

## ESL150 Stator - Fitting

**Applications: Honda CR125 (1990-1996) CR250 (1989-1992)**

**Step 1** Take the ignition cover off. Are The Replacement Parts Similar? Compare the replacement part to the original. The replacement part should match the mounting hole locations. If not: Double check the application listing with your bike.

**Step 2** Remove the flywheel using a proper puller tool.

**Step 3** Disconnect the original stator wires from the wiring loom.

**Step 4** Take the original baseplate with the stator off.

**Ignition Connections** Connect the new BLUE wire to the original BLUE wire. Connect the new WHITE wire to the original WHITE wire.

**Lighting Connections** Yellow wire is lighting output. You must connect an AC regulator to the lighting system. You can run it straight to the lighting system. If you don't you will blow the bulb.

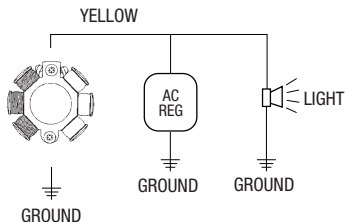
**Step 5** Mount the new baseplate onto the engine.

**Step 6** Refit the flywheel again, and tighten the bolt to specified torque.

**Step 7** Check the wires CANNOT TOUCH THE FLYWHEEL!

**Step 8** Refit the ignition cover and connect the wires up to the wiring loom.

### Simple AC Regulator Installation



**Troubleshooting:** Engine will not start: Sometimes the source coil wires are reversed. You can test this by swapping out the BLUE and WHITE connections. 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 READING BLUE to WHITE:  $36 \Omega \pm 10\%$**

**OHMS READING BLUE/YELLOW to GREEN/  
WHITE:  $245 \Omega \pm 10\%$  (PULSER COIL)**