



# SUZUKI

## 2-Stroke

# Service Bulletin

Subject: IGNITION COIL FAILURES

Bulletin No: General -2

Date: May 1, 1975

Read and Initial

Manager \_\_\_\_\_

Parts \_\_\_\_\_

Service \_\_\_\_\_

PROBLEM:

There have been some instances of coil failure on the twins. Sometimes there is a defect in the internal insulation for the windings of the coil. An internal short develops over a period of operation, and causes the coil to fail.

INSPECTION: There are two methods of inspection:

- A. Check each coil on the Electrotester. The coil should fire an 8mm gap steadily and draw no more than 1.0 amp current.
- B. When checking the coil in the motorcycle with the Electrotester:
  1. Use a new spark plug.
  2. Don't open the tester gap more than 8.0mm or you will overload and ruin the coil.
  3. Set the gap at zero when starting the engine.
  4. The tester should show a hot blue spark at 6mm gap for 5 minutes. Check the spark at 5000-6000 RPM.
- C. Operate the motorcycle for a short period and feel each coil underneath the fuel tank. If one is appreciably hotter than the other, this indicates an internal short.
- D. Visually inspect the coil for evidence of external shorting, melted insulation, or arcing. Note whether any of the primary wires are being pinched between the coil body and the bracket.
- E. Check the nylon plug module which connects the coil to the main wiring harness. The female connector has been the cause of some electrical problems.

CORRECTION: If the coil is internally shorted, it will be necessary to replace it.