ROTAX. SERVICE INFORMATION

5 UL 90-E

Dec. 1990

Disturbance of tachometer 966 072 for Rotax 503 UL C.D.I. and 582 UL C.D.I. with DUCATI ignition unit

This Service Information, edition December 1990, replaces edition Sept. and Nov. 1990.

A possible reason for improper function of tachometer 966 072 (red label on back side) is a failed resistor on the stator.

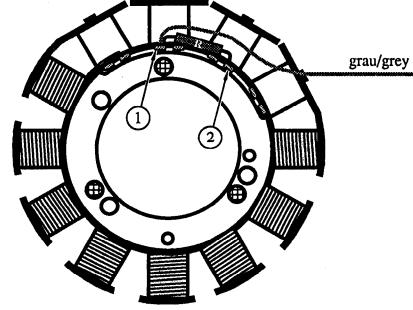
Procedure 1) to 7) applies to engines type 503 C.D.I. up to serial no. 3,952.143 type 582 C.D.I. up to serial no. 3,957.334. For engines above these serial numbers, see page 2.

We recommend to remove the resistor from the stator as follows:

- 1) Remove stator 996 845 from the stator plate.
- 2) Scrap off insulating compound from both ends of the resistor (pos.1 and pos.2), which is on the back side of the stator.
- 3) Unsolder both ends of the resistor (pos.1 and pos.2) as well as the grey cable (pos.1).
- 4) Shorten the grey cable by approx. 20 mm and dismantle a short piece of the grey plastic insulation to get a clean new soldering connection.
- 5) Re-solder the grey cable in the connection pos.2.

Take care of good soldering connection between the grey cable and the lead coming out of the coil, as well as of perfect fixation on the connection boss.

6) Re-insulate the soldering point (pos.2) e.g. with PU-Glue (Sikaflex-255) 297 710 or Araldit.



7) Re-install the stator. Fit the remaining parts of the ignition unit.

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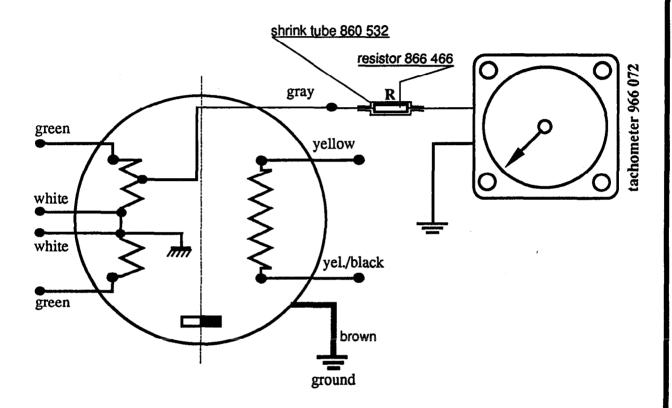
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8) An external resistor of 1 k Ω (866 466) must be installed in the grey cable and protected by a shrink tube (860 532) as shown below. This resistor replaces the one in the stator and is necessary to protect the tachometer 966072.



For all tachometers 966 072 supplied so far we supply 1 resistor 866 466 and shrink tube 860 532 on request.

ATTENTION: If the resistor 866 466 gets installed without removing the resistor from the stator (coil set), the tachometer indicates a higher r.p.m. drop when checking a single ignition circuit.

9) If the new tachometer 966 074 (for identification, blue label on back side) is used, no resistor must be installed because already integrated in the tachometer.