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Suzuki GT500 & GT250 X7 PEI Ignition Generator Coil Resistances

Coil on Stator	Measure Between	Standard Resistance	
Exciter coil (Low speed)	Green & ignition plate	185 Ohm	The larger of the twin coils
Exciter coil (Both)	Black/red & ignition plate	214 Ohm +/- 10%	Both small and large coil in series
Pulser coil	Red/white & ignition plate	67 Ohm +/- 10%	Pick-up on the outside of the flywheel
Charge coil for battery	Yellow/green & red/green	1 Ohm +/- 10%	Large coil lowest on ignition plate
Charge coil for battery	Yellow/green & green/white	1 Ohm +/- 10%	Large coil lowest on ignition plate
See Notes Below Regarding The HT Coil			
Ignition coil, primary	White/blue & black/white	1.0 Ohm +/- 10%	Wires to ignition coil
HT Coil Secondary	Between both HT leads	10 K Ohm	Measure between HT Leads

Measurements should be made at 20 degrees C (70F)

HT Coils.

Some Suzuki manuals state that the values for the HT coil should be 4.0 ohms on the primary and 12K ohms on the secondary. This is incorrect, these readings are for a 12 volt points ignition coil, IE. We suspect that this is a mis-print or that Suzuki fitted T500 (12 volt points) ignition coils to early machines but quickly changed to CDi type.

Later up-dated manuals show that Suzuki had replaced the points ignition coils for one better suited to CDi (PEi) ignition. Later values are: Primary 1.0 ohms, secondary 10K ohms. This type will give much better performance and will not load the CDi unit as much.

Our own replacement coils are suitable for PEi ignition and have the following values: Primary 0.8 ohms, secondary 14.5K ohms. This type is fully compatible with the GT's PEi ignition system.

Web: www.rexs-speedshop.com

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