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ESL965 Fitting

PULSER COIL MOUNTING PLATE SWAP

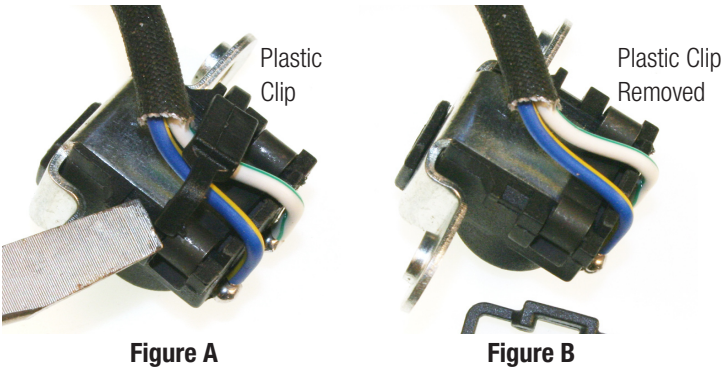
Honda CRF150 - 2007

You must swap the ESL965 pulser coil mounting plate with the OEM pulser coil mounting plate.

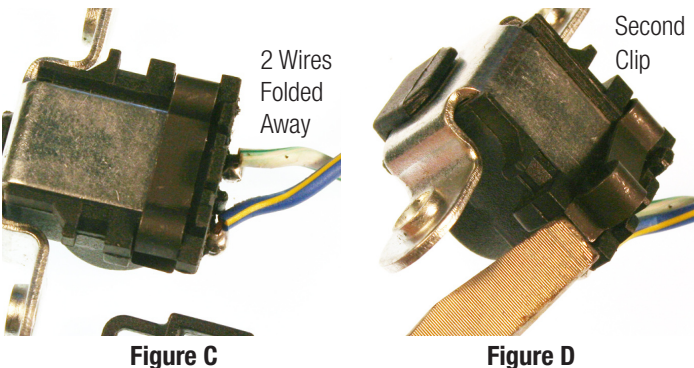
Step 1. Take the ignition cover off and remove the OEM stator following the procedures in your service manual. **Are The Replacement Parts Similar?** Compare the replacement part to the original. The replacement part should match the stator mounting hole locations. If not: Double check the application listing with your bike.

Pulser Coil Mounting Plate Swap - Required

Step 2. Lay the pulser coil on a flat clean working surface and using a flat tip screwdriver, gently remove the plastic clip holding the 2 wires down. (Figure A) Important: Take a good look at how the wires lay in position after taking it off as shown in (Figure B).

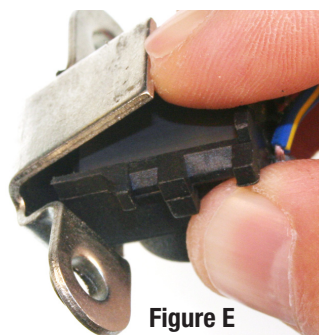


Step 3. Fold the 2 wires away from the pulser coil (Figure C). Then carefully remove the second clip, which the 2 wires lay's on top of as shown in (Figure D).



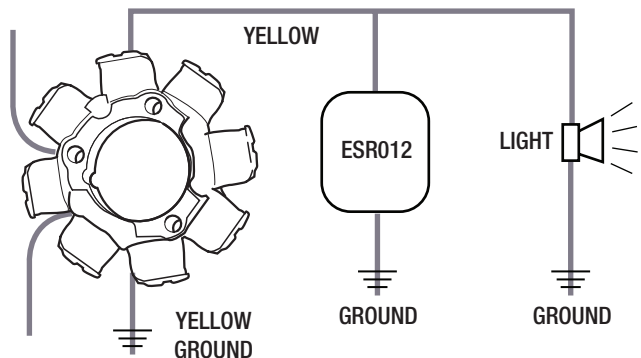
Step 4. Now you can lift and remove the mounting plate away from the pulser coil as shown in (Figure E).

Step 5. Follow the same procedure to remove the OEM mounting plate, and swap the two out. (You want to be using the OEM plate on the new stator). Complete by following this procedure in reverse to install the Pulser Coil Mounting Plate.



The ESL965 is designed as a direct plug in part. For installation of the new part please follow the procedures in your service manual.

Headlight Connection



Connecting a Headlight. The ESL965 includes additional wiring to connect a headlight. For power, connect one of the YELLOW wire's to your headlight and one of the YELLOW wires to ground. Note: It does not matter which YELLOW wire is connected to the headlight or to ground. Either will work. It is recommended to install an AC regulator in between the headlight and the stator to prevent headlight bulbs from blowing out. Just follow the wiring diagram as shown above for connecting an AC regulator.

Troubleshooting

Engine will not start: For OHMS testing, measure from the BLUE to WHITE. 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 WIRE: 12 Ω ± 10%