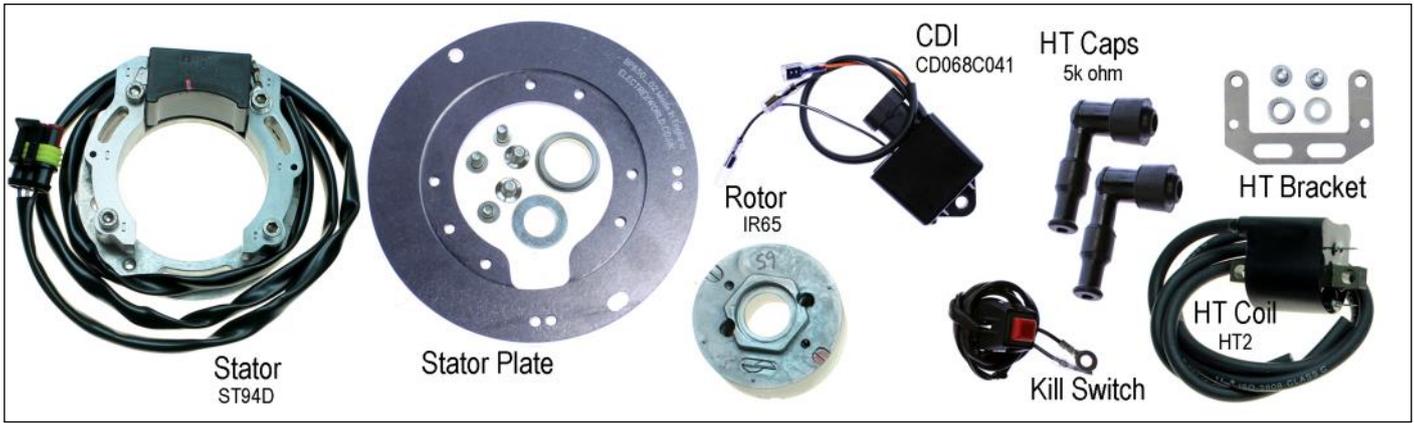


STK-465D - XS650 Race Ignition

We recommend that our kits are installed by a trained technician



Fitting Instructions

- Step 1** Remove the original stator & rotor.
- Step 2** Fit the round base plate with x2 M6x25 screws and washers.
- Step 3** Fit the rotor. **NOTE:** there is no keyway — it's not required as the rotor's weight is low. Attach the spacer and M12 x 1.25 nut — loosely tighten the nut.
- Step 4** Fit the stator assembly using x2 M5x35 screws and x1 M5x12. **NOTE:** Stator can be fitted in any 3 positions as the rotor is not keyed, tighten screws with stator positioned on the adjusting slots.

Setting the timing

- Step 6** Position piston at 38° before top, dead centre. (BTDC). Use a timing disc for this.
- Step 7** Rotate the rotor without moving the crankshaft to align the red marks on rotor and stator. Tighten the rotor retaining nut. This sets the timing in the full advance position.
- Step 8** When the stator has been aligned correctly with the rotor fully tighten the retaining nut for the rotor and re-check the timing, fine adjustments can be made by moving the stator on the slotted poles. When timing is correct fully tighten stator in place.
- Step 9** Connect the stator and HT coil to the CDI, as shown below in the wiring diagram.



Important - For testing the above system fitted with a twin output HT-coil it is important to note that the spark will occur between the ends of the two leads. The spark energy will pass down one spark plug through the cylinder head and up through the other spark plug. You cannot test between one lead and the engine, there will be no spark.

