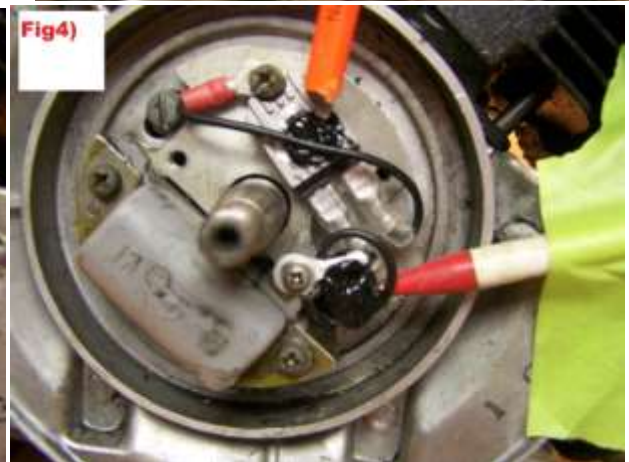


# Kawasaki

## Electronic Ignition Installation



### Instructions:

- 1) Remove the cooling cover/recoil assembly. (You do not need to remove the recoil from the cover.)
- 2) Remove the flywheel and then take off the black points cover.
- 3) Remove the points and condenser, but keep the screw that holds the points in as you will use this to mount the CDI chip.
- 4) Fig1 shows the black cover off and how the points and condenser look before you take them out.
- 5) Fig2 shows the CDI chip and the black (-) Negative wire mounted to itself. This is mounted to the same hole that the points came out of. Make sure that the chip is installed so it will not hit the flywheel. You may have to crimp the red connector onto the Negative wire coming out of the CDI chip if it's not already done for you in the kit. It's always best to double check this during installation.
- 6) Fig3 shows you hooking up the (+) Positive wire from the CDI chip to the post where the condenser and the Primary coil wire were screwed into. Screw the Primary coil wire and the (+) wire from the CDI chip here. You can coil up the (+) wire and push it into the condenser hole at this point.
- 7) Fig4 shows the Crossover kit installed in the engine. You will need to use some RTV silicone to hold the wires into the engine as you see them in Fig4. Now reinstall the flywheel and cooling cover/recoil assembly on the engine. Take the spark plug and put it into the coil wire and hold the spark plug to a head bolt. Pull the starter rope like you were going to start the engine to see if you have a nice Blue spark. You need to spin the engine over fast as the CDI chips need higher RPM's for them to spark. You do not need to change the timing with this kit. If you or someone else has moved the Stator, you will need to set the timing. (Check the manual to do this.) If not sure, advance the timing full forward (rotate flywheel clockwise) and try again.