



SUZUKI

2-Stroke

Service Bulletin

Subject: PEI TROUBLESHOOTING

Bulletin No: SPECIFICATION-9

Date May 28, 1976

Read and Initial

Manager _____

Parts _____

Service _____

NOTICE:

The Suzuki P.E.I. boxes can be tested dynamically on the Suzuki SSII Electro Tester or statically with a Suzuki Pocket Tester (09900-25001).

The magneto coils must be tested with a Suzuki pocket tester set on the RXI scale, and the P.E.I. box on the RX100 scale. The following charts outline the correct ohmmeter specifications for the P.E.I. boxes, P.E.I. coils, and Suzuki ignition coils.

MAGNETO COIL TESTING:

TM100 (1974-1975), TM125 (1975) NIPPON DENSO

	B/W	B/W-B/R	20 ohms - 50 ohms
	B/R	B/W-R/B	300 ohms - 500 ohms
	R/B	B/R-R/B	250 ohms - 500 ohms

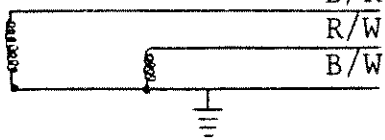
TM100 (1974-1975), TM125 (1973-1975), RM100 (1976), RM125 (1975)
(KOKUSAN)

	B/R	B/W-B/R	200 ohms - 400 ohms
	R/W	B/W-R/W	120 ohms - 250 ohms
	B/W	R/W-B/R	80 ohms - 150 ohms

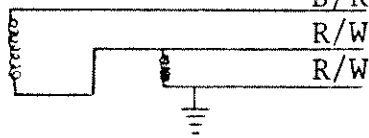
RM125A (KOKUSAN)

	B/R	B/R-R/W	10 ohms - 90 ohms
	B1	R/W-B/W	200 ohms - 300 ohms
	R/W	Blue-B/W	10 ohms - 90 ohms

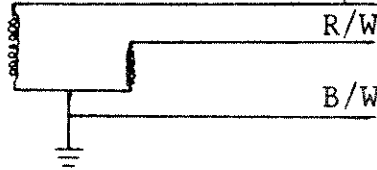
TS185 & TS250 (1971-1972) (KOKUSAN)

	B/R	B/W-B/R	140 ohms - 250 ohms
	R/W	B/W-R/W	50 ohms - 70 ohms
	B/W	B/R-R/W	180 ohms - 400 ohms

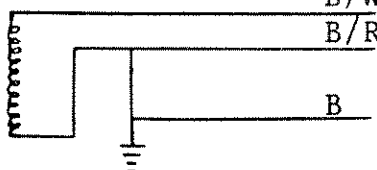
TS185 & TS250 (1973-), RL250 (1974-1975) (KOKUSAN)

	B/R	B/W-B/R	160 ohms - 300 ohms
	R/W	B/W-R/W	140 ohms - 250 ohms
	R/W	B/R-R/W	20 ohms - 50 ohms

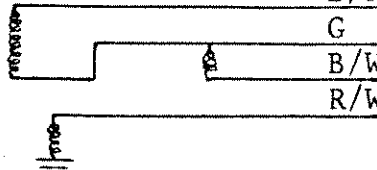
TM250/400 A11

	B/R	B/W-B/R	200 ohms - 400 ohms
	R/W	B/W-R/W	60 ohms - 100 ohms
	B/W	B/R-R/W	300 ohms - 500 ohms

RM250 & RM370 (1976-) NIPPON DENSO

	B/W	B -B/W	300 ohms - 500 ohms
	B/R	B -B/R	300 ohms - 500 ohms
	B	B/W-B/R	20 ohms - 50 ohms

GT500A (1976-) (KOKUSAN)

	B/R	B/W-B/R	140 ohms - 300 ohms
	G	B/W-G	120 ohms - 250 ohms
	B/W	B/R-G	30 ohms - 50 ohms
	R/W	B/W-R/W	50 ohms - 80 ohms

P.E.I. UNIT TESTING:

KEY: A - Continuity
 B - No Continuity
 C - Pointer deflects and returns immediately

P.E.I. TEST CHART FOR ALL KOKUSAN UNITS EXCEPT GT500A, TM100/125
 and RM100/125M

POSITIVE TERMINAL						
NEGATIVE TERMINAL		Black/Y or Black	Black/ White	Black/ Red	Red/ White	White/ Blue
	Black/Yellow		B	B	B	C
	Black/White	A		B	A	C
	Black/Red	A	B		B	C
	Red/White	B	B	B		B
	White/Blue	C	B	B	B	

RM100/125M KOKUSAN & TM100/125

POSITIVE TERMINAL						
NEGATIVE TERMINAL		Black	Black/ White	Black/ Red	Red/ White	White/ Blue
	Black		C	B	C	C
	Black/White	A		B	A	C
	Black/Red	A	C		C	C
	Red/White	A	A	B		C
	White/Blue	A	A	B	A	

TM100/125 NIPPON DENSO

POSITIVE TERMINAL							
NEGATIVE TERMINAL		Black	Red/Black	Black/Red	Black/White	Black/Yellow	White/Blue
	Black		A	A	B	B	B
	Red/Black	B		A	B	B	B
	Black/Red	B	B		B	B	B
	Black/White	C	C	C		A	C
	Black/Yellow	C	C	C	A		C
	White/Blue	A	A	A	B	B	

RM250/370 NIPPON DENSO

POSITIVE TERMINAL					
NEGATIVE TERMINAL		Black/White or Black/Yellow	Black/Red	Black	White/Blue
	Black/White or Black/ Yellow		B	B	C
	Black/Red	B		B	B
	Black	A	A		C
	White/Blue	A	A	A	

(cont.)

GT500 KOKUSAN

POSITIVE TERMINAL						
NEGATIVE TERMINAL		Black/ Red	Green	Black/ Yellow	Red/ White	White/ Blue
	Black/Red		B	A	B	C
	Green	B		B	B	B
	Black/Yellow	B	B		B	C
	Red/White	B	A	A		B
	White/Blue	B	B	C	B	
	Black/White	B	A	A	A	C

RM125A KOKUSAN

POSITIVE TERMINAL						
NEGATIVE TERMINAL		Black/ Yellow	Black/ White	Black/ Red	Red/ White	Blue
	Black/Yellow		C	B	C	C
	Black/White	A		B	A	A
	Black/Red	A	C		C	C
	Red/White	B	B	B		B
	Blue	C	C	B	C	
	White/Blue	A	A	B	A	A

(cont.)

NOTE:

When checking a wire combination which should give a meter reading designated as "C", the battery in the pocket tester (ohmmeter) is charging the condenser in the P.E.I. unit. Before any further tests can be performed the condenser must be discharged. This is done by connecting a jump wire across the B/R (Kokusan) or B/W (Nippon Denso) and W/Blue. The Kokusan type requires a discharge time of approximately 1/2 minute while the Nippon Denso type requires at least 15 minutes to completely discharge.

IGNITION COIL RESISTANCE:

MODEL	PRIMARY	SECONDARY
TM100	0 - 2	8 - 14K
RM100	0 - 2	8 - 14K
TM125	0 - 2	8 - 14K
RM125	0 - 2	7 - 13K
TS185	0 - 2	8 - 14K
TS250	0 - 2	8 - 14K
TM250	0 - 2	8 - 14K
RL250	0 - 2	8 - 14K
RM250	0 - 2	10 - 15K
RM370	0 - 2	10 - 15K
TS400	0 - 2	8 - 14K
TM400	0 - 2	10 - 16K
GT500	2 - 6	8 - 16K

The Suzuki ignition coils can be checked by using the Suzuki Pocket Tester. The primary coil resistance can be checked on the RXI ohm scale. The secondary coil resistance can be tested by using the RX100 scale.

All specifications are in ohms.

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TECHNICAL SERVICE DEPARTMENT