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## Stator Kits

*Made in the UK*



STK-100D

Distributed by

*Precision Performance Motorcycle Parts*

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## BSA Royal Enfield Matchless

STK010



**STK-010** **\$441.10**  
**BSA B25 B40 B44 B50 C15**  
**Royal Enfield Bullet**

Self generating, ignition only high performance system for single cylinder engines. Replaces the original Lucas alternator & points and distributor are not required. Internal rotor.



STK-100D

**STK-100D** **\$639.10**  
**BSA B25 B40 B44 C15**  
**Matchless 350**  
**Royal Enfield Bullet**

Ignition Alternator Kit - Self generating CDI ignition/lighting (50w) system with electronic advance for road & trials. No battery required but the stator has an output for battery charging with the optional regulator/rectifier.

NOTE: for the B44 and ex. WD B40, modifications may be required to the cover if it includes an inspection plate, this is due to the reduced clearance with the STK-100D rotor.

STK012



**STK-012** **\$497.20**  
**BSA A65**

Self generating CDI ignition with electronic advance, specifically developed for BSA twins allowing easy starting and maximum performance. Period of advance 27degrees. Replaces the original Lucas alternator - points and distributor are not required. Operates within the engine oil. For easy starting a spark is generated at 300rpm. No lighting. Internal rotor.



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## Universal

STK-005



**STK-005** **\$412.50**  
**Universal 2-stroke**

Self generating, ignition system for 2 stroke single cylinder engines. This kit has an advance period of approx 5 degrees. Note: this is electronic advance not the full advance setting for the engine. High spark energy gives excellent performance. CDI Ignition - no battery required. Start of ignition 300rpm. Spark period 360 degrees. Complete kit weight 1.1kg. Rotor weight 0.43kg. Stator OD 117mm. Base plate location diameter 94mm. Rotor OD 63mm, depth 32mm. Rotor taper larger end 15.5mm, angle 5.5 degrees.

## *Precision Performance Motorcycle Parts*

PPMP are proud to be a 5th & 6th generation Australian family running a business that imports, exports and distributes quality aftermarket motorcycle parts & accessories and now... **OEM parts.**

## **Our Mission**

To provide an **affordable** range of quality bolt-on aftermarket parts & Japanese OEM parts to suit a diverse range of motorcycles, ATVs & scooters.

Past, Present and Future... we continue to cater for your needs & wants along with your desires, cravings & addictions.



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# Yamaha

STK-407D



**STK-407D**  
**Yamaha XT500 MX/Race**

**\$668.80**

Digital system for high RPM. Simple to fit, no machining required. High energy self generating CDI ignition system. The stator is designed for operation within the engine environment. The stator produces the energy and timing signal which feed the combined CDI, producing a high voltage spark, very easy to start when cold or hot. Low flywheel mass allows for rapid acceleration. Internal rotor.

STK-465



**STK-465**  
**Yamaha XS650**

**\$525.80**

Ignition only - Simple to fit, no machining required. High energy self generating CDI ignition system. The stator is designed for operation within the engine environment. The stator produces the energy and timing signal which feed the combined CDI, producing a high voltage spark, very easy to start when cold or hot. Low flywheel mass allows for rapid acceleration.

STK-465D



**STK-465D**  
**Yamaha XS650 - Digital**

**\$639.10**

Ignition only - Simple to fit, no machining required. High energy self generating CDI ignition system. The stator is designed for operation within the engine environment. The stator produces the energy and timing signal which feed the combined CDI, producing a high voltage spark, very easy to start when cold or hot. Low flywheel mass allows for rapid acceleration.



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# BSA

STK012D



**STK-012D**  
**BSA A65 (with twin plugs)**

**\$639.10**

Dual spark, self generating internal rotor, CDI digital ignition system, no battery required eliminating need for battery charger, as well as being lighter. Replaces the original Lucas alternator - points and distributor are not required. Operates within the engine oil.

STK-102D



**STK-102D**  
**BSA A50 A65**

**\$668.80**

Self generating CDI ignition/lighting (50w) system with electronic advance for road & trials. Replacement for Lucas or Wipac alternator. Complete digital self generating CDI ignition and alternator, pre-programmed advance curve gives optimum performance for the 4 stroke twin engine. The digital CDI is separate from the HT coil so a twin plug head system can be supplied. No battery, contact breaker assembly, or distributor required.

**STK-175**  
**BSA Bantam Trials D10 D14/4 B175**

**\$441.10**



STK-175

High energy self generating CDI ignition system located in place of the original Wipac alternator in the left hand cover. The stator produces the energy and timing signal which feed the combined CDI, producing a high voltage spark. Internal rotor.



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**BSA**

STK177



**STK-177** \$554.40  
**BSA Bantam D10 D14 D25**

Self generating CDI ignition/lighting (50w) system with electronic advance for road & trials. No battery required but the stator has an output for battery charging with the optional regulator/rectifier. External rotor.



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**Yamaha**

STK-405



**STK-405** \$497.20  
**Yamaha XT500**

High energy CDI ignition system for easy starting even when the engine is hot. Uses original rotor.



**STK-1257** \$554.40  
**BSA Bantam D1 - D7**

Complete CDI ignition system for trials or road use. Direct fitting stator, no exchange required, easy timing set-up adjustment is via the original slotted holes in the Wipac cover. External rotor, weight 2.55kg (original Wipac is 2.15kg) extractor thread same as original, one piece solid billet machined. The magnet is a one piece composite high energy type. High quality electroplating is used to prevent corrosion.

STK-1257L also available with 55W for lighting

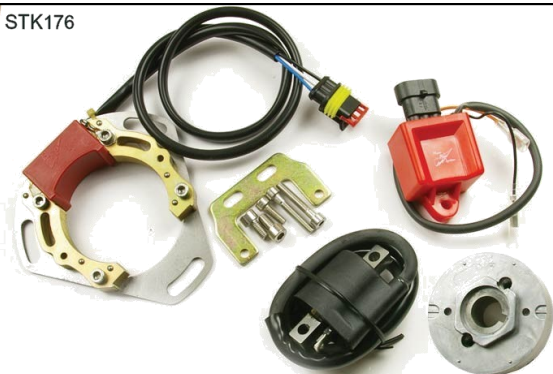
STK405L



**STK-405L** \$554.40  
**Yamaha XT500**

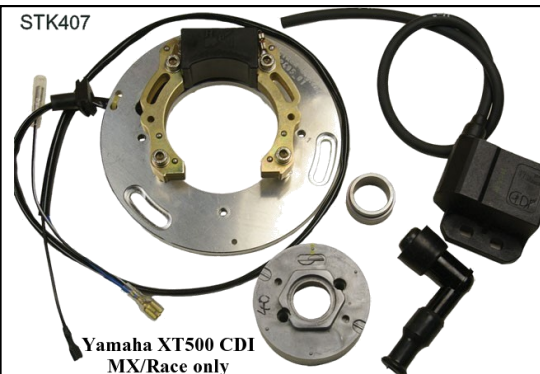
High energy CDI ignition system for easy starting even when the engine is hot. Simple lighting coil approx 75watt output with AC regulator for 6v or 12v. Uses original rotor.

STK176



**STK-176** \$441.10  
**BSA Bantam Formula Road Racing**  
High energy self generating CDI ignition system located in place of the original Wipac alternator in the left hand cover. The stator produces the energy and timing signal which feed the combined CDI, producing a high voltage spark, very easy starting at 250rpm. Ignition advance is fully electronic with a timing curve specifically designed for road racing with smooth power delivery at low rpm. Connects directly to the CDI unit, and HT coil.

STK407



**STK-407** \$482.90  
**Yamaha XT500 MX/Race**

Simple to fit, no machining required. High energy self generating CDI ignition system. The stator is designed for operation within the engine environment. The stator produces the energy and timing signal which feed the combined CDI, producing a high voltage spark, very easy to start when cold or hot. Low flywheel mass allows for rapid acceleration. Internal rotor



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## Triumph



**STK-200**  
**Tiger Cub** **\$469.70**

Simple to fit, no machining required. High energy self generating CDI ignition system located in place of the original Wipac alternator in the LH cover. The stator is designed for operation within the engine environment. The stator produces the energy and timing signal which feed the combined CDI, producing a high voltage spark, very easy starting at 250rpm. Ignition advance is automatic which gives excellent performance throughout the rev range and is specifically made for Tiger Cub trials engines.

All models of Tiger Cub have a 5/8" crankshaft to mount the alternator rotor. Models after 1962 have an adaptor sleeve with slot to fit rotor, which now has a 3/4" bore - this is a strange idea. So for the pre-1962 models you will require an adaptor sleeve for later models to enable the STK-200 kit to fit - our part No: ADP200



**STK-202**  
**Tiger Cub (PVL system replacement)** **\$469.70**

Simple to fit, no machining required. High energy self generating cdi ignition system.  
•Direct fitting onto the engine where the crank-case has been machined to accept x3 studs with PCD (pitch circle diameter) of 81mm • This kit is commonly supplied as a direct replacement for a PVL system. The stator is designed for operation within the engine environment.



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## Bultaco



**STK150** **\$554.40**  
**Bultaco Pursang Frontera Matador (single spark)**

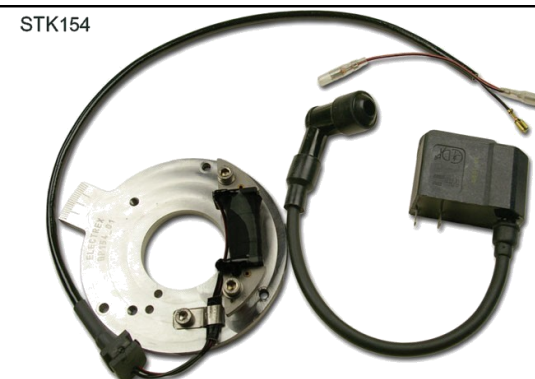
CDI ignition with electronic/retard for easy starting and maximum performance. Flywheel weight 1.0kg, with engraved degree markings for accurate timing set-up. Starting is very easy with ignition at only 150rpm. External rotor.



**STK-152** **\$668.80**  
**Bultaco Pursang (twin spark)**

Self generating CDI Ignition for strong reliable spark. Very low speed spark output from only 150rpm. Flywheel has similar weight to the original to give the correct engine characteristics.

Easy to fit without the need for specialist engineering facilities. External rotor.



**STK-154** **\$441.10**  
**Bultaco Sherpa Trials Alpina Frontera Matador Al Bandido - uses original Femsatronic rotor**

Replaces original points system with CDI electronic ignition. Utilises the original flywheel for simplicity and low cost. Electronic advance of 13 degrees is specifically developed to give the Sherpa smooth tractable power, ideal for trials. Starting is very easy with ignition at only 150rpm



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## Bultaco CZ

STK154L



**STK-154L \$554.40**  
**Bultaco Sherpa Trials Alpina Frontera Matador Al Bandido - uses original Femsatronic rotor**

Same as STK-154 but with lighting coil as well. Very easy to fit and set-up without the need for specialist engineering facilities.

STK950



**STK-950 \$554.40**  
**CZ Single Port models**

Direct replacement for original points system, no machining required. Fits in to original outer cover - timing is adjustable via slots in cover. Flywheel weight is 2.05kg (4.5lb). High quality electroplating for maximum protection. Rotor has engraved marks for perfect timing set-up. External rotor.

### *Some other Electrex World products...*



*All Electrex World products have a one year warranty*



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## Triumph

STK012



**STK-012 \$497.20**  
**Triumph 3TA 5TA Unit 650**

Self generating CDI ignition with electronic advance, specifically developed for BSATri twins allowing easy starting and maximum performance. Period of advance 27degrees. Replaces the original Lucas alternator - points and distributor are not required. Operates within the engine oil. For easy starting a spark is generated at 300rpm Internal rotor.

STK012D



**STK-012D \$639.10**  
**Triumph 3TA 5TA Unit 650**

Dual spark, self generating internal rotor, CDI digital ignition system, no battery required eliminating need for battery charger, as well as being lighter. Replaces the original Lucas alternator - points and distributor are not required. Operates within the engine oil.

STK-102D



**STK-102D \$668.80**  
**Triumph 3TA 5TA T110 T120 T140**

Self generating CDI ignition/lighting (50w) system with electronic advance for road & trials. Replacement for Lucas or Wipac alternator. Complete digital self generating CDI ignition and alternator, pre-programmed advance curve gives optimum performance for the 4 stroke twin engine. The digital CDI is separate from the HT coil so a twin plug head system can be supplied. No battery, contact breaker assembly, or distributor required.

## Maico

STK112



**STK-112  
Maico 250 MX**

**\$441.10**

Complete kit to replace the original Bosch points system or Motoplat electronic system. Timing curve designed to give maximum performance on the 2-stroke engine. Easy fitting and set-up. Reliable, low cost kit. Please note: The original unit is ignition only as is the STK-112 and has no facility for lighting. Internal rotor

STK113



**STK-113  
STK-113L  
Maico490**

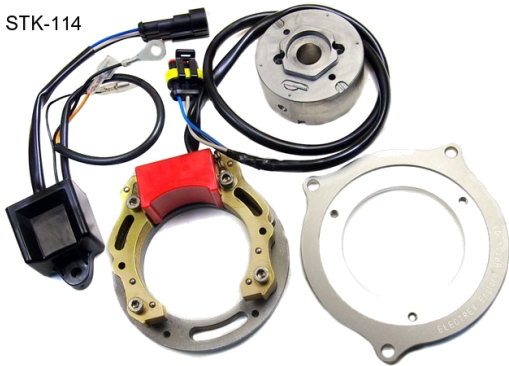
**\$554.40**

**\$639.10**

CDI ignition for reliable easy starting. Specific electronic advance curve for Maico models. External rotor for flywheel inertia, weight 1.15kg. Optional lighter flywheel also available, please contact us for details. Rotor engraved with degree markings to enable easy timing set-up.

STK-113L has lighting coil as well

STK-114

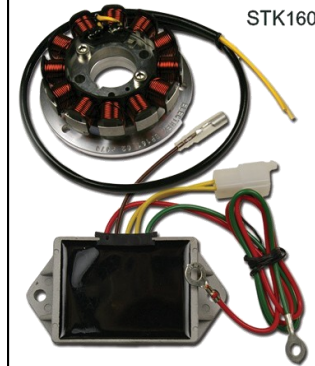


**STK-114  
Maico 400**

**\$469.70**

CDI Ignition for easy reliable starting. Fits early models with 'internal' threaded crankshaft. Rotor engraved with degree markings to enable easy timing set-up.

## Ducati Single



STK160

**STK-160  
Narrow Case - 3 hole mounting**

**\$554.40**

**STK-163  
Wide Case - 4 hole mounting**

**\$554.40**

Complete 120W alternator system specifically for single cylinder Ducati 125, 160, 200 & 250cc models built from 1957 onwards. Available as 12v (standard) or 6v versions. No modification required - 'direct fitting'.



STK161

**STK-161  
Narrow Case - 3 hole mounting**

**\$838.20**

**STK-164  
Wide Case - 4 hole mounting**

**\$838.20**

Complete replacement 120w generator system, including self generating digital CDI ignition with advance curve for single cylinder Ducati 250, 350, 450cc. •Power output greatly improved upon the original 40w (and later 60w) generators. No modification required - 'direct fitting'.

Complete kit includes generator (3 or 4 hole type mounting), rotor, digital CDI, compact regulator/rectifier, HT Coil and fitting Kit



STK167D

**STK-167D  
Narrow Case - 3 hole mounting**

**\$1120.90**

**STK-168D  
Wide Case - 4 hole mounting**

**\$1120.90**

Self generating digital CDI ignition with external rotor. External pick-up coil for precise and stable timing directly off the crankshaft. Digital CDI with pre-programmed advance curve for the Ducati singles. Original points cam not required. Power output greatly improved upon the original 40w (and later 60w) generators. No modification required - 'direct fitting'

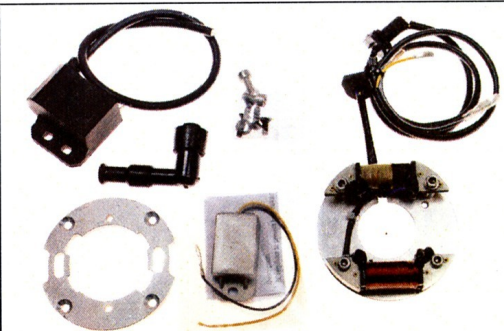
## Honda / Husqvarna

STK-121



**STK-121** **\$497.20**  
**Honda CR250 Red Devil late '70s**

CDI ignition for reliable easy starting.  
Rotor engraved with degree markings to enable easy timing set-up. Internal rotor.



**STK-205** **\$469.70**  
**STK-205L** **\$554.40**  
**Honda XL250 / 350 MotoSport**

CDI Ignition has a smooth advance for performance and easy starting even when hot. Simple fitting using the original rotor. One piece combined CDI & HT coil, only two cables to connect. Lighting version produces about 75W and includes a 12V regulator

STK-205L - Lighting version shown

STK019



**STK-019** **\$441.10**  
**Husqvarna WR125 WR250**

**Note:** The rotor may vary for this model - The customer will need to measure the small end of the crankshaft to determine which rotor they need.  
Complete analogue ignition system to replace original Moto Plat digital set-up. Please note: This unit like the original is ignition only, and has no facility for lighting. Fully electronic advance/retard curve for 2 stroke. Easy set-up, no connectors to fit. Instructions included - simple fitting. Reliable low cost kit.. Internal rotor.

## Husqvarna / KTM

STK185



**STK-185** **\$554.40**  
**Husqvarna CR400 CR500 WR240 WR250 WR400 WR430 & WR500 (1982 to 1988)**  
**Plus possibly early 250/390/400 Enduro**  
CDI ignition, electronic advance curve helps prevent kickback and damage to engine, foot or both, as timing is retarded at start-up. External rotor, weight 1.1kg. for smooth power delivery. Engraved rotor to enable easy timing set-up. (Note some models of CR400 have a mounting plate diameter of 130mm, for this type you will need another stator assembly)

STK186



**STK-186** **\$554.40**  
**Husqvarna 125-430 - 5 speed models 1967 onwards**

CDI ignition, electronic advance curve helps prevent kickback and damage to engine, foot or both, as timing is retarded at start-up. External rotor, weight 1.1kg. for smooth power delivery. Engraved rotor to enable easy timing set-up. (Note some models of CR400 have a mounting plate diameter of 130mm, for this type you will need another stator assembly)

STK025



**STK-025** **\$441.10**  
**KTM 250MX**

Complete ignition system to replace original SEM set-up. Please note: The original unit is ignition only as is the STK-025 and has no facility for lighting. Timing curve designed to give maximum performance on the 2-stroke engine. Easy fitting and set-up. Reliable, low cost kit. Internal rotor.