

# STK-450 Honda CB450/500T



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Twin coil stator	Digital CDI units x2
Internal Rotor	HT Coils x2
Mounting plate with seal	Fitting kit: M6x30 x2 M6x20 x4, HT coil mounting kits x2
Plug for starter motor hole	Crank shaft spacer



## PRODUCT FEATURES

- Self generating (no battery required), high performance cdi ignition system for twin cylinder 4 stroke with a 180° crank.
- Low inertia rotor improves engine pick-up.
- Independent digital CDI & HT coils for each cylinder are programmed with an optimum advance curve for the Honda 2 cylinder, 4 stroke engine.
- Maximum advance of this system is 35°, so static timing is typically 45° set at 10° to give a total recommended advance of 45°. This is achieved by setting the timing as shown below (steps 5- 7).

## Fitting Instructions

Loctite or similar is recommended to prevent screws/nuts from loosening.

- Step 1** Remove LH alternator cover and original alternator and rotor, an extractor will be required to take off the rotor.
- Step 2** Remove the starter motor and fit blanking plug provided, ensure the 'O' ring is fitted on the plug.
- Step 3** Fit the stator mounting plate with stator on to the engine. Use the M6 screws provided. Make sure the crankshaft oil seal is correctly located in the plate.
- Step 4** Fit the new rotor using the original Woodruff key. Fit the spacer provided on the end of the crankshaft, replace bolt and tighten.

## Setting the timing

- Step 5** See fig 1, the stator should be located on the mounting plate as shown.
- Step 6** See fig 2, with the piston in the left hand cylinder set to 10° before top dead centre (BTDC), rotate the stator (you may have to loosen the four M5 lock nuts that hold the stator in place) so it is in the position shown relative to the timing mark, the rotor timing marks align with the end of the plastic coil housing.
- Step 7** Tighten the 4 stator locking nuts.
- Step 8** Fit the two digital CDI's and HT coils in a suitable position, attach the two sealed connector plugs to the CDI's from the stator. Note the connector lead with the green/red/black sleeving corresponds to the left hand cylinder if the stator is fitted as shown in fig 1.
- Step 9** Connect the orange leads from the CDI's to the HT coils, the M6 ring terminals with black leads are connected to the metal body of the HT coils. Screw on HT caps, it is important that you use the 5k ohms **resistor plug caps** supplied, this is to prevent damage to the digital CDI's.
- Step 10** The black/white cable from the CDI can both be connected to an engine stop switch. When the black/white cables are connected to earth the ignition will be killed. Fitting is now complete.

