



STK-102D-DC - Common Problems

No Spark visible on kick over.

A spark isn't always visible when kicking the bike over and this is normal.

The CDI produces a high voltage short duration spark, this intensifies as RPM increases, as opposed to points which produce a low voltage long duration spark.

Poor Connections in the 3-pin plug.



1. Remove brown clip on the front of the connector.

2. Insert Black to position 1 in the connector, White to 2 or the centre connection and Blue to 3, the numbers are visible on the connector.

3. The pins must be the right way up, the long flat side of the pin should be facing downwards, push all the way in until it clicks into place, if you pull gently on the wire it should not pull out.



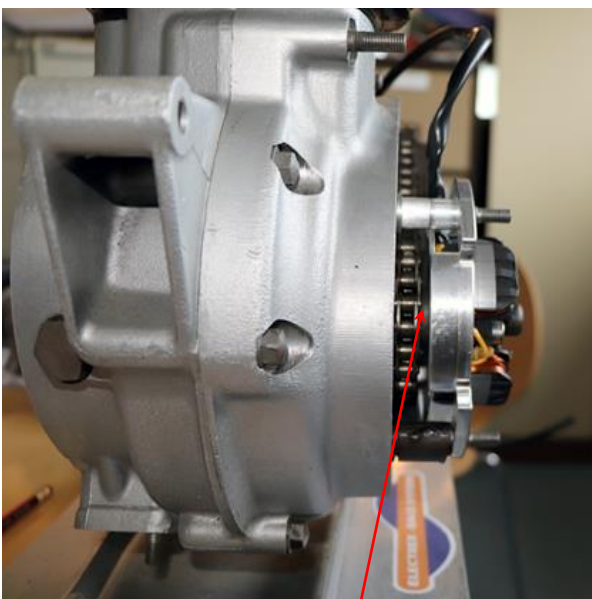
4. Refit the brown clip on the front of the connector, ensuring it's the correct way up. If this isn't done correctly when the connection to the CDI is made the connector pins will push back causing failure to start and/or intermittent cut out issues.

Stator fouling/hitting drive gear and/or chain and/or rotor fouling/hitting stator.

Ensure stator is fitted in the correct orientation.

Check the stud and thread lengths on the studs, these can vary and may have been replaced during the life of the bike.

When new these would have been, stud length including thread measured from the casing, all 3 studs being 48.5mm, threaded portion being 14.5mm. If your measurements vary from these then additional or fewer spacers/washers will be needed in order to get the correct clearances.



The stator needs to fit flat and square to the shaft approximately 5mm in front of the chain.



Then using the spacer and collect provided the rotor should not foul/hit the stator. The dished part of the rotor, where the fitting nut locates, should be level with the end of the crankshaft.