

**SUZUKI**

2-Stroke

Service Bulletin

Bulletin No: General-7

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Read and Initial

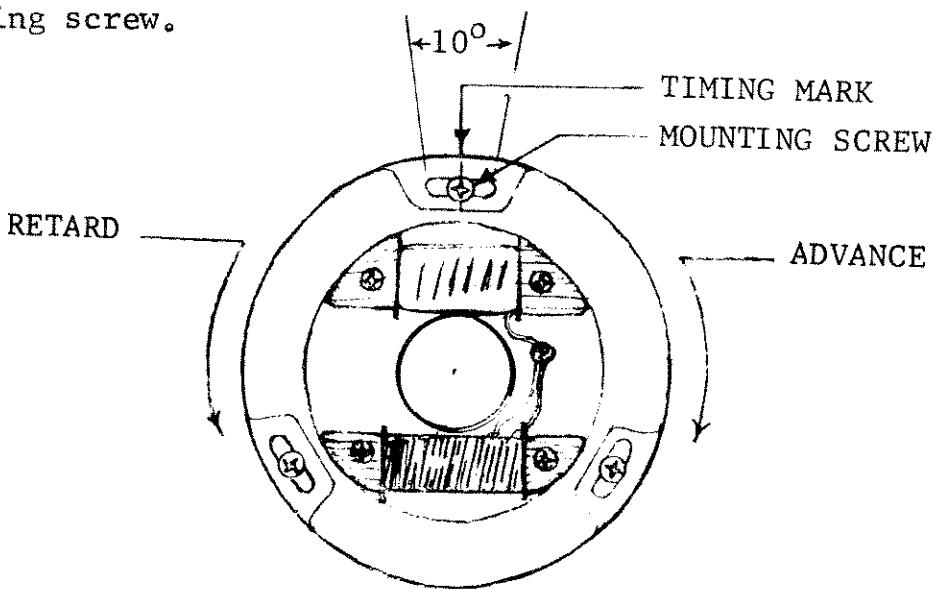
Manager _____

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Subject: CHECKING PEI IGNITION TIMING

Some Suzuki dealers have expressed confusion regarding the proper method of adjusting the ignition timing on models equipped with the new Pointless Electronic Ignition system. The timing setting is pre-set at the factory. As a precaution, this setting should be checked by the dealer during initial set-up of the unit. An electronic eng. tach. Part #09900-26001 is available from the Parts Dept. The timing setting is correct when the timing mark stamped on the Stator Plate is aligned with the center of the top mounting screw.



The adjustment slots in the Stator Plate allow for 10 degrees movement overall.

Thus, moving the Stator Plate clockwise will advance ignition timing. Moving the Stator Plate counter-clockwise will retard ignition timing.

NOTE: Positioning of the timing mark on the Stator Plate may vary from unit to unit. Thus, some marks may be off center in the slot. Regardless of this, proper timing is still attained by aligning the mark with the mounting screw.

Automatic advance of ignition timing is built into the circuitry of the PEI "black box". Therefore, any adjustment at the Stator Plate will affect timing throughout the RPM range. The timing specifications given for each bike, such as the TS185R... 16° @ 1000 RPM, 24° @ 6000 RPM, refer to timing light settings which indicate whether the black box automatic advance circuitry is functioning properly.