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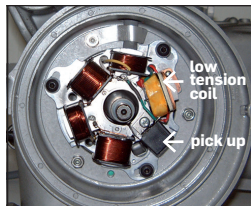
STATORPLATE

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LAMBRETTA

## BGM STATOR PLATE LAMBRETTA

Congratulations for purchasing the bgm stator plate for your electronic ignition! We wish you many miles of trouble free riding using this stator, and would like to advise you how to fit it properly when it is used with a NON bgm flywheel. Fitting instructions with the bgm PRO flywheel are included to the delivery of the bgm PRO ignition kits and bgm PRO flywheels.



For all other flywheel makers there are a few simple things that you should bear in mind when fitting the stator plate. Lambretta electronic ignitions have now been made in various countries by a number of different companies. Small differences between the flywheels mean that it is not possible to have a 'one-fits-all' stator solution, so some minor modifications may be required. While fitting, always check that everything turns freely and nothing is rubbing.



### The most important things to check are:

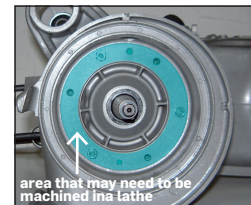
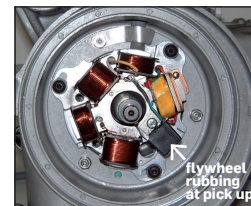
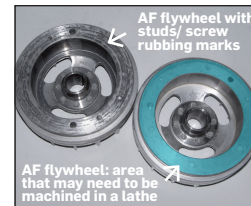
- Will the flywheel rub on the studs, nuts or bolts of your maghousing? With some flywheels (e.g. AF) this can be a problem. The solutions are to grind down the heads of the stator securing bolts like those originally supplied with the AF ignition kit or machine the back of the flywheel in a lathe to obtain clearance.

- Will the flywheel rub on the pickup coil of the stator plate? Check for this by putting two layers of gaffer tape on top of the Pickup. Test fit and turn the flywheel, and then remove it to see if the tape has been rubbed. If it hasn't then the flywheel should be okay to fit as it is. If it has rubbed then either the maghousing or stator needs to be modified.

When fitting the stator plate to an AF flywheel then follow instruction a), if you are going to fit it to an Indian flywheel follow instruction b).

### a) Fitting with AF flywheel

Sometimes you will find clearance problems of the Pickup with an lightened AF flywheel. The traditional solution was to machine back the inside face of the maghousing that the stator plate sits on, to allow the stator to sit deeper. If you are going to fit the bgm stator plate to an already machined maghousing it should fit straight away.



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There are two popular solutions to this problem:

- Put the maghousing in a lathe and machine the inner face back by approximately 1 mm.
- A more convenient way is to remove the screw which holds the pickup and take it out of the way. Now take a grinder (a cutting disc on a Dremel is perfect) or a small saw and cut away the top two laminates (the sandwiched steel plates) so the Pickup can sit lower. Check that the Pickup sits flush and then refit it.



Ensure that the Pickup is refitted straight and securely by putting Loctite type screw lock on the retaining screw and underneath the Pickup. If you achieved the desired clearance, you are ready to re-adjust your ignition timing. Now move on to section c) for adjusting your ignition timing. On the lightened AF flywheel for the small flywheel taper it sometimes happens that the stator plate fits without any modifications. But then there is no spark plug, nine times out of ten this is a problem of the cone in the flywheel sits too high on this flywheel version. The cure of this problem is to lift the stator plate by putting one or two spacers of 1 mm thickness under the stator plate.

### b) Fitting with the Indian flywheel

The Indian design of flywheel has more clearance to the Pickup, so this stator should be a straight replacement. It is still wise to check the clearance of flywheel to Pickup as well as the clearance of the flywheel to bolts, nuts and/or studs of your maghousing. If there is nothing that rubs, you are ready to re-adjust your ignition timing. Now move on to section c) for adjusting your ignition timing.



### c) Setting your ignition timing

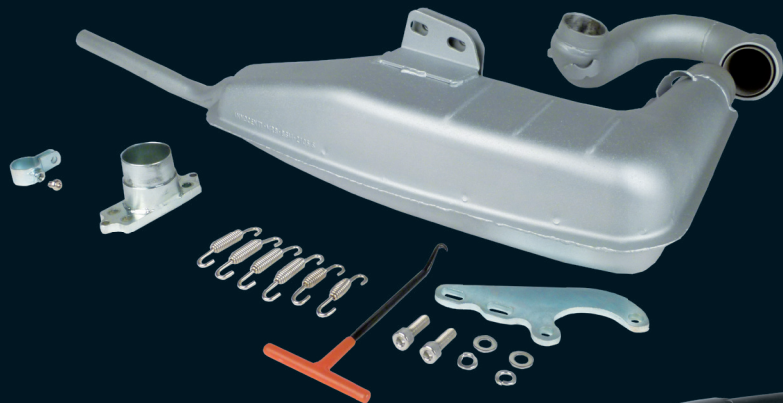
There are several ways to set your ignition timing. Please check the Sticky's Manual or visit [www.bgm-tuning.com](http://www.bgm-tuning.com).

Never assume just by fitting a new stator plate in the same position as the old one that your ignition timing will be exactly the same. We recommend that you go through the full ignition timing routine when fitting a new stator but if you have changed the stator plate only and you are 100% sure that the markings on your flywheel and maghousing are correct then you can use these to set your timing. Now check that the two lines of the Pickup are sitting flush with the two lines at the flywheel when the arrow of the flywheel points to the marking of your ignition timing. Once you are happy that your timing is set correctly then it is a good idea to mark the position of the new stator in the maghousing so that it can be refitted without re-setting the timing in future.

Be careful not to squeeze the cables anywhere. Don't forget to fit the standard securing plate that holds the wires away from the flywheel. Check that everything is flush and nothing rubs. Once everything is fine, take the flywheel off and tighten the nuts of the stator plate. If you are using a torque wrench the setting is 6-7 Nm. Now refit the flywheel with a torque setting of 68-75 Nm. Refit all the cowls and you should be ready to go!

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