

This ignition is used on motorcycles CZ 125B, 125T, 125C, 125 -351 and 150-352. The difference is only in the used rotor. Rotor A70R-42 (125B and T engine) and A70r-43 rotor (125C, 150C, 125-351 and 150-352).

It is recommended to mount the rotor on a new, undamaged crankshaft cone. When assembled on a worn or otherwise damaged cone, the wedge may be cut and the rotor damaged !!!!

Always degrease the inner and outer cones before assembly. Improved rotor seating can be achieved by grinding the bearing surfaces with a paste paste.

Install the stator A70S - 42, pull the cable harness, and lightly tighten the stator holder in the center position of the oval holes with M5 screws.

Assemble the rotor, lightly tighten and using the starter lever we rotate the engine without a candle and see if the rotor does not touch the stator.

Connect the induction coil to the frame together with the brown color cable leading in the bundle from the stator. To be sufficiently cooled during motorcycle operation (We do not recommend inserting the bobbin into the boxes.) A blue white lead from the coil is used to quench the motor with a stop switch. Decompressor motors do not connect.) We replace the red and white cable from the stator to the plastic terminal box so that the red and white cables are connected from the induction coil. When cables are dropped, the spool will be destroyed !!!!!!!!!!!!!

We mount the R 30-1 controller to the motorcycle and connect the two black wires from the stator bundle to the black wires on the controller. If we do not want to use the battery on the motorcycle, it is necessary to connect the regulator pole to the motorcycle skeleton and the + pole of the regulator to the light circuit so that when the lights are switched on, the minimum consumption is 50 W. (ie 45W headlamp and 10W tail light.) When operating without a battery, light bulbs may flash when the engine is running low. The electric horn without the battery will not work.

Rotate the rotor so that the piston is 4.5mm in front of the top dead center and check if the line on the rotor and stator overlap. Turn the rotor down and adjust the irregularity by turning the stator.

Tighten the stator bolts, fit the rotor, tighten the rotor nut by the prescribed torque, and set the basic pitch 4.5mm before the top dead center.

Before starting, we still push the engine without the candle and check to see if it is the rotor does not run or cut off the wiring, if everything is OK, put the candle on connect the high-voltage cable, fit the right engine cover and thus complete the assembly.

