



Electronic Ignition Kit

Trail & Trials UK Developed Part

Fitting Instructions for all years & models of Yamaha TY125 & TY175 & TY250 twinshock

1. Fit backplate with T mark to the top



Loctite the 2 screws into place.

2. Fit CDI



We fit this between the front tank mounting points just behind the headstock.

We have had best results by securing the CDi with a cable tie

3. Fit coil bracket (supplied)



Mount it through the rear coil mount of the frame with a spacer nut or washers between the existing coil mount and the bracket, secure the bracket with a Nyloc Nut.

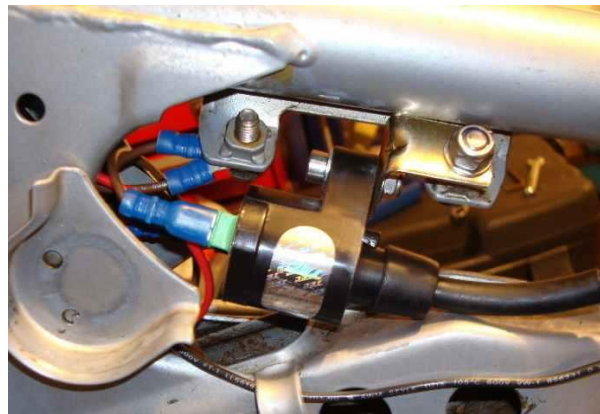
4. Mount the Coil



Before mounting the coil attach all the wires-

1. Black wire from CDi to Stator
2. Brown wire from CDi to earth (front coil mount on frame)
3. Red wire from CDi to coil (black spade)
4. Brown wire from coil (green spade) to earth (front coil mount on frame)
5. Blue wire from stator to blue wire from CDi
6. Brown wire from stator to earth(front coil mount on frame)
7. White wire to kill switch(if fitted)

With the HT cable pointing towards the rear of the bike mount the coil as shown in the picture making sure all wires are attached first.



Attach both of the brown earth wires to the front coil mount on the frame and make sure all wires are tucked up next to the CDi out of the way

5. Refit the flywheel

If the flywheel hits the new back plate when it is tightened up it means that your crank is not sitting central in the crankcase, we have had this on 3 occasions out of several hundred kits sold!. If this happens then you need to remove the clutch cover and give the right hand end of the crank a couple of sharp cracks with a steel hammer. Do this with the nut still in place, you wont do it any damage. The crank will just need to move across by about 0.5mm to let the flywheel clear the back plate

This problem with the crank usually occurs when someone has been hamfisted trying to remove the flywheel. A tell tale sign of this is when the left

hand end of the crank has splayed over, due to it being repeatedly walloped with a hammer to 'aid flywheel removal!' and you have difficulty removing/refitting the flywheel nut. We sell the correct flywheel puller for £7.99.

Remove the plug, set plug gap to 0.70 - 0.75mm, fit to the plug cap and hold against (cylinder) head and kick the bike over just to check the spark.

And that is it, ready to go!



This is the coil & CDI mounted to the bike all neat and tucked out of the way
