

## ESC1151 IGNITION COIL - Fitting

**Kaw KX80/100 81-88, KX125 87-88, KX250 81-88, KX500 86-98, YAM YZ125 1990-91**

**Step 1** Remove ignition cover off. Are The New Parts Similar? Compare replacement parts to originals. The new parts can look different due to the winding technology, but the mounting locations should match. Note the location of the OEM parts on the baseplate and which wires are connecting to it.

**Step 2** Note the wire colors of the original coils and disconnect them from the wiring loom. Remove flywheel using a proper puller tool. Remove baseplate with the original coils. Remove the screws that secure the ignition coils and take the coils off.

**Step 3** Cut original wires close to the original ignition coils. Take a good look at how the wires are connected to the coils. (at which side of the original coils and where each wire color goes)

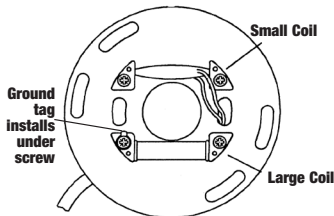
**CONNECTIONS LARGE COIL:** One side connects to ground, the RED wire needs to be connected to the original BLACK/RED wire (or BROWN).

**SMALL COIL:** The GREEN wire needs to connect to the original WHITE/GREEN wire, the RED wire connects to the original WHITE/RED wire.

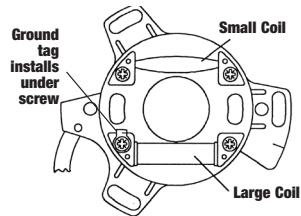
**Step 4** Connect the old wires up to the new coils. Put the wires in the same place as on the original. Make sure you have good connections here. Preferably use high quality crimps to connect the wires together. Otherwise use solder, but be aware that solder doesn't work very well on older wires. Use heat shrinking sleeve to insulate the connections.

**Step 5** Mount the coils onto the baseplate, fit the screws using locking compound on the threads and TIGHTEN THE SCREWS SECURELY!

Refit the stator baseplate. Ensure that the flywheel CANNOT TOUCH THE WIRES! (especially on the inside of the flywheel) Refit the flywheel. Tighten the bolt to specified torque. Connect wires to the wiring loom. Fit ignition cover.



Kaw KX125/250/500 and Yam YZ80 on, YZ125 90-91



Kawasaki KX80/100

**Troubleshooting:** Engine will not start: For OHMS testing, measure from the ground tag and solder tag. The OMS reading in the factory service manual will most likely be different than what is listed for this part. This is due to the high performance winding technology. If you have further technical questions, please refer to your service manual.

**OHMS LARGE COIL: 490  $\Omega$   $\pm$  10%**

**OHMS SMALL COIL: 5  $\Omega$   $\pm$  10%**