

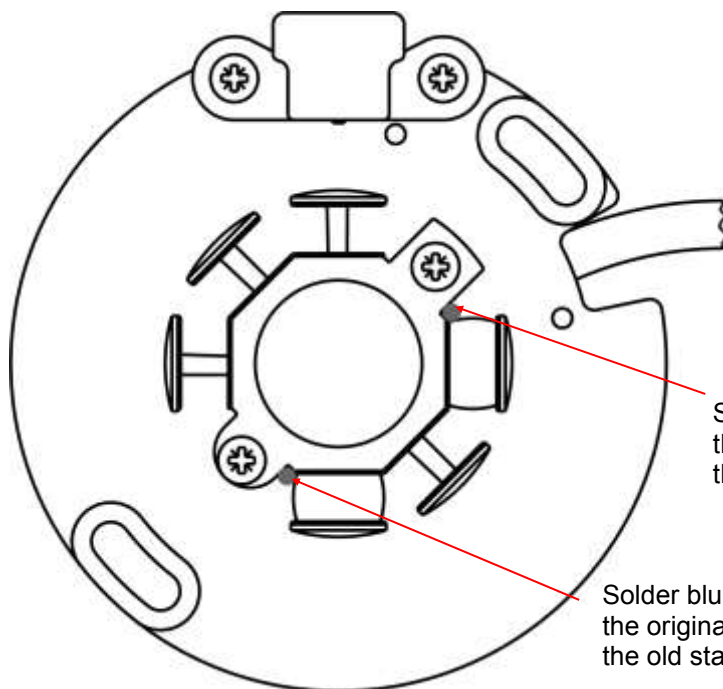
C46 Ignition Coil

Suzuki RM125/250 1993 onwards
KTM & GAS GAS

FITTING INSTRUCTIONS

READ THESE INSTRUCTIONS CAREFULLY

- Step 1** Take the Ignition cover off. Check the new parts are similar to the old ones and that they match. The C46 replaces the original coil which has either 2 or 3 poles wound. If the original has all 6 poles wound you will need a C45 coil instead.
- Step 2** Disconnect the cables on the original coil from the wiring loom.
- Step 3** Remove the flywheel using a proper puller tool and remove the base-plate with the original stator.
- Step 4** Cut the original cables close to the original coil. Make a note of the connections on the original coil as the cables may not be the same colours as the ones shown in the diagram below.
- Step 5** Mount the coil onto the base plate. Fit the screws using locking compound on the threads and **tighten securely!**
- Step 6** Connect the old cable to the new coil in exactly the same place as on the original, making sure you have a good connection. Crimp or solder connections as appropriate. When crimping the connections use high quality crimps. If soldering use a resin core solder (the type used in electrical applications) but be aware that **solder doesn't always work very well on older wires**. If appropriate insulate the wire connections with a heat shrinking sleeve.
- Step 7** Refit the stator base-plate. Ensure the cables **cannot touch the flywheel** (especially on the inside of the flywheel).
- Step 8** Refit the flywheel. Tighten the bolt to specified torque.
- Step 9** Connect the cables to the wiring loom on the bike.
- Step 10** Fit the ignition cover.



Solder black cable from C46 to the original black/red cable on the old stator

Solder blue cable from C46 to the original white/red cable on the old stator

CONNECTIONS	
Existing cabling	Connect to
BLACK/RED	BLACK
WHITE/RED	BLUE
NOTE: Stator coil can be rotated 180° and fitted to make connecting easier.	

*Make a note of the connections on the original coil as the first part of the cable may not be the same colours as the ones shown in the diagram.

TROUBLESHOOTING

Engine will not start: You may have connected the source coil cables in the wrong position. Swap the connections, re-solder the cables and the engine should start.

If the engine still does not start: Re-check the connections. Make sure you carefully crimp or solder the connections. Twisting cables together or taping cables may cause a poor spark or no spark at all.