



Powerdynamo brings new ignition & light
to your vintage motorcycle



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Information relative to the kickback issue during ignition system 72 95 999 HR for [Yamaha XT 500, TT 500 and SR 500](#) 
start



The 500, notably the XT, but also the SR are known for rather violent kickbacks during starting.

With our system 72 95 999 HR this inherent problem does not go away, rather on the contrary, it might aggravate. Why this [you may read here](#).

We found that the use of 10:1 compression ratio Wiseco pistons in engines with our system brings severe kickbacks. If you have no choice in pistons, but need to use the Wiseco, imperatively reduce compression by adding a second head gasket. Under no circumstances any action to increase compression. If you feel you have to tickle the engine for power, do with with some other ignition, not ours. You save yourself and us trouble.

We like to thank www.motorang.com for some very good [information](#) from which we quote below

Both, the XT and the SR have a so called **kickstarter-release bracket**. This, at the end of the kick way releases the starter. Should the engine not start and roll back, the kicklever will not be taken along (backwards with violent kicks). One has to kick right to the end and remain there until the engine either comes to a standstill or runs correctly. Only than the foot will be taken away from the engine sideways to release the kicker which than returns to its resting position without harm.

You can check whether your release bracket is ok as follows:

With engine running the kicker is lead downwards by hand right to the footrests. In this end position the ratching noise has to stop. If it does not you can safely assume that the bracket is damaged. When you slowly lead the kicker upwards again you also notice this ratching noise.

A damaged bracket can lead to very violent kickbacks which may hurt your leg rather substantially.

bracket in OK condition

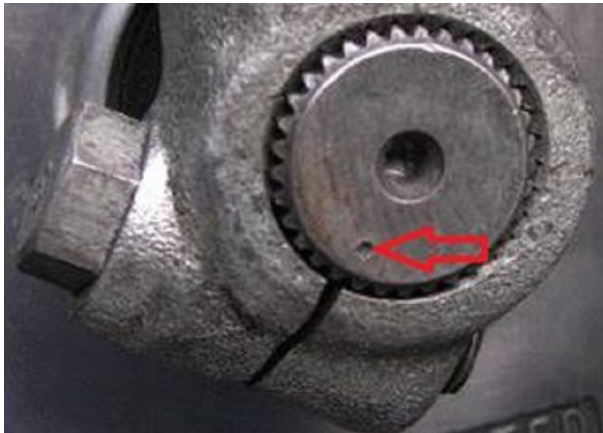
defective bracket



The above described function will only work correctly if the kick lever has been positioned into correct position - which is that the slot of the lever aligns with the hammered in dot. (see arrow) As a result the **footpeg of the lever should stand rather parallel to the cylinder fins** (see picture)

This you should imperatively check! May be the kicker has been, for whatever reason, set onto the shaft wrongly. Than kickbacks are to expect.

[pictures may be enlarged by clicking onto them](#)



For starting the Powerdynamo it is important to know:

Normally you kick slowly first and without pulling the decompression lever to bring the piston against compression, than pull the decompressor to set the piston into correct position. Here the system may however already fire as starting revs are lower than in the stock system.

Two ways, to set the piston into correct starting position without harm:

When setting the piston, switch ignition off (killswitch) and - only right before real kicking - to on again. That is, move the kicker right to compression, than with pulled decompressor let the kicker rise a little further **and only than** switch ignition on and kick without activated decompression.

Setting the piston not under compression, but with activated decompression until you feel some movement on the decompressor lever and possibly also hear some faint click. This happens when the camshaft triggers the exhaust valve, releasing the decompressors work. Than let the kicker rise and forcefully kick.

When kicking, you do it with thrust. As quickly as you can and the lever right to the end of the kickway, so that the bracket will disengage the lever. Keep your foot down until the engine runs or has stopped. The ignition needs a minimal revolution of the engine to work. It is not recommended to half heartedly kick while seated on the bike. At least not until you know "your ignition". Also valid is the manufacturers recommendation to turn the handlebar FULLY left to give your knee - for the possible case of kickbacks - leeway.

Should the engine start, but stall again right away than in most cases carburation is wrong (to rich mixture) and ignites into exhaust.

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