

Rex's Speed Shop

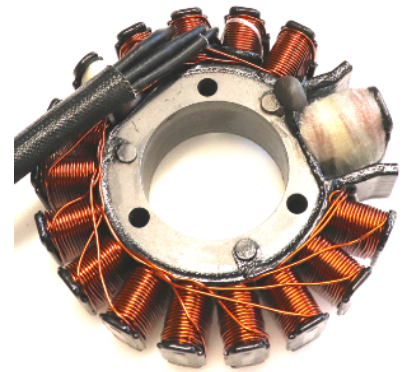
Robertsbridge - England

Stator overhaul - Please Check Our Listings to See If We support Your Model.

When your stator needs rebuilding, you want more than just a repair - you want performance you can trust. Our customers come to us because of our exacting standards, skilled electronics technicians who know what it takes to match OEM quality. We follow guidelines set by the Association of Electrical and Mechanical Trades (AEMT) to reduce industrial waste and champion use of best practise in industry. Every unit is carefully inspected before work begins, and after to ensure a reliable, long-lasting rewind. No rush jobs, no guesswork. If you're serious about getting it fixed properly, it has to be Rex's.

Our Process

Every successful stator overhaul starts with careful preparation. We meticulously strip the old windings and insulation, never making cuts in the stator or using blow lamps, as this will alter the magnetic properties and lead to early failures. The core is then inspected for dimensional accuracy before fresh base insulation is applied. We only used high-grade copper, either by hand or machine depending on the application. We use only premium materials, all sourced from trusted UK or EU suppliers and chosen to meet or exceed OEM standards.



Yamaha RD250 LC Stator

Precision Matters with CDI and Alternator Windings

When it comes to CDI source coils and alternator windings, precision isn't optional - it's essential. CDI units rely on exact input signals to function correctly. If windings are old or poorly repaired this, in some cases, will cause hard-to-trace faults like ignition lock-out or poor running at speed. If the rewinder added extra turns this may increase the impedance of the winding and thus reduce the output. That's why we rewind to OEM specifications with absolute accuracy - typically within 5%, often better. The closer to original specification, generally the better your ignition and alternator will perform. Substandard rewinds, that are not to OEM specifications or accepted industrial standards will void warranties on CDI units and charging system components if problems arise later.



Much of the equipment we deal with is now more than 30 years old and well beyond its intended design life. Age-degraded electrical insulation is one of the most common causes of failure. Replacing insulation before new winding wire is applied is an essential part of the rewinding process, not an optional extra.

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IMPORTANT: Should you need to contact the technical team e-mail:

tech@rexs-speedshop.com

Please note;

-To allow a structured and consistent workflow technical staff have a diary of booked in work each day and are not available for unscheduled telephone calls. If you wish to contact the technical team they will review any e-mails during their daily consultation period.

-While our sales staff will try and help you, they have only received basic training in technical matters, they will direct you to the data required, IE the workshop manual or help sheet.

- To avoid a delay in replying always quote your W/O number.

Address for sending items to us:

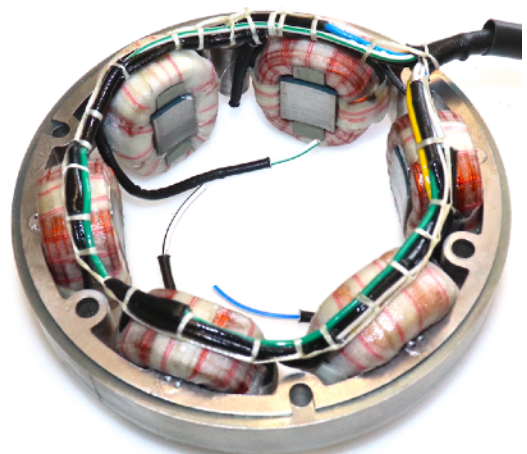
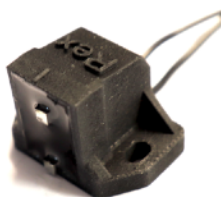
Rex's Speed Shop
Unit 1, Russet Farm
Redlands Lane
Robertsbridge
East Sussex
TN32 5NG
United Kingdom

1. **To save money and avoid paying too much tax when sending from overseas.** Be realistic of the value of a failed, second hand unit! A value of \$10/€10 is reasonable for a failed stator or electrical parts and will ensure no tax is added.

TAKE CARE! The value you declare or insure the parcel for, determines how much import duty and TAX will be added to the repair bill!

2. **To avoid delays:** Include your contact details as well as a phone number or e-mail address. Delay will result if we are not able to contact the owner for authorisation to proceed with work.
3. **To avoid delays:** Always include a concise explanation with the item you have sent. If you have e-mailed us, a copy of the e-mail in with the part will allow us to identify you quickly.
4. **To avoid parts being returned to you un-worked:** Do not strip parts out of a stator assembly. Our workshops need to have the full stator, so will not work on windings that have been removed from the stator or have been striped of winding wire.

Our technicians will assess your stator before carrying out any repair work. All workshop service prices are listed **excluding** VAT for UK customers.



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Our Rates

We charge per hour at our current rate shown below. Prices given for specified repairs are intended to be a guide only and do not include any additional work that may be found to be required, EG machining of damaged threads, easing of seized fasteners, welding or other work we could not have reasonably discovered until the item was striped apart.

We would also like to make customers aware that our technician's time is chargeable in all matter regarding an active work schedule.

This includes time spent dealing with telephone calls and e-mail correspondence relating to a job. Time spent responding to customer enquiries is added to the relevant job card in minimum 15 minute increments and is in addition to any quoted repair or service cost.

Standard Rates and variable lead times	£75 per hour +VAT
Further consultation regarding work in hand	£18.75 +VAT each request - min charge 15 mins

IMPORTANT: The repair cost covers repair and testing of the component only. Technical consultation, installation guidance and fault diagnosis of your motorcycle thereafter are not included in this service.

Please note most of our technical people are electronics and generator repair specialists, not motorcycle mechanics. You should consult an experienced motorcycle mechanic for installation or trouble shooting questions.

We provide a range of help sheets and guides free of charge for registered users of our website.

Automotive electronic components, once professionally repaired and tested must only be fitted and adjusted by suitably skilled personnel. Correct installation and operation requires in-depth technical knowledge and a correctly functioning vehicle system in which the overhauled part is fitted.

Testing of Electrical Items EG Regulator Rectifiers, Rectifiers HT Coils etc

OP - check. A basic 'plug in' and quick bench test. Fixed £25 +VAT fee	
What's included	What's not included
<ul style="list-style-type: none">✓ A basic yes/no report if this part is likely to work.✓ A short report/note, any observations by the techs, if there are any.	<ul style="list-style-type: none">✗ Phone or e-mail a tech about the problem✗ Troubleshooting of your motorcycle✗ Warranty on the tested part

Testing of Ignition Systems EG Tri-Spark, Pazon, Rita etc & More In-Depth Electrical Checks

Functional check. A more in-depth and detailed check. From £37.50+ VAT	
What's included	What's not included
<ul style="list-style-type: none">✓ A full dynamic run of the part✓ Any comments and observations by the techs✓ E-mail a tech regarding the part.	<ul style="list-style-type: none">✗ Telephone call to the techs about the problem✗ Troubleshooting of your motorcycle✗ Warranty on the tested part

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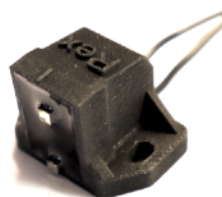
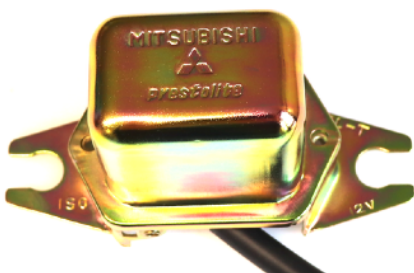
Important - Prices shown are at our Standard rate. Work required in a rush is charged differently	
Check BEFORE Sending we support only very Specific CB model designated bikes	Prices from
Twin cylinder machines with internal rotors & wound bobbins (1960-70s)	£300.00
Twin cylinder machines with internal rotors & fitted bobbins 175cc - 500cc	£300.00
CB250 Superdream & CM variants. CB/CM 400/450cc Automatic variants	£300.00
CB400N, CB400T Superdream & Hawk, CB450DX-K, CB450SC Nighthawk, CB450T Hawk. CM400 & CM450 CDI Ignition series - stator only, excludes timing pick-ups.	£300.00
CB400/450 low speed pick-up	£150.00
CB 400/450 High speed pick-up	£125.00
Field controlled generator rotors	
These often fail sooner than stators and cause low charging rates	£150.00
Electronic regulator conversions	Enquire



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Kawasaki	Prices from.
H1D/H2 CDi Fully Restored on exchange (4 box units)	£500.00
H1D/H2 Supply and fit new electronics to ready plated cases CDi or RECT	£75.00 per case
H1D/H2 Strip & plate cases and reload CDi or RECT	£125.00 per case
H1E-H1F & KH500 Cdi Full Restoration	£275.00
H1E-H1F & KH500 Supply and fit new electronics to ready cases	£120.00 per case
H1E-H1F & KH500 Strip, plate & fit new electronics to ready cases	175.00 per case
KH400 Concours Restoration	£275.00
KH400 Supply & Fit new electronics to ready plated cases	£180.00
Plating for KH400 CDi unit	From £50
Kawasaki Triple Alternators	
H1 Rotors - No repair to Damaged Slip Rings is Possible	£150.00
H1 Stators	£350.00
H1E-H1F & KH500 Stator Rewind and Concours restoration	£475.00
H1E-H1F & KH500 Stator rewind & brush holder buildup - no plating	£400.00
H1E-H1F & KH500 Stator Straight rewind to stator only	£350.00
H2 Stator Concours Restoration with new Rex H2 stator	£370.00
H2 Standard Replacement stator & build up (plus any parts, hardware etc)	£330.00
S1-3 Three phase stators	£300.00
Plating for stators (brush gear, points mounting plates etc)	From £50
Voltage regulator	
Full restoration with plating, new MOSFET controller in (your) OEM case	£180.00
MOSFET regulator RG12V-4 (component only excludes fitting)	£45.42



New H2 pick-ups

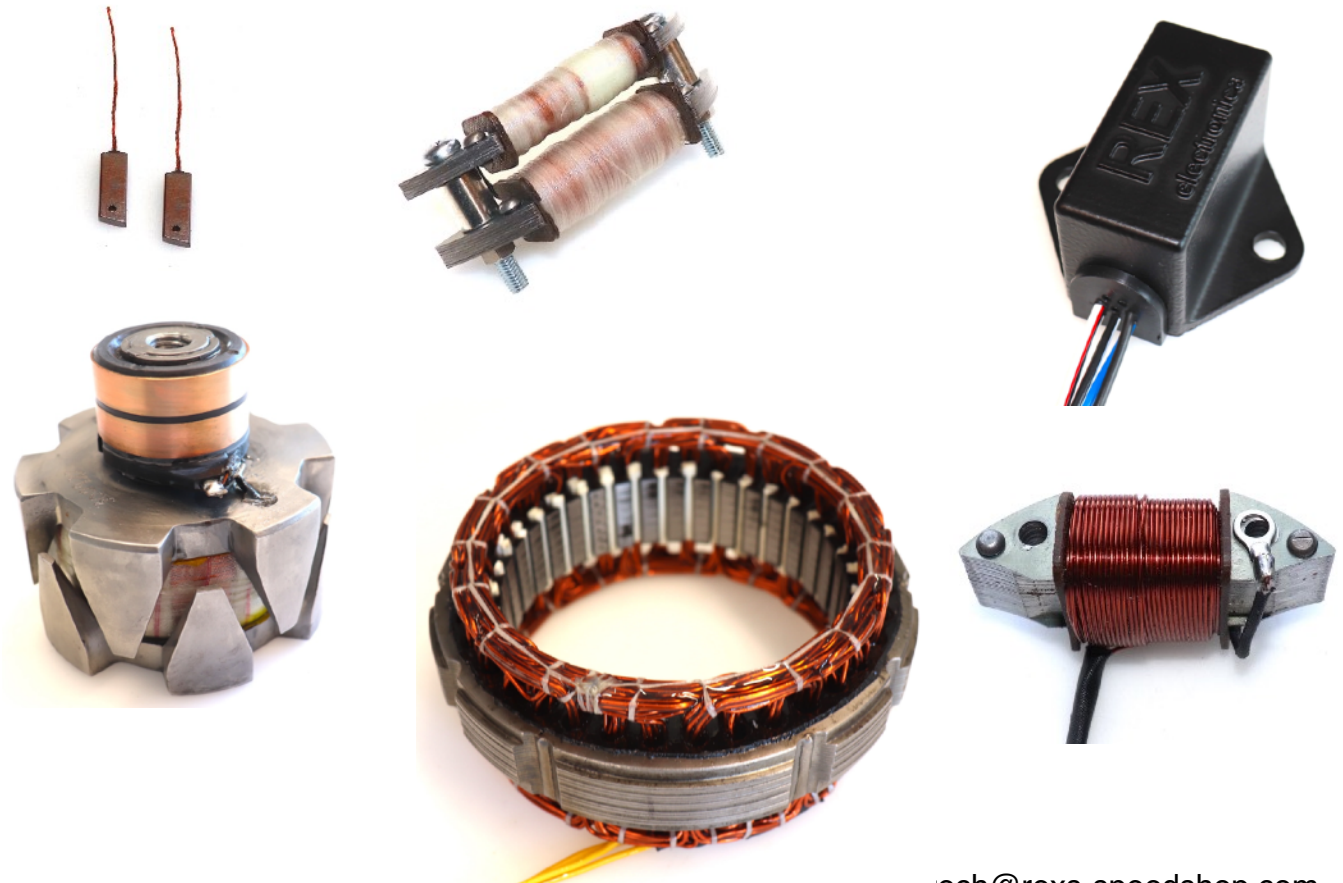


KH400 CDi unit

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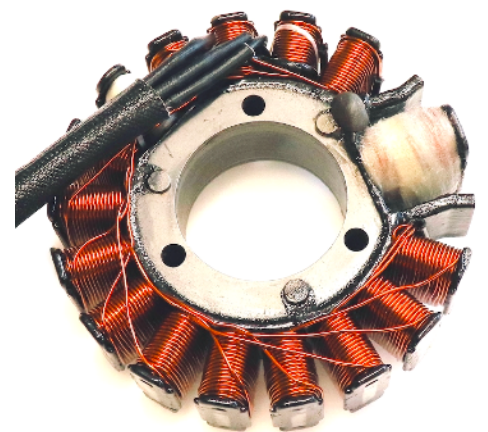
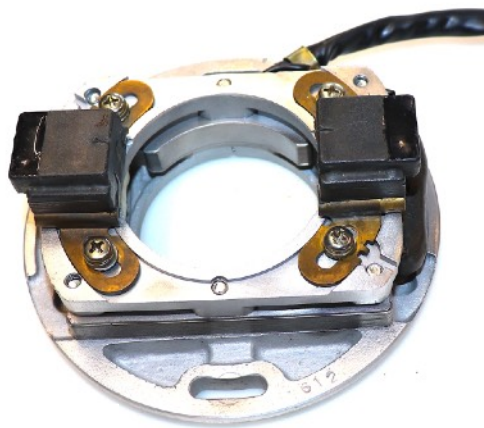
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Suzuki	Prices from.
GT750 Stator overhaul	£350.00
Rotor GT750 - new slip ring mod if required as the insulation is often low	£180.00
Voltage Regulator & Rectifiers	
Full restoration with plating, new MOSFET controller in (your) OEM case	£180.00
MOSFET Regulator RG12V-5 (Component Only Excludes Fitting)	£37.08
Rectifier BR15	£37.92
TS185 - TS250 - TS400. Strip and rebuild stator with production windings	From £112.50 plus parts
GT250 X7 & GT500 Strip and rebuild stator with production windings	From £150 plus parts
SP370/GN400	£200
RG250 stator	£300



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Yamaha	Prices from.
RD350/400 CDI ignition stators	£300.00
SR400/500 classic stators	£300.00
XT500 - Strip & rebuild stator with production windings, new loom etc**	£150 + Parts
DT175 Strip & rebuild stator with rewind coils as required, new loom etc	£300
DT 250-400cc 1972-79 Strip & rebuild stator with production windings**	£150 + Parts
TY175-250. Price may be a mix of pre-manufactured parts and rewinds	£150 + Parts
XT550/600 stators	£300.00
TZ & MX Stator Rewinds (based on 5 hour turn round)	
Early 125/250/350 Twins & Single cylinder MX - Excludes pick-ups	£375.00
250N 5F7-1 1981-84 including pick-up	£375.00
TZ500 including pick-up	£400.00
TZ750 Excludes pick ups.	£375.00
TZ250 4DP. Machining and a new retaining collar required (included)	£400.00
Other TZ models - check prior to sending	POA



Brand new CDI units
Manufactured in UK

