Electronic ignition ELZ3Coil for Suzuki GT 380 / 750

Stand: 08.04.2015

Being contactless Accent ELZ ignition systems do not suffer from any wear of the mechanical components that can occur with conventional ignition systems, once set the ignition timing should not require further adjustment unless the engine is dismantled. The mechanical points are replaced by magnetic sensors. An aluminium rotor replaces the original contact breaker cam, this contains the magnets that trigger the sensors. Timing adjustment is provided for by rotating the replacement backplate/circuit board in the same manner as the original system.

Advantages of the ELZ3coil

- no mechanical wear
- improved cold starting
- improved low speed and idle performance
- improved spark performance at high rpm
- No power to coils if engine not running even with ignition switched on preventing coil damage and battery drain if ignition inadvertently left on

Contents of Kit

- 1 main circuit board with wiring harness attached
- 1 aluminium contact breaker cam replacement with temperature resistant magnets
- 3 Allen head screws M5 x 12
- 3 M5 washers
- Fitting instructions

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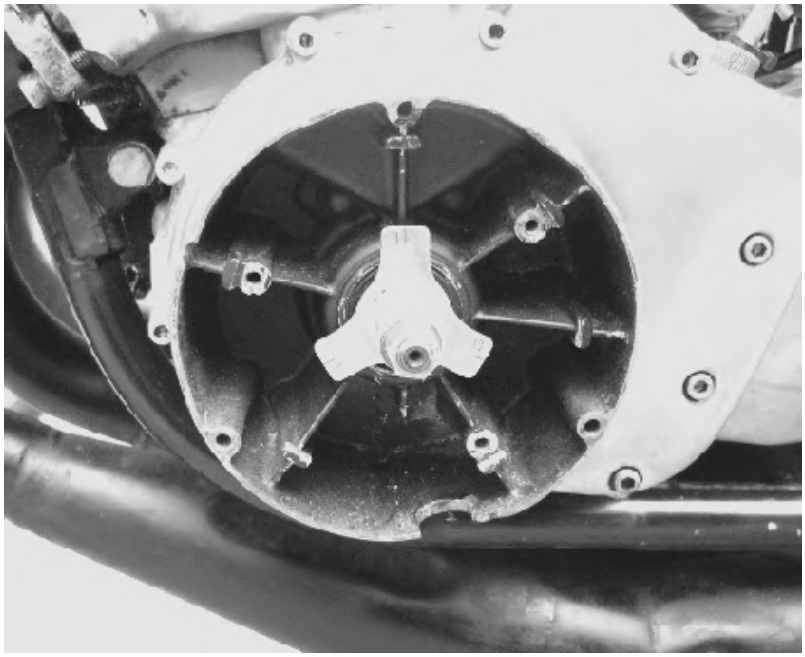
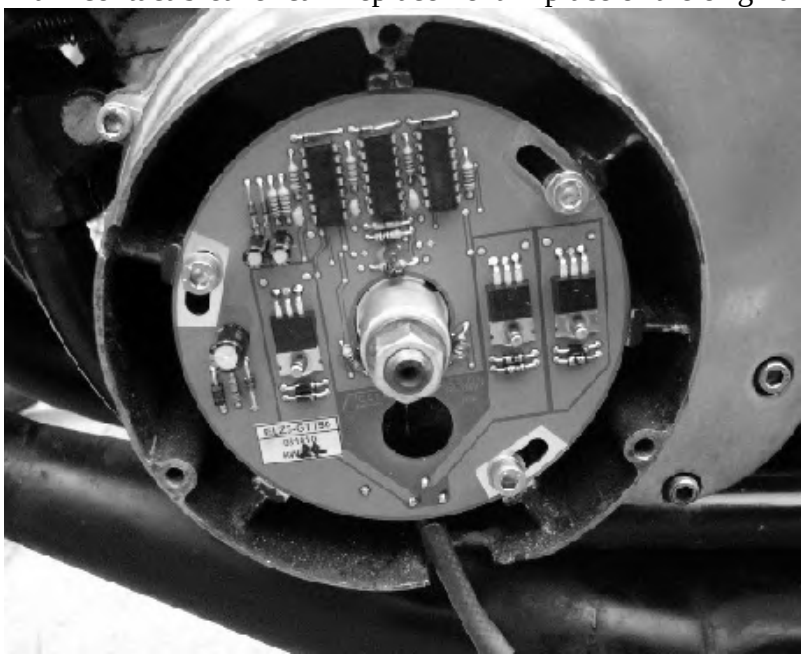
Installation

1. Remove the ignition cover and remove the contact plate assembly in its entirety.
2. Remove the contact breaker cam after first removing the retaining nut.
3. Leave the star shaped ignition timing plate in position
4. Making sure to note the route, fixing positions and connections remove the original wiring harness.



1. Fit the aluminium contact breaker cam replacement in place of the original component..



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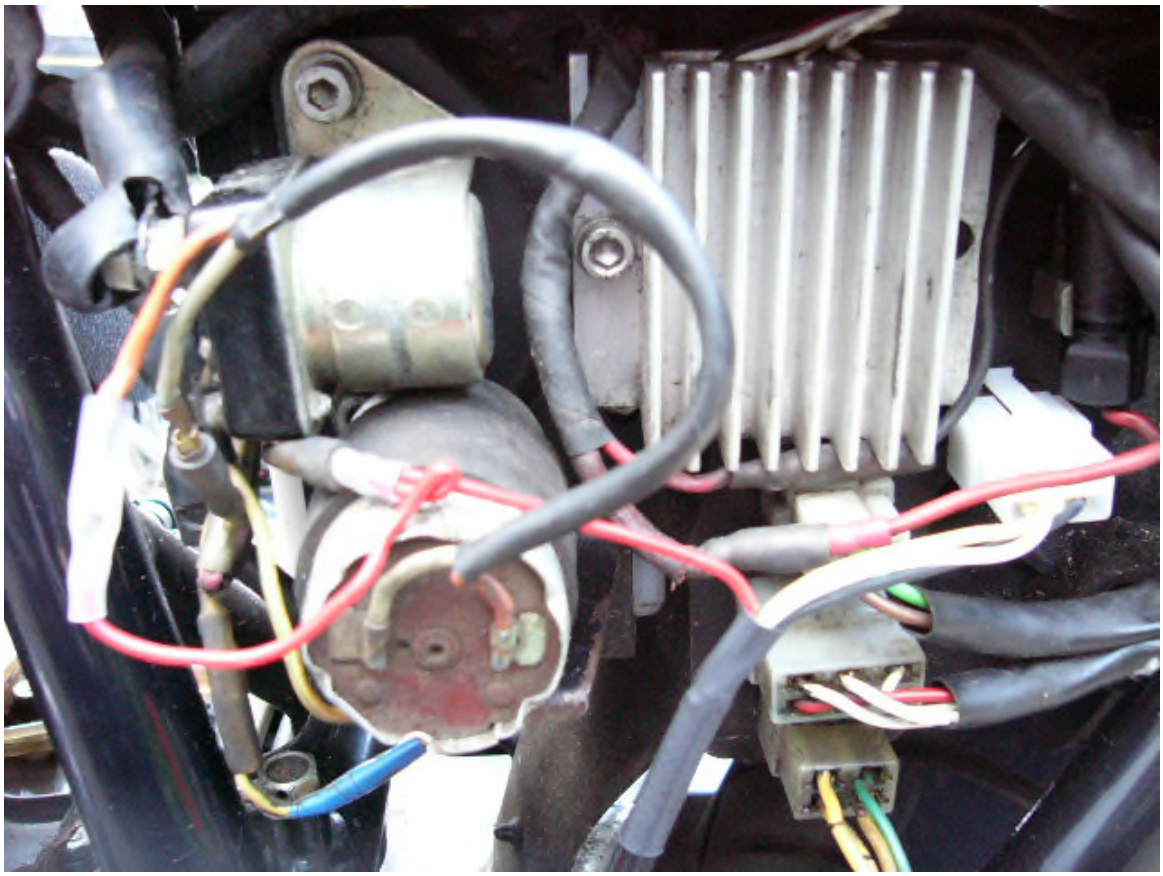
1. Mount the circuit board using the three supplied screws and three washers onto the engine where the original timing plate was mounted, do not fully tighten the screws until the timing has been set.



1. Fit the cables of the electronic ignition following the route, clamps and connections of the original system. Connect the red positive cable of the ignition system with the orange (switched +'ve) cable of the indicator relay as shown.

NB on the GT750 it may be necessary to temporarily remove the multiconnector to allow the cable to pass between the lower frame rail and the engine, do not cut the cables, remove the pins using a fine screwdriver noting their relative positions and ensure they are replaced in the correct position once the harness has been routed.

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Setting the ignition timing

The ignition timing is set by reference to the centre cylinder marking "C" on the original ignition timing plate.
1. Turn on the ignition
2. Rotate the crankshaft anti clockwise using an appropriate spanner or socket. On the circuit board there is a red LED this should light up and go off once every revolution of the crank.

3. Set the timing so that the red LED goes on when the "C" on the timing plate lines up with the timing mark moulded into the crankcase behind it. Adjust by rotating the circuit board until the correct position is obtained.
The slots on the circuit board can be lengthened if necessary by careful use of a round file.

Much fun

Caution!

Electronic ignition systems generate extremely high voltages up to 40000 volts. Care should always taken whilst installing and adjusting the system. Persons with any cardiac problems or anyone fitted with a pacemaker or similar device should not perform the timing process.

Technical data

- Operating voltage 6V DC to 18V DC
- Dwell angle 120° KW
- ignition coils original ignition coil
- Secondary voltage with 1000 rpm 14.5 kV based on sample plant
10000 rpm 11.4 kV based on sample plant
- electrical system load with more switched on < 1W Ignition and not running engine

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