


<b>Motorcycle Manufacturer</b>	 <b>SUZUKI</b>
<b>Model</b>	<b>BURGMAN 250/400 K3</b>
<b>Issue</b>	<b>03/03 Rev. 00</b>

<b>Recommended siting</b>	Under the front shield, beneath the instruments.
<b>Power supply</b>	Connect the positive supply wire of the alarm system to the RED/BLUE wire found in the single white connector that is attached to the harness powering the CDI, on the glove compartment close to the ignition lock. Connect the negative supply wire of the alarm system to the BLACK/WHITE wire available in the white 4-way connector that is attached to the harness powering the CDI, on the glove compartment close to the ignition lock.
<b>Engine immobilisation (1)</b>	Follow diagram B. Cut the YELLOW/BLACK jumper wire of the 4-way white connector that is attached to the harness powering the CDI, on the glove compartment close to the ignition lock.
<b>Engine immobilisation (2)</b>	Cut the YELLOW/GREEN wire available in the 10-way black connector that is attached to the harness of the right switch, behind the fuse-box under the front fairing behind the left turn indicator.
<b>Ignition controlled positive supply</b>	Connect to the ORANGE/WHITE wire available in the 4-way white connector that is attached to the harness powering the CDI, on the glove compartment close to the ignition lock.
<b>Turn indicators</b>	Connect to the BLACK and LIGHT GREEN wires available in the 10-way black connector that is attached to the harness of the right switch, behind the fuse-box, under the front fairing behind the left turn indicator.

**Remark: to avoid backfeeds through the turn indicators, it is recommended to fit a diode to the LIGHT BLUE wire that is connected to the flasher unit. The latter is attached to the fuse-box, under the front fairing, behind the left turn indicator.**

