (27mm spanner or socket required) and remove flywheel using a holder and extractor with M33x1.5 thread (optional parts), see **fig 1**.



Step 3 Undo x3 retaining screws from original stator and remove.

Step 4 Fit new stator so that it sits midway on slotted holes with coil positioned as shown, in this position the timing is set at start at 10° BTDC, see **fig 2**. The maximum advance is therefore 23° - adjust as required.

Step 5 See wiring diagram below. Connect the black and blue stator cables to the black & blue cables from the CDI unit.

Step 6 See wiring diagram below. Remove original HT and locate the new HT coil (a bracket is included to help fit the coil), and connect the orange & black cables from the CDI to the HT Coil. The remaining Black/white cable from the CDI is for connecting to a kill switch. When connected to earth the engine will stop.

Step 7 Replace original flywheel, alternator/stator cover, clutch cable & kickstarter.

