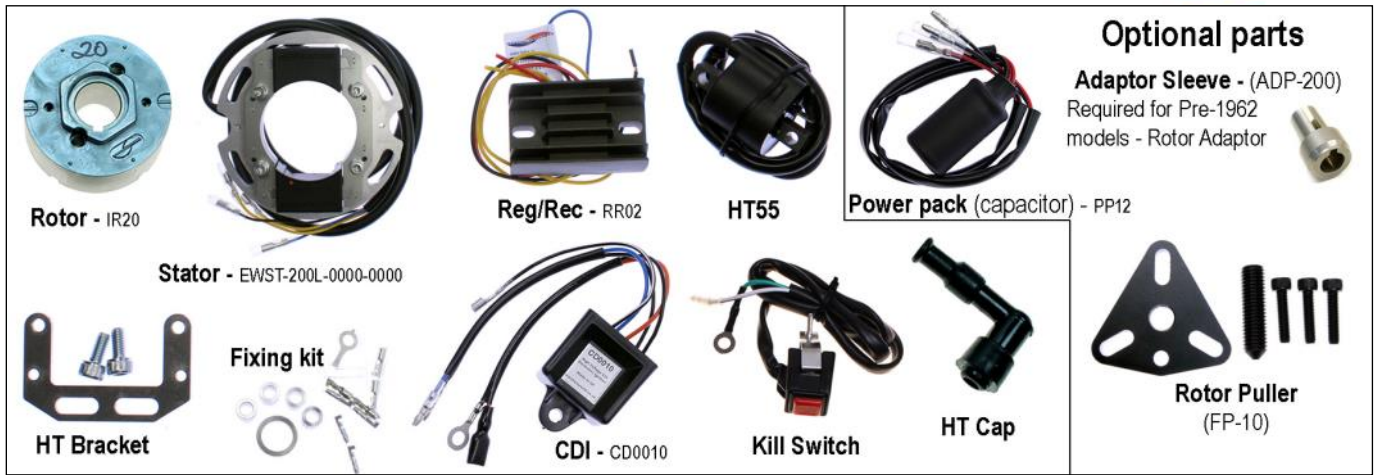


STK-200L Triumph Tiger Cub

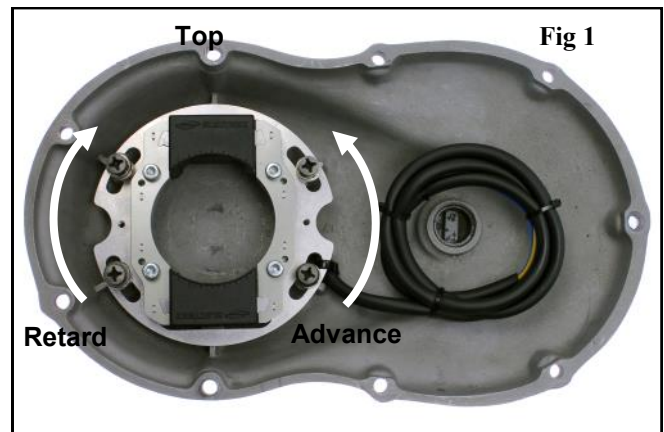


Product Features

- Simple to fit, no machining required. High energy self generating cdi ignition system and output for lighting 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.

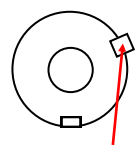
Fitting Instructions

- Step 1** Remove LH clutch cover, undo stator retaining nuts and remove original stator - keep the nuts and washers.
- Step 2** Fit the new stator into the cover as shown in Fig.1, followed by the x4 spacers provided onto the studs, or use original screws if fitted, then refit original washers and nuts before tightening and locate stator in the middle of the slots. This position will give a full advance of 35° BTDC. Further adjustment is not normally required.
- Step 3** If adjustment is required note direction shown in Fig.1 for advance or retard. Stator plate is engraved with degree markings to aid adjustment.
- Step 4** Remove original rotor and adaptor sleeve. **NOTE** For pre 1962 (approx.) models an adaptor sleeve will be required, optional part no. ADP200 - see above. For pre 1962 models remove and discard original spacer located on the crankshaft next to the primary drive sprocket.
- Step 5** **Fitting the rotor:** Most Cubs have a x2 keyways in the crankshaft, ensure the correct one is used, see Fig.2. Fit the woodruff key followed by sleeve adaptor, original or optional ADP200, then the rotor. Spacer ring supplied should be fitted into the end of the rotor followed by original nut. Fully tighten nut onto crankshaft.
- 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, it's better to use a metal compression gland seal if available. This is more convenient if you need to carry out maintenance and remove the cover and alternator as one piece.



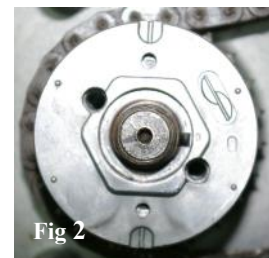
Important: Fitting of rotor onto crankshaft

View of the 2 keyway locations looking at the crankshaft end



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.



Step 7 See wiring diagram below. Connect the black and blue stator cables to the black & blue cables from the CDI unit. Connect the yellow stator cables to the yellow cables on the regulator rectifier (it doesn't matter which cable connects to which one on the reg/rec).

If using our optional Power Pack (PP12) instead of a battery see greyed out area in the bottom right of the wiring diagram below for connection of the cables.

Step 8 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.

As the output is 12V DC, LED bulbs are recommended (not supplied). This will give a much better lighting output compared with conventional filament bulbs. **Make sure you cut the blue link wire on the regulator/rectifier for a 12v system.**

