1987 Models

Machine Model	Engine Model	Ignition Type Alternator Output	Spark Plug		Plug Gap Inches
			NGK	Champion	
Star, Star Trak	EC25PS-06	CDI-100 Watt	BR8ES	RN-3C	.025
Sprint (ES)	EC34-2PM-01/02	CDI-120 Watt	BR9ES	RN-2C	.025
Indy Sport	EC34-2PM-03	CDI-120 Watt	BR9ES	RN-2C	.025
Indy Trail (All)	EC50PM-01/02	CDI-120 Watt	BR9ES	RN-2C	.025
Indy 400	EC40PL-02	CDI-120 Watt	BR9ES	RN-2C	.025
Indy 600	EC60PL-02	CDI-120 Watt	BR9ES	RN-2C	.025
Long Track (RLR)	EC44-2PM-5100	CDI-120 Watt	BR9ES	RN-2C	.025

Engine Model	Running Ignition Timing at 3000 RPM					
	MM BTDC	Inches BTDC	Degrees BTDC	Acceptable Variances		
				MM	Inches	Degrees
EC25PS-06	4.19	.165	27.5 ± 3	3.35-5.12	.132-.202	20.5° @ 6000
EC34-2PM-01/02	3.41	.134	25.5 ± 2	2.90-3.94	.114-.160	15.5° @ 7000
EC34-2PM-03	3.41	.134	25.5 ± 2	2.90-3.94	.114-.160	15.5° @ 7000
EC50PM-01/02	3.26	.128	24.0 ± 2	2.75-3.53	.108-.150	16° @ 6500
EC40PL-02	5.19	.204	30.5 ± 2	4.55-5.85	.179-.230	15° @ 7500
EC60PL-02	4.10	.162	27.0 ± 1	3.81-4.40	.150-.173	20° @ 7500
EC44-2PM-5100	3.40	.134	24.5 ± 2	2.87-3.93	.113-.155	12.5° @ 6500

⚠ All above engines require a minimum of 88 (R+M)/2 octane fuel. If fuels of a lesser octane number are used or engines are subjected to frequent overheated situations, the timing must be adjusted to the low side of the accepted variance.

R.F.I. spark plug cap resistance: 3,700 to 6,300 ohms.

1988 Models

Machine Model	Engine Model	Ignition Type Alternator Output	Spark Plug		Plug Gap Inches	CDI Box Identification Number
			NGK	Champion		
Star, Star Trak	EC25PS-06	CDI-100 Watt	BR8ES	RN-3C	.025	CU6204
Sprint (ES)	EC34-2PM-02	CDI-120 Watt	BR9ES	RN-2C	.025	CU6409
Indy Sport	EC34-2PM-03	CDI-120 Watt	BR9ES	RN-2C	.025	CU6409
Indy Trail (All)	EC50PM-01/02	CDI-120 Watt	BR9ES	RN-2C	.025	CU6410
Indy 400 (All)	EC40PL-02/03	CDI-120 Watt	BR9ES	RN-2C	.025	CU6408
Indy 650	EC65PL-01	CDI-120 Watt	BR9ES	RN-2C	.025	CU1559
Long Trak (RLR)	EC44-2PM-4100	CDI-120 Watt	BR9ES	RN-2C	.025	CU6405

Engine Model	Running Ignition Timing at 3000 RPM					
	MM BTDC	Inches BTDC	Degrees BTDC	Acceptable Variances		
				MM	Inches	Degrees
EC25PS-06	4.19	.165	27.5±3	3.35-5.12	.132-.202	20.5° @ 6000
EC34-2PM-02	3.41	.134	25.5±2	2.90-3.94	.114-.160	15.5° @ 7000
EC34-2PM-03	3.41	.134	25.5±2	2.90-3.94	.114-.160	15.5° @ 7000
EC50PM-01/02	3.26	.128	24.0±2	2.75-3.53	.108-.150	16° @ 6500
EC40PL-02/03	5.19	.204	30.5±2	4.55-5.85	.179-.230	15° @ 7500
EC65PL-01	4.10	.162	27.0±1	3.81-4.40	.150-.173	20° @ 7500
EC44-2PM-4100	3.76	.148	26.5±2	3.23-4.29	.127-.169	14.5° @ 6500

⚠ All above engines require a minimum of 88 (R+M)/2 octane fuel. If fuels of a lesser octane number are used or engines are subjected to frequent overheated situations, the timing must be adjusted to the low side of the accepted variance.

R.F.I. spark plug cap resistance: 3,700 to 6,300 ohms.