

## ESC1057 IGNITION COIL - Fitting

### YAMAHA YZ250 (1989-1990)

**Step 1** Take the ignition cover off. Are The Replacement Parts Similar? Compare the replacement part to the original. The replacement part can look different because of the winding technology used, but the mounting hole locations should match. Be sure to note the location of the OEM part on the baseplate and which wires are connecting to it.

**Step 2** Take note of the wire colors of the original coil wires and their location on the backing plate and disconnect them from the wiring loom.

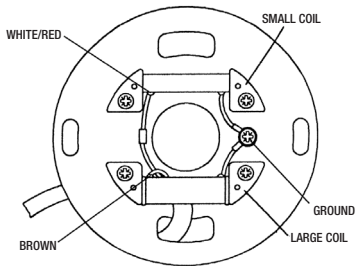
**Step 3** Remove the flywheel using a proper puller tool and remove the baseplate with the original stator. Remove the screws that secure the ignition coils and take the coils off.

**Step 4** Cut the original wires close to the original ignition coils. Take a good look at how the wires are connected to the coils. (At which side of the original coils and where each wire color go.

**CONNECTIONS** LARGE coil connects to the BROWN wire, the other side is grounded through a ground tag under the mounting screw. SMALL coil connects to the WHITE/RED wire, and the other side is either grounded or connected to the SMALL COIL with a BROWN jumper wire. (You will have to check the original setup on your base plate, because Yamaha used different systems)

**Step 5** Connect the old wires up to the new coils. Put the wires in exactly the same place as on the original. Make sure you have good connections here. Use a soldering iron and resin core solder (the type used in electrical applications).

**Step 6** Mount the coils onto the baseplate, fit the screws using locking compound on the threads and TIGHTEN THE SCREWS SECURELY! Refit the stator baseplate. Ensure the wires CANNOT TOUCH THE FLYWHEEL! (Especially on the inside of the flywheel) Refit the flywheel and tighten the bolt to specified torque. Connect the wires to the wiring loom on the bike. Refit the ignition cover.



**Troubleshooting:** Engine will not start: For OHMS testing, measure from the ground tag and solder tag. 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 LARGE COIL: 380  $\Omega$   $\pm$  10%**

**OHMS SMALL COIL: 40  $\Omega$   $\pm$  10%**