

# INSTALLATION MANUAL: HPI 068K203-K324 Triumph Tiger Cub inner rotor ignition

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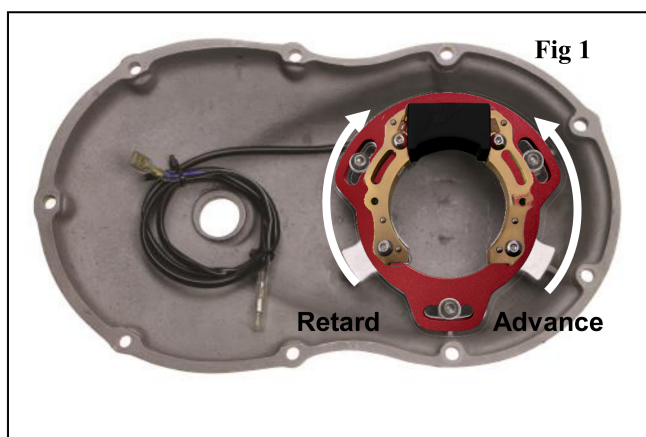
## PRODUCT FEATURES

- Simple to fit, no machining required. High energy self generating cdi ignition system located in place of the original Wipac 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, very easy starting at 250rpm.
- Ignition advance is automatic which gives excellent performance throughout the rev range and is specifically made for Tiger Cub trials engines.
- **NOTE:** This is an **ignition only system**, lighting is not possible with this system.



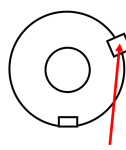
## Fitting Instructions

- Step 1** Remove LH engine cover, undo the x5 nuts and take out the original 'Wipac' stator and fit new 'HPI' stator (**fig 1**).
- Step 2** Locate the stator midway on the slotted holes - this corresponds to 8° static advance BTDC - at the start of ignition. Ignition will auto advance 35° BTDC at about 5000rpm.
- Step 3** Refit the stator retaining nuts and tighten fully. If timing adjustment is required note the direction to move the stator for advancing or retarding the ignition.
- Step 4** Fitting Rotor - Remove original rotor, noting adaptor sleeve location. Fit new rotor using keyway, position as shown in **fig 2** below.
- Step 5** The spacer ring supplied may be required to fit in to the recess in the rotor, to allow the nut to fit properly. Replace rotor retaining washer and nut, and tighten fully.
- Step 6** Feed stator cable through hole in crankcases as per the original alternator and fit LH cover back on to the engine.  
Alternatively drill a hole in the top of the left hand cover, feed the cables through the cover and seal the hole. This is more convenient if you need to carry out maintenance and remove the cover and alternator as one piece.
- Step 7** Remove original HT coil and fit HT-CDI, cut HT coil to length and fit HT cap. Connect terminals from stator, **note:** the black/white cable connects to a kill switch.
- Step 8** Secure cables using tie-wraps or tape.



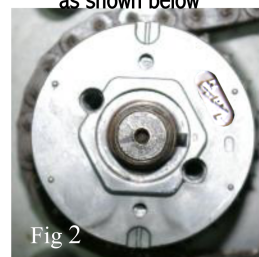
### Important: Fitting of rotor onto crankshaft

View of the 2 keyway locations looking at the



Use this slot and key to locate the rotor

Fit rotor on to crankshaft as shown below



Pre 1962 models may only have 1 x keyway, use this location.

