

# ESL970 Stator - Fitting

## Applications: Honda CR250 1997-98

**Step 1** Take the ignition cover off. Are The Replacement Parts Similar? Compare the replacement part to the original. The replacement part should match, including the mounting hole locations. If not: Double check the application listing with your bike. Note These machines use a separate output, next to the ignition output to provide power for the power valve. The part provides extra power from this coil to be able to run lights.

**Step 2** Remove the flywheel. Remove the original base plate with stator. Then cut the wires close to the original stator, and take the original stator from the base plate.

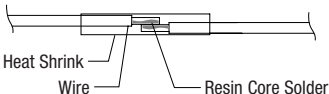
**Step 3** Mount the new stator in place. Use new screws and use locking compound on the threads. **TIGHTEN THE SCREWS SECURELY!**

**CONNECTIONS:** The stator lead colors are: WHITE, BLUE, YELLOW/WHITE and YELLOW. Some 1998/99 models need interchanging the BLUE and WHITE wires. (WHITE to BLUE CDI input, BLUE to WHITE CDI input) Also, the YELLOW/WHITE and YELLOW wires are interchangeable.

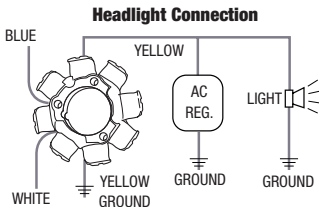
**Step 4** Connect the wires from the new stator to the original wires. Use high quality crimp connections, or solder the connections. Use heat shrinking sleeve to isolate them. The best place to put the connections is at the back of the pulser coil (the black cube at the side) Use a tie-rip to secure the wires in place. Follow the wiring instructions in the diagram.

**LIGHTING:** Lighting When fitting this part you can tap a wire off the original BLACK/RED wire to connect to the lights.

**Step 5** Refit flywheel, tighten bolt to specified torque and fit ignition cover.



**Soldering Tip:** After you trim away the plastic cover on the wire, add a dab of solder to each wire first. Then, solder the two pieces together be aware that solder doesn't work that well on older wires. Use heat shrinking sleeves to insulate each wire connection.



**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:**

**12Ω ± 10%**