

## ARTEK 402 ASSEMBLY

Fitting instructions for BOOSTER, BW'S, STUNT CATALYTIC - 2003 onwards

Model shown BOOSTER ROAD



Open the seat.



Remove the battery cover with a cross-head screwdriver.



Remove the front right screw from the side paneling.



Remove the front left screw from the side paneling.



Remove the 2 screws at the front of the side paneling.



Remove the 2 screws situated behind the spoiler with a 10mm socket



Remove the 2 screws in front of the spoiler with a 10mm socket



Remove the 2 screws left and right of the storage box with a 10mm socket



Remove the seat lock held in place by 2 screws with a cross-head screwdriver



Remove the oil reservoir cap



Remove the fuel tank cap



Remove the rubber seal between the fuel tank and storage box



**Remove the rubber seal between the oil reservoir and the storage box and withdraw the box by pulling the seat gently.**



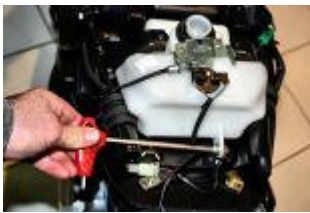
**Lift off the side paneling.**



**Disconnect the rear light connector then remove the side paneling.**



**Disconnect the 2 level sender cables from the expansion reservoir.**



**Remove the screw fixing the expansion reservoir with a 5mm Allen key.**



**Withdraw the reservoir and place it on the side.**



**Remove the CDI from its original location without disconnecting it.**



**Locate the brown cable on the original CDI connector**

### **For the BOOSTER ROCKET**



**Disconnect the connector located above the battery linking the stator to the wiring loom and cut the plastic clips retaining the stator sheathing along the frame to the crankcase.**



**Open the seat.**



**Remove the fixing screws of the cover situated below and in front of the seat with a cross-head screwdriver**



**Remove the cover**



**Disconnect the connector located above the battery linking the stator to the wiring loom and cut the plastic clips retaining the stator sheathing along the frame to the crankcase.**



**Remove the fixing screw from the front of the paneling below the seat.**



**Remove the central fixing screw from the left side paneling.**



**Remove the fixing screw from the rear of the left side paneling.**

**Common instructions for all BOOSTER BW'S and STUNTS.**



**Remove the panel**



**Locate the position of the original CDI but do not disconnect it.**



**Remove the ignition cover fixing screws with a 5mm Allen key and then remove the cover.**



**Remove the ventilator fixing screws with a 5mm Allen key.**



**Remove the spark plug and insert a piston stop in its place.**



**Turn the rotor in the opposite sense of normal rotation until the piston comes in contact with the piston stop. Unscrew the rotor nut with a 16mm socket.**



**Place the MBK and Yamaha extractor. Extract the rotor with the aid of an appropriate wrench.**



**Remove the 2 stator fixing screws with a 5mm Allen key and remove the stator from the casing.**



**Recover the grommet from the original stator sheathing and place it onto the ARTEK stator sheathing.**



**Fit the back plate with the original paper gasket and fixing screws with a 6mm Allen key.**



**Feed the stator cables through the hole of the original casing and fasten the stator to the back plate with the four 5x30mm Allen screws supplied.**



**Unscrew the piston stop and turn the crankshaft to obtain top dead centre with the piston stop as a guide.**



**Place the rotor on the crankshaft ensuring the red timing marks on the rotor and stator are aligned.**



**Place the original washer.**



**Gently screw in the piston stop and fasten the rotor with the original nut. Once the nut is tightened, check that the red timing marks coincide with top dead centre.**



**Fasten the ventilator or water pump drive pins for liquid cooled models with the original screws.**

**THE CORRECT TIMING MARK IS A RED ARROW INDICATING ENGINE ROTATION.**



**Refit the protection cover with the original screws.**



**Place the connector of the original wiring loom towards the top of the frame.**



**After having placed the ARTEK stator sheathing along the frame with the plastic retaining clips, connect the 4 way connectors of the stator and the wiring loom.**



**Replace the original HT coil with the ARTEK coil.**



**Connect the green yellow cable to the earth of the ARTEK HT coil.**



**Connect the red/black cables of the coil and stator together.**



**Place the cables under the plastic cover below the seat to protect them.**



**Feed the brown cable through the frame tube in order to connect to the original CDI.**



**Take the red clip attached to the original CDI and insert the brown cable from the HT coil into the second position of the clip. Close with pliers ensuring the two brown cables are in contact.**



**Refit the 3 original ventilator fixing screws with a 5mm Allen key.**



**Remove the piston stop and refit the spark plug and suppressor.**



**Refit the ignition cover fixing screws with a 5mm Allen key.**



**Refit the expansion reservoir for the BOOSTER ROAD model.**



**Refit all fairings in the reverse of removal.**

**Instructions for NITRO, AEROX, JOG, MACH G, OVETTO, NEOS CATALYTIC – 2003 onwards  
Model shown NITRO/AEROX.**



**Open the seat and remove the screw at the front of the rear right panel with a cross-head screwdriver.**



**Remove the screw in the centre of the rear right panel with a cross-head screwdriver.**



**Remove the first screw at the back of the rear right panel with a cross-head screwdriver.**



**Remove the second screw at the back of the rear right panel with a cross-head screwdriver.**



**Unclip the panel and remove.**



**Remove the 2 screws from the front of the right cover below the seat with a cross-head screwdriver.**



**Remove the rear screw from the right cover below the seat with a cross-head screwdriver.**



**Remove the screw at the bottom of the right cover below the seat and remove the cover.**



**Remove the central screw of the floor panel with a cross-head screwdriver.**



**Remove the front screw of the floor panel with a cross-head screwdriver.**



**Remove the rear screw of the floor panel with a cross-head screwdriver.**



**Remove the upper and lower screws of the water pump cover with a 5mm Allen key.**



**Remove the lower right screw of the water pump cover using a specially welded 5mm Allen key.**



**Remove the 2 ignition cover fixing screws with a cross-head screw driver, pulling on the floor panel to gain access.**



**Remove the cover and place over the exhaust.**



**If you are unable to use an air gun, remove the spark plug and insert a piston stop in its place.**



**Turn the rotor by hand until the piston comes into contact with the stop, remove the 3 water pump drive pins with a flat 10mm wrench.**



**Place the MBK and Yamaha extractor. Extract the rotor with the aid of an appropriate wrench.**



**Unscrew the rotor nut with a socket wrench.**



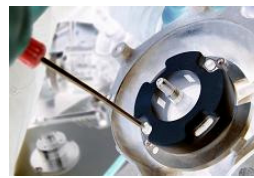
**Refit the 3 water pump drive pins to the ARTEK rotor.**



**Recover the grommet from the original stator sheathing and place it onto the ARTEK stator sheathing.**



**Fit the back plate with the original paper gasket and 2 fixing screws with a 6mm Allen key.**



**Feed the stator cables through the hole of the original casing and fasten the stator to the back plate with the four 5x30mm Allen screws supplied.**



**Unscrew the piston stop and turn the crankshaft to obtain top dead centre using the piston stop as a guide.**



**Place the rotor on the crankshaft ensuring the red timing marks on the rotor and stator are aligned.**



**Place the original washer.**



**Gently screw in the piston stop and fasten the rotor with the original nut. Once the nut is tightened, check that the red timing marks coincide with top dead centre.**



**Fasten the ventilator or water pump drive pins for liquid cooled models with the original screws.**

**THE CORRECT TIMING MARK IS A RED ARROW INDICATING ENGINE ROTATION.**



**Refit the grommet to protect cable entry to the casing, place the ARTEK stator sheathing along the frame with the plastic retaining clips and connect the 4 way connectors of the stator and the wiring loom.**



**Replace the original HT coil with the ARTEK coil.**



**Fasten the ARTEK HT coil fixing screw with a 10mm socket. Attach the round terminal of the black cable with the green/yellow wire of the stator to the earth of the coil.**



**Connect the red/black cables of the coil and stator together.**



**Locate the brown cable of the original CDI which should not be disconnected.**



**Take the red clip attached to the original CDI and insert the brown cable from the coil into the second position of the clip. Close with pliers ensuring the two brown cables are in contact.**



**Check that the battery is properly connected and charged at 12-volts.**



**Remove the piston stop and refit the spark plug and suppressor.**



**Refit the lower and upper water pump cover screws with a 5mm Allen key. Do not refit the black plastic cover in front of the ignition casing to enable air flow to the ignition.**



**Refit all panels in the reverse of removal.**

## **WARNING !**

**Before all testing, check that the battery is properly connected and charged at 12-volts. If the battery is not connected the ARTEK ignition will not operate.**

**REMOVAL OF THE ARTEK ROTOR CAN ONLY BE CARRIED OUT WITH A SPECIALLY DESIGNED EXTRACTOR.**

### ***BEFORE FITTING YOUR ARTEK IGNITION***

***REMOVE THE SPARK PLUG. IF THE CENTRAL ELECTRODE IS BROWN OR GREY, IT WILL BE NECESSARY TO INCREASE THE JET BY 10 TO 15 POINTS. IF THE ELECTRODE IS BLACK THE MIXTURE IS ALREADY RICH AND THEREFORE YOU WILL ONLY NEED TO INCREASE THE JET BY 5 POINTS.***