

Yet Another Coil Relay Modification  
Featuring GS1100ED and Dyna S ignition  
In

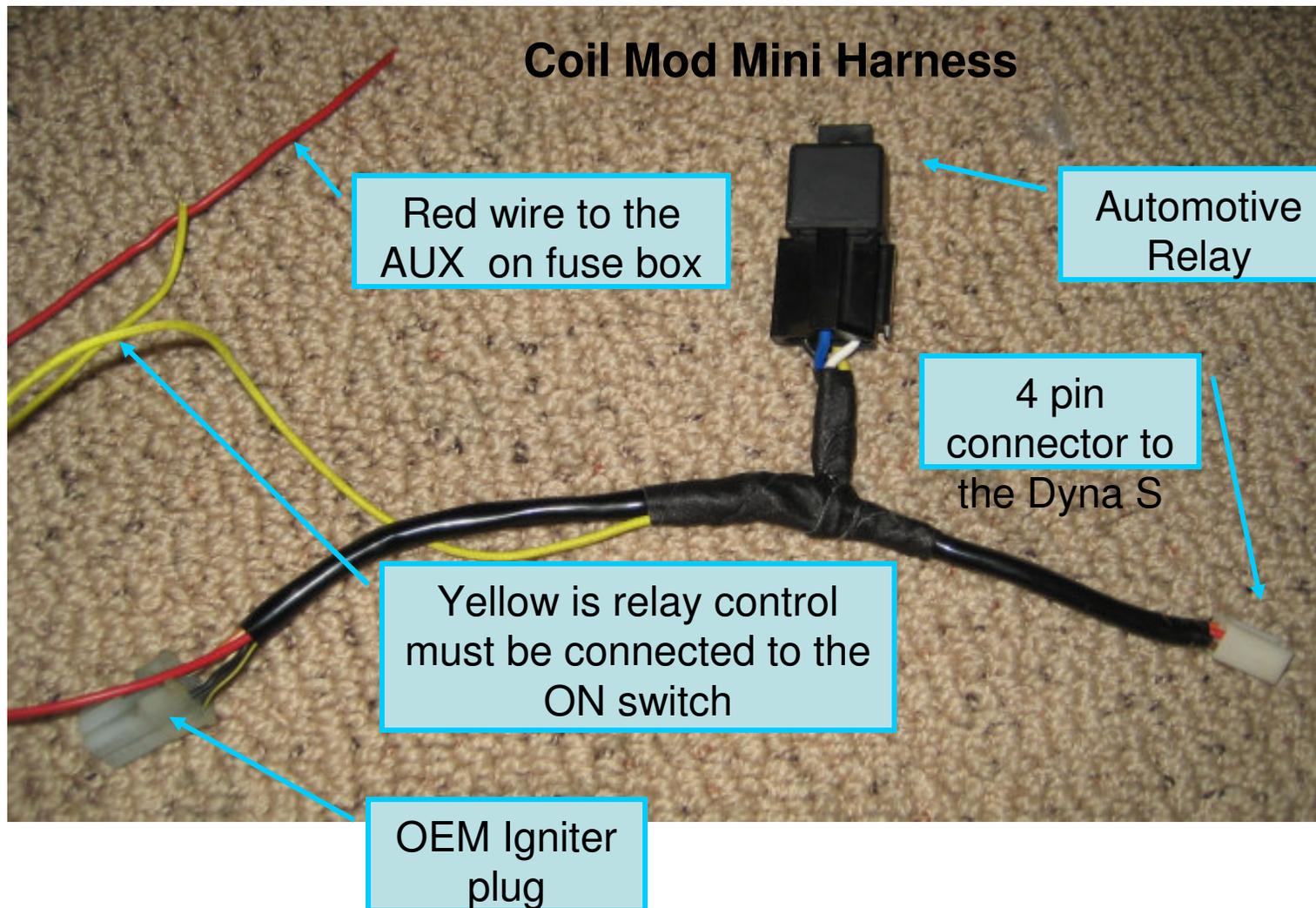
**I don't want to cut up NEW OEM  
HARNESS**

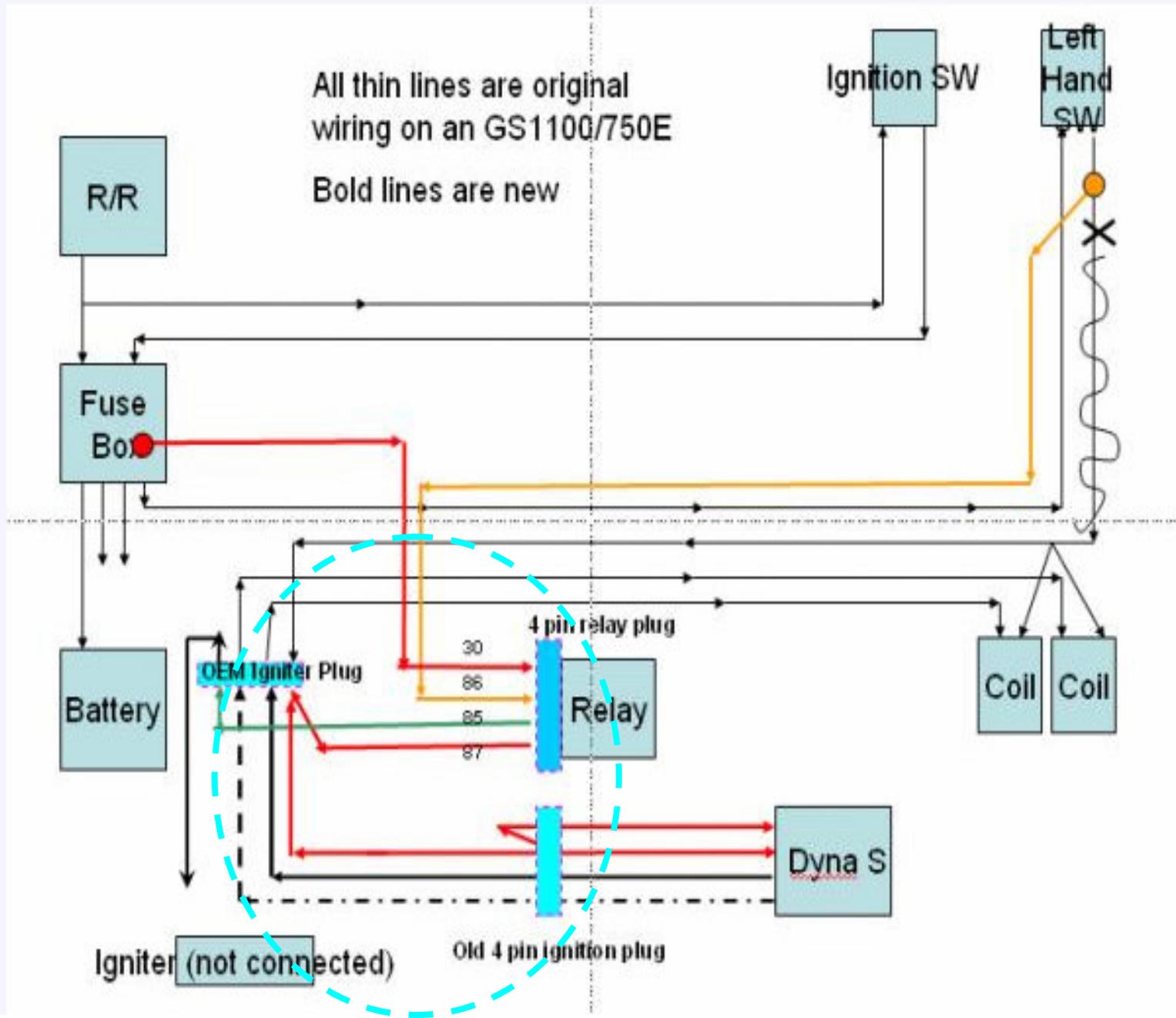
This is a coil relay modification that should work for most GS's or at least some variation there of. I did this on a 1983 GS1100ED which is actually a 1982 EZ harness. The 1980-81 GS750 would be nearly identical. The primary features are:

- Relay powers Coils and Dyna S together
- Minimal cutting on the OEM harness
- Modification is nearly completely removable
- Combines a 3 wire stator direct connection to avoid running additional wires
- Use stock fuse box AUX to power the relay.

This is the small mini harness used to connect the Dyna-S and the Coil Relay into the OEM igniter connector. Relay powers Coils and Dyna S together

- The Red wire can be hooked to any fused source. I used the Fuse box AUX
- The yellow controls the relay. I used one of the spare stator wires that ran to the headlamp bucket from the R/R plug at the back of the bike.





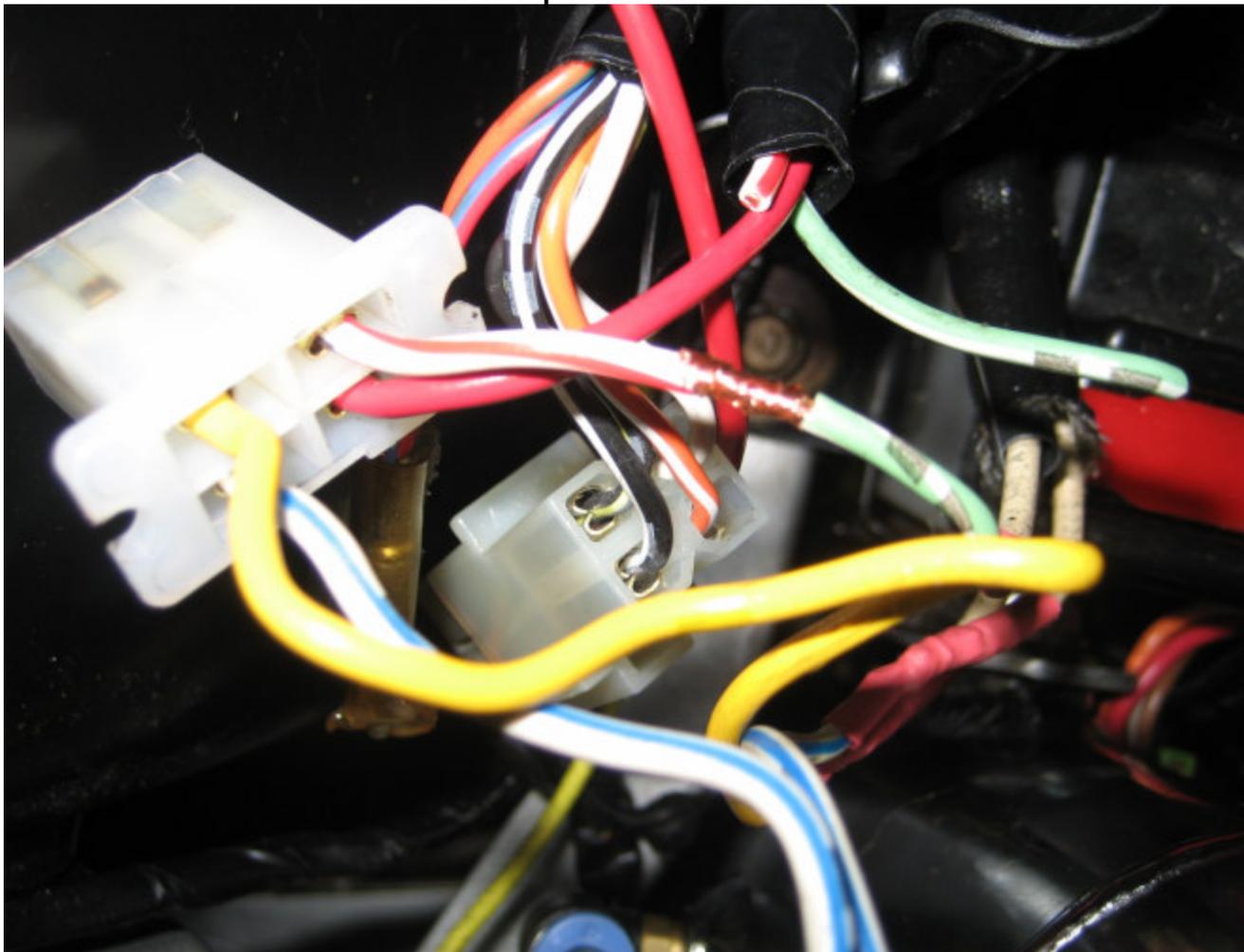
Mini Harness

Lets do a little detour because I am first going to wire my stator directly to the R/R (even though I'm still using a plug). The open plug is a 4 pin plug which the R/R plugs into ;3 stator lines and 1 R/R (+). The ground is a separate wire not shown.

I'm avoiding running through the harness to the headlamp bucket. This not only improves the charging but also frees up two additional wires in the harness for doing the coil relay mod.

The green/white and the red/white are connected directly at the R/R connector instead of having a big loop to the headlamp.

R/R 4 pin connector

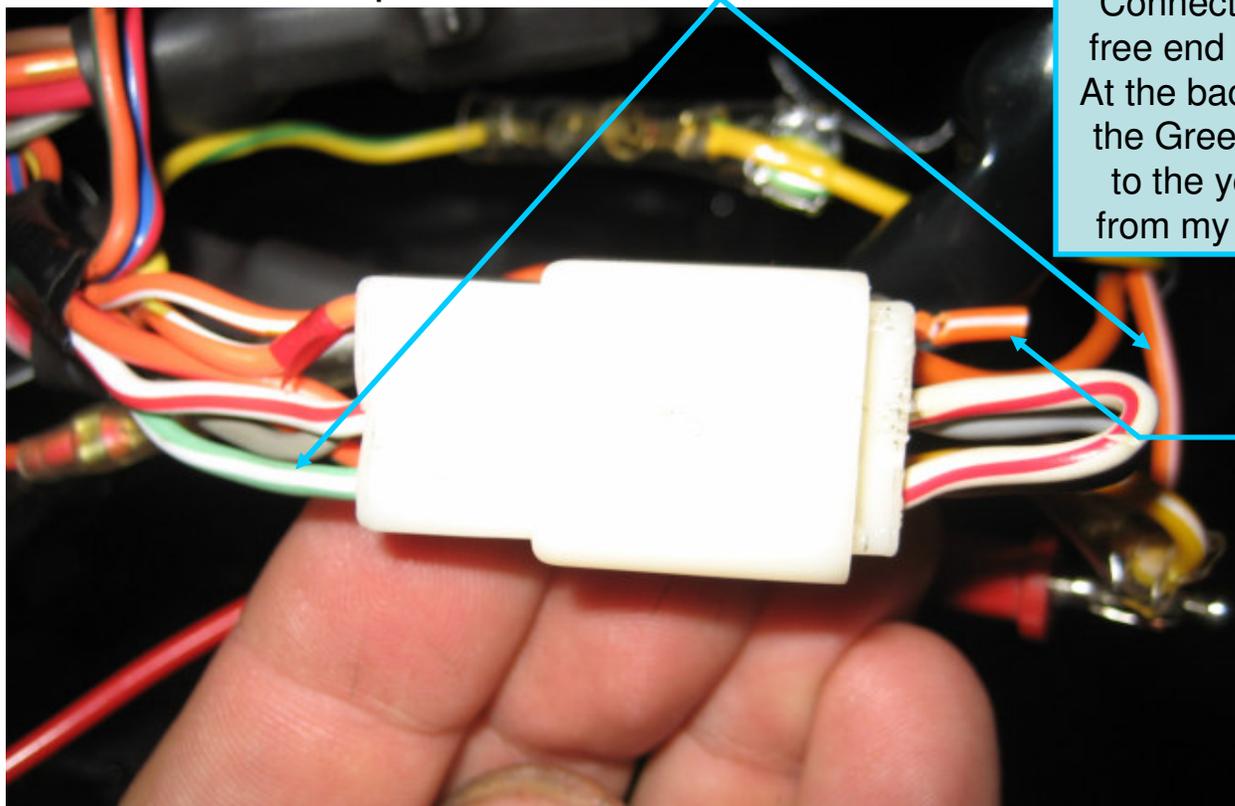


This is the connector in the headlamp that has a stator wire loop back from the legacy routing of the stator wires through the left hand switch. Conveniently by doing the modification on the pervious sheet, neither is needed and are free if you need to route a wire from the front to the back of the bike.

Now by cutting the Orange/White wire coming from the right hand (on the right hand side) switch you are no longer driving the coils or igniter. This cut is shown by the "X" on the schematic. The squiggle line indicates no current flow through that leg of the harness anymore.

By doing this I avoid opening up the harness or having to disturb the stock harness at the coils. Not shown but I cut the green/white wire from the left side and connected it to the open end of the ON switch control

Headlamp Bucket



Connect the Orange/White free end to the Green/white. At the back of the bike I used the Green/White to connect to the yellow wire coming from my mini relay harness

This wire if connected would power the coils and igniter. This is the "X" cut

Isolation Mount for the Automotive relay is doubly isolated mounting to the battery box. I used the same mounting holes as the OEM igniter. The relay is attached to a flexible piece of plastic (piece of rear inner fender)



Final mount location at the battery box replaced the OEM ignitor. The green connector is 4 pin goes to the Dyna-S. The relay shares a left hand mount with a blow by collection bottle.

