

ESC8081 Ignition Coil - Fitting

**Honda CR125 1981-83, CR250 1981-83,
Suzuki RM80 1980-ON, RM125 1981-88**

Step 1 Take the ignition cover off. Are The Replacement Parts Similar? Compare the replacement part to the original. The replacement part can look different because of the winding technology used, but the mounting hole locations should match. Be sure to note the location of the OEM part on the baseplate and which wires are connecting to it.

Step 2 Take note of the wire colors of the original coil wires and disconnect them from the wiring loom.

Step 3 Remove the flywheel using a proper puller tool. Remove the baseplate with the original coils. Remove the screws that secure the coil mountings.

Step 4 Tap the coils with a metal diver out of the side plates. Disconnect the ground lead from the stator mounting. Take note how the original wires are mounted.

Fitting New Coils Slide in the new coils, just like the original coils. Re-use the original rubber grommet, if it's fitted. Fit the screws again and mount the ground wire again. Use locking compound on the threads, and **TIGHTEN THE SCREWS SECURELY!**

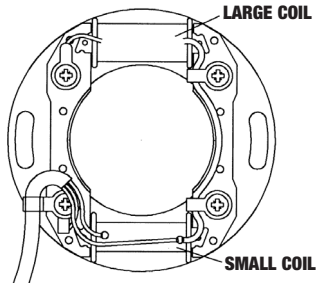
Step 5 Refit the baseplate onto the engine again, and refit the flywheel. Tighten the bolt to specified torque. Make sure the wires **CANNOT TOUCH THE FLYWHEEL!** Check if the engine rotates freely. Adjustments can be made by loosening the four retaining screws.

CONNECTIONS

Suzuki RM models the wiring colors should correspond with the original colors.

Honda CR connect as follows: BLACK/WHITE female connector to original GREEN wire. WHITE/RED to original WHITE wire. BLACK with male connector to original RED wire. Note on Honda CR: If you have a spare BLUE lead, don't hook it up, you don't need it!

Step 6 Connect the wires up to the wiring loom. Make sure you connect them to the right colors. Refit the ignition cover.



Troubleshooting: Engine will not start: For OHMS testing, measure from the wires as listed below. 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: Red to Brown 150 Ω \pm 10%

OHMS: Red to White/Red 100 Ω \pm 10%