



Big thanks to Kevin, aka. Precision50/OLDSCHOOL for the following information.

Depending on which one you have (China or Japan)

Tools you will need:

14mm socket if it's a Honda based motor or 15mm if it's GPX motor 17mm Socket for flywheel puller.

Flywheel Puller

Thick Phillips bit for Impact driver

Impact driver

Removal Order:

1-Flywheel nut

2-Flywheel

3-(2) Phillips head screws on stator plate

4-Remove stator carefully

China Inner rotor:

Here's where everything goes

1. Green wire with (loop fitting) goes to Ground

2. Green wire with horseshoe fitting goes to Green terminal on coil

3. Yellow wire with horseshoe fitting goes to yellow terminal on coil

4. Brown wire goes to white off the stator

5. Red wire (has 2 connections) 1 is for Black wire off the stator the other is for a kill switch connection

Japan Inner Rotor:

Stator: has 1 (white wire) and (1) (Black) or (Black & red) wire

Black box (CDI Ignition):

1. (1) (Green wire) that's a ground wire

2. (1) (White wire) that plugs into the White wire from stator

3. (1) (Black & red wire) that has (2) connections (1) connection is for the (Black) or (Black and red wire) from the Stator the other connection is for the Kill switch wire

4. Next (2) wires should be (1) Yellow and (1) Red with Horseshoe connectors they go to the connections on the Coil

The black box (CDI ign) has to be used with the IRK its has a Pre Programmed Ign with a Very high rev limiter about 14,000 RPM and above also something to Pay very close attention too.... (On both china and Japan kits) the stator plate can only install (Correctly) one way!!! Exciter coil on Left hand side and small Pick-up will be on the right. 50% of the Stator plates have a (-) mark next to one of the mounting Hole that must be at the top of the case when installing....

Hope this helps as I've connected Many IRK over the Past few years