General fitting instructions
(Tools required are the standard tool kit plus a 12mm socket spanner and strobe lamp).
1) Open seat and remove tools.
2) Turn off petrol and remove pipes.
3) Undo bolt at rear of petrol tank and remove tank.
4) Trace the black and white wires feeding to the ignition coils and pull apart the two connectors.
5) Disconnect the orange/white wire from the left hand ignition coil, (these are all pull-apart bullet connectors).
6) Lay the transistor box underneath the main frame tube behind the ignition coils and connect the transistor box to the disconnected wires from the ignition coils and wiring loom. All the wires on the transistor box have the appropriate male and female connectors so that, as long as the colours are matched, the wiring will be correct. This should leave just one black wire coming from the transistor box with a ring connector; this should be run back down the frame and connected to the black negative battery terminal.
7) The transistor box can now be strapped to the frame tube and the wires tidied, checking all connectors are good and tight.
8) Refit the tank and replace petrol pipes.
9) Remove the contact breaker cover from the right hand side of the engine.
10) Using the 12mm socket spanner, remove the centre bolt of the auto-advance unit and contact breaker cam.
11) Remove the screws securing the contact breaker plate and remove.
12) Disconnect the black and white wires to the contact breaker. Unscrew the condenser with the cable retaining clamp and remove the contact breaker assembly complete. The auto-advance mechanism should drop clear of the end of the crankshaft, leaving the contact breaker housing bare.
13) Remove the contact breaker cam from the advance unit by twisting to expand the bob weights and pull off. The bob weights can be left in place or removed as they are no longer used. Remove the engine positioning nut from the centre bolt and refit the advance unit to the end of the crank shaft with the centre bolt screwed in a few turns to hold it in place temporarily.

**Micro-Digital Electronic Ignition System**

FOR SUZUKI GS 550-1000 FOURS / GS 400-450 TWINS
GSX 250-550 / GSX 750-1100 ELECTRONIC MODELS

- a) Transistor Box BOX00034 (Red Ignition Box with wire).
- b) Stator Plate (round printed circuit board with two coils)
  - GS 4 cyl. models: large KH1a stator plate (3 fixing screws), GSX twin models: small GS1a stator plate (2 fixing screws)
- c) Magnetic Rotor ROT00116 (round plated steel unit with two magnets)
- d) Plastic strap
- e) Black & White wires in black sleeving, 90mm long-stator plate to ignition box connection
- f) Terminals: 2 male bullets, 2 small ring

**GSX MODELS WITH SUZUKI ELECTRONIC IGNITION AND ADVANCE WILL REQUIRE SOME MECHANICAL MODIFICATION TO FIT THE ROTOR.**

Note: The ignition coils used should have a primary resistance of 3.0 - 4.0 ohms for standard points coils (See Fig 2.).
Some after market coils or electronic machines may have coils with a resistance primary winding of 2.2 to 3.0 Ohms. These coils may be used, provided a suitable 1 Ohm ballast resistor is used in series with each ignition coil (see Fig 3.)
Fig 1.

ROTATE stator plate fully CLOCKWISE
With engine set to the "T" Mark (TDC on cylinders 1 & 4).
Align magneto on rotor with pole pins on stator plate
and tighten Crankshaft bolt.

'Mark (Unused)

Maximum advance timing mark
Use strobe timing light.
Adjust stator plate to achieve alignment of this mark at 2000 rpm.

Micro-Digital
SUZUKI
GS/GSX 250-1100

Black
White

Fig 2.

12 Volt ignition Coil
(4.0 Ohm)

Weak

ORANGE/WHITE From Ignition Switch

Micro-Digital
SUZUKI
GS/GSX 250-1100

BOX00034

Black
Chassis / Earth
(Battery -ve)

White

Stator Plate

Fig 3.

Electronic ignition coils with ballast Resistors

Fig 4.

GS/GSX Twin cylinder ignition Circuit