

ESL990 Stator - Fitting

Applications: Honda CR250 1999-0N

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. Remove the original base plate with stator.

Step 3 Cut the wires close to the original stator, and take the original stator from the base plate. Mount the new stator in place. Use new screws and use locking compound on the threads. **TIGHTEN THE SCREWS SECURELY!**

CONNECTIONS: Connect the BLUE and WHITE lead to the original wires with the same colors.

Step 4 Connect the YELLOW wires to ground. Note: It does not matter which YELLOW wire you use to ground. You can use one of the mounting screws for the stator plate as a ground.

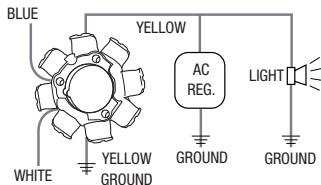
Step 5 The other YELLOW lead is the lighting output. This needs to be connected up to the lights. You can run it straight to the lighting system. However it is better to use a 12V-AC regulator (ESR012) parallel in circuit.

Step 6 Connect the wires from the new stator to the original wires. Use high quality crimp connections, or solder the connections. (See Soldering Tips Available Online) Use heat shrinking sleeve to insulate 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-rop to secure the wires in place. Follow the wiring instructions in the diagram.

Lighting: The YELLOW lead feeds the headlight. If you are using a lower wattage bulb (35W) you will see a better lighting output at low rpm. Use a single wire regulator (ESR012) in parallel to the light to prevent the bulb from blowing. A bulb up to about 60W can be used. Note: You will need to feed the YELLOW wire through your sidecase grommet, by making an extra hole in it, with an xacto type knife.

Step 7 Refit flywheel, tighten bolt to specified torque and fit ignition cover.

Headlight 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: 12 Ω \pm 10%