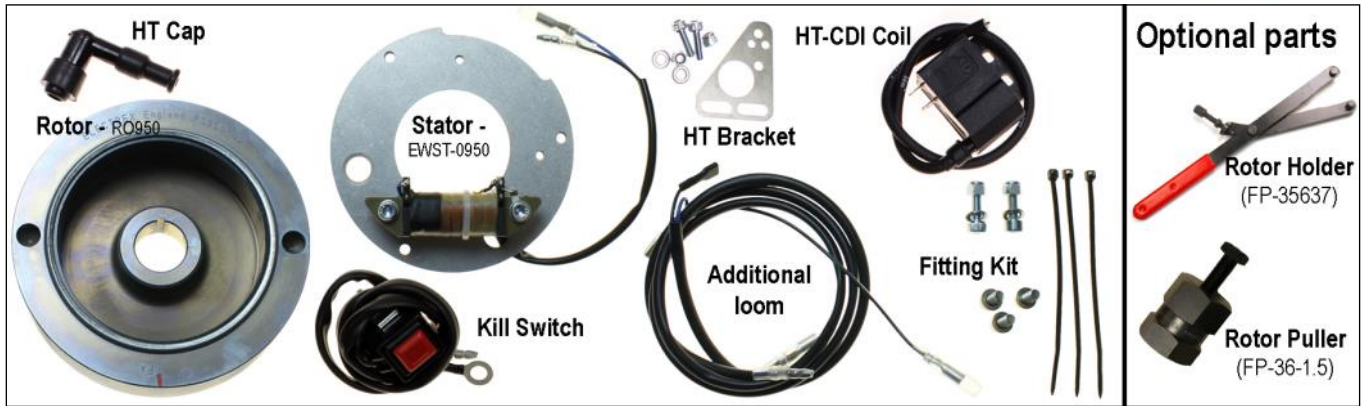


# STK-950 CZ (MX single port engine)



## Fitting Instructions

Step 1: Remove RH covers - note how the original cable feeds through hole in cover.

Step 2: Remove original rotor (note: undo nut clockwise) using correct puller (see optional puller above).

Step 3: Fit new rotor, ensure location on crankshaft keyway. Fully tighten retainer nut.

Step 4: Remove original stator from inside cover and fit the new stator as shown in fig. 1, using x3 m5x12 screws and washer, don't fully tighten yet.

Step 5: Feed stator cable into hole in crankcase, see fig. 1, plug in separate loom, connecting the blue and black cables.

Step 6: **SETTING TIMING:** See fig. 2 - The rotor and stator have marks highlighted in red, when aligned those correspond to the position of 'maximum advance' equal to the original factory timing setting for fixed ignition. So to set timing use a dial guage or timing disc to position the piston. See factory setting for exact figure BTDC.

Step 7: **Fitting HT-CDI:** Remove original HT-Coil. Locate the new HT coil in a convenient position, note the HT coil is supplied with an adaptor plate (HT cable can be cut to length as required). Only use the HT coil provided as this is suitable for cdi ignition, and use kit the plug cap as this is a 5k ohms resistor type and will protect the digital cdi from damage. Connect the other end of the loom to the HT coil as follows: connect the blue cable to the larger 1/4" terminal, and the black cable to the smaller 3/16". NOTE: ensure lead is kept away from the exhaust pipe, particularly under the engine, use ty-raps to secure it. Crimp and solder the cables to the 2 terminals.

Step 8: Connect the black/white cable from the loom to the black/white on the kill switch. Ignition is stopped when the black/white cable is grounded via the kill switch.

