

Electronic Ignition

In the very early 1970's Suzuki were at the cutting edge of motorcycle technology and utilised the best ideas, equipment and processes available at that time. However we are now almost 50 years further along with developments and improvements. Reliability and longevity can now be built into components at a level that Suzuki could have only dreamed of.

Three cylinders required 3 sets of points and condensers to ensure that the spark was delivered correctly. By the very nature of the points/sparking the mating surface or carbon contact pad becomes eroded / pitted necessitating routine maintenance. Dressing the contacts with a fine file, adjusting the contact breaker gap and setting the timing afterwards with a strobe lamp.

The Kettle is a very forgiving bike and will run on for a long time even if something is going wrong or is incorrectly adjusted. It may not run as well, start as well or tick over evenly between 850 and 1100 rpm, but it will keep going. Many of our bikes only get light to moderate use, sunny dry days at the weekend etc. All the more reason for a reliable maintenance free ignition system. If the engine is not set up properly something like a holed piston can occur, however this repair has worked for some time. (found this image on the web)

Image 1 damaged black piston with 4 bolts

There are several types of electronic ignition currently on the market that will fit 3 cylinder 2-strokes. those that spring to mind are Newtronic, Boyer Brandson, Piranha; Marcel of Netherlands GT spares developed his own system. For fast race bikes a programmable system is produced by BDK engineering. The only one that I have personal experience of is the Newtronic

type. I bought my unit from Crooks Suzuki 8 years ago and once fitted it has worked faultlessly. However, you do have to mount the control box remotely, in a moisture resistant place on the bike. This did cause a problem for Richard Lindo when we travelled to catch a ferry to Holland in pouring rain, his control box filled with water and curtailed his holiday plans. The AA recovered the bike but the ferry wouldn't wait!

Last year I bought a very original 1973 K model that appeared to have stood for years in Utah America and was fitted with the standard points set up. All of the wiring on the bike was unmolested, however the outer black shiny plastic sheathing had become rigid and snapped every time it was moved. Whilst re-sleeving all of the loom I decided to go for an electronic ignition system.

An internet search showed a unit in current production in Germany, made by Accent electronics. Skid had fitted the same unit to his A model and had no issues whatsoever.

Their system is contactless, using magnets to trigger sensors and once set requires no adjustment. The company claim the following advantages: no mechanical wear, improved cold starting, improved low speed idle, improved spark at high rpm. And finally no power to the coils even if the ignition is left on by mistake.

I contacted www.accent-electronic.com requesting a price and delivery date. The website is in German. However Herr Uwe Gottwald replied in perfect English within 20 minutes.

The cost including delivery to England in February 2016 was 166 euros or about £110. There was a three week lead time as each unit is built to order. I paid my money and the unit arrived in less than three weeks.

Image 2 green circuit board



Image 1

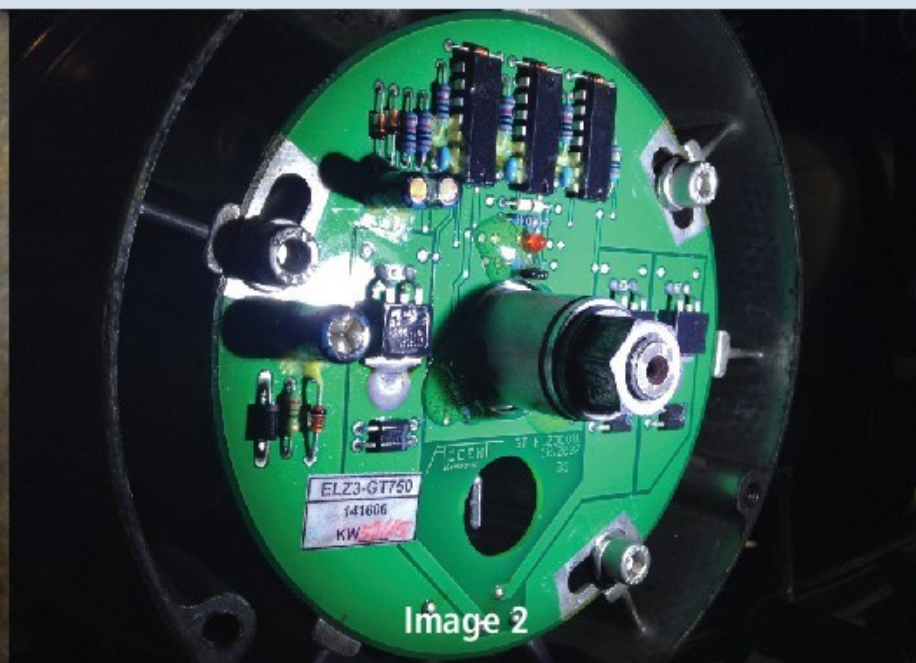


Image 2