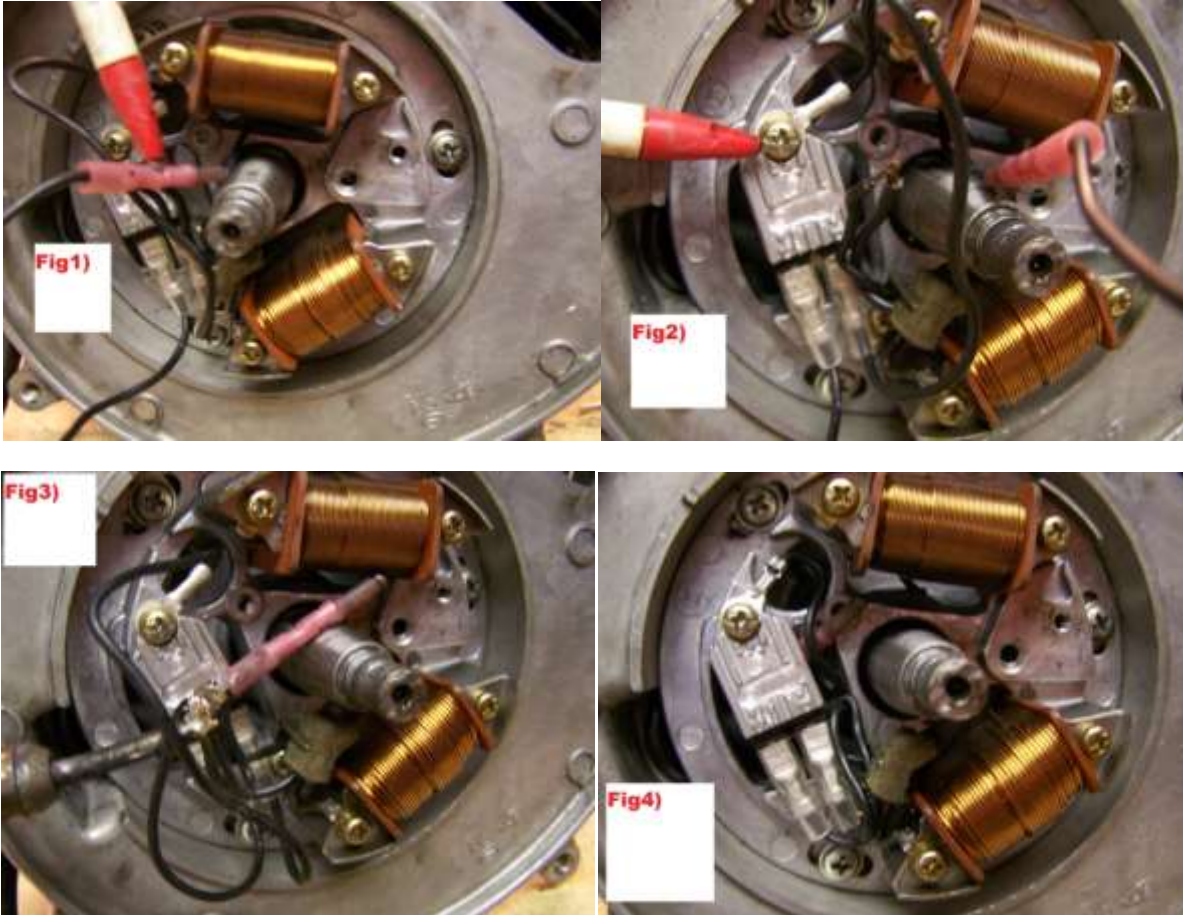


Suzuki (Spirit)

Electronic Ignition Installation



Instructions:

- 1) Remove the cooling cover/recoil assembly. (You do not need to remove the recoil from the cover.) Remove flywheel.
- 2) Remove the points and cut all the wires that go on top of the condenser. Remember to cut them as close to the top of the condenser as possible. Save the long screw that held in the points as you will need it to install the CDI chip. Remove the condenser.
- 3) Fig1 shows that you have to make the primary coil wire longer with the black wire in the kit. The primary coil is the top fine wire coil in the engine. You will need to use the red barrel connector to do this as you cannot solder this wire. An easy way to crimp this wire to the primary coil wire is to take out the coil and then reinstall it.
- 4) Fig2 shows the CDI chip and the (-) negative wire from the chip installed to itself in the top screw hole right under the Primary coil. This hole is a stock hole that nothing is used from the factory. Go ahead and install the chip here at this time. You will be taking it all out again after you solder all your wires.
- 5) See Fig3. Solder all the wires that went to the top of the condenser that you cut in the beginning, the primary coil wire and the (+) positive wire from the CDI chip all together. You will need to use heat shrink tube or Black electrical tape to cover the wires after you solder them. **THEY CAN NOT TOUCH ANY METAL!!**
- 6) Fig4 shows the CDI kit installed in the engine. The last step of the install is to take the mounting screw that you first removed from points and permanently install the CDI chip. Now you can tuck all the wires in under the CDI chip in the square hole so they do not get caught in the flywheel as you can see in Fig4.
- 7) Reinstall the flywheel and cooling cover/recoil assembly. Attach the spark plug into the coil wire and hold the spark plug to a head bolt. Pull the starter rope like you were going to start the engine to see if you have a nice Blue spark. You need to spin the engine over fast as the CDI chips need higher RPM's for them to spark. You do not need to change the timing with this kit. If you or someone else has moved the Stator, you will need to set the timing. (Check the manual to do this.) If not sure, advance the timing full forward (rotate flywheel clockwise) and try again.