



18 April 2012

To The National Technical Committee

Reference: Rewinding of KT100J Ignition Stator.

This letter comes to you as a follow up from a recent NSW Board and SKC meeting at which it was recommended that the issue of rewinding 'J' stator was discussed.

The decision of the SKC was to forward this issue on to the National Technical Committee.

I have been in the Karting Industry for twenty four years and I have been rebuilding engines for twenty three of these years.

Up until a few years ago we always rewound the 'J' stator without any problems as we have always had a method of checking the tolerances within our rules. At the time we were doing this it was saving our customers approximately \$100.00.

Years ago there was a perception that people were rewinding the 'J' ignition stators outside the recommended tolerances and so the decision to outlaw this procedure was made. Since this decision has been made Yamaha has stopped producing the old style stator and the only system available to our customers now is the new one.

As stated earlier we **DO** have a method and a simple method of checking that all stators are within the recommended tolerances so really there is no reason for anyone to have to go to the expense or the inconvenience of buying a complete new ignition system for their older 'J' engines. Let's also keep in mind that most people who participate in the 'National Class' have more than one engine so if the old stators fails we can now start multiplying the expense and let's not forget the irritation, that when you change engines, with the difference between the old and new ignitions, one has to also change the coil mounts etc.

Our proposal to the committee is that given there are many older style 'J's in the current market and in the interest of keeping these people in the sport at a cost effective level, we are asking the committee to please review the current ruling and with clear and open minds and in the interests of the customer to once again allow the rewinding of the older 'J' ignition stators.

Thank you.

Kindest Regards,

Ian Stones

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DATE 18th April '12

To whom it may concern,

We currently rewind Early model Yamaha KT100-J ignition stators to their original specifications ie. Exciter coil (Red to Black) to 480 ohms, Trigger coil (Yellow to Black) 7.5 ohms.

Specifications are plus or minus 20%, at 20 degrees Celsius.

Any rewinds outside these specifications are easily be picked-up by measuring their resistances.

Recommended retail, including GST are Exciter AUS\$200.00, Trigger AUS\$150.00.

Prices do not include any repairs that may be needed to the loom/connector etc.

BERT NEVILLE
Director