

IGNITION PULSE GENERATOR PEAK VOLTAGE

NOTE:

- Check the cylinder compression and check that the spark plug is installed correctly.

Disconnect the 8P black connector from the ICM. Connect the peak voltage tester or adaptor probes to the ignition pulse generator wire terminals of the 8P black connector.

TOOLS:

IgnitionMate peak voltage tester
MTP07-0286
(U.S.A. only) or
07HGJ-0020100
(Not available in U.S.A.)
Peak voltage adaptor
with commercially available digital multimeter
(impedance 10 MΩ/DCV minimum)

CONNECTION:

Blue/yellow terminal (+) – Green terminal (-)

Shift the transmission into neutral.
Crank the engine with the kickstarter and read the exciter coil peak voltage.

PEAK VOLTAGE: 0.7 V minimum

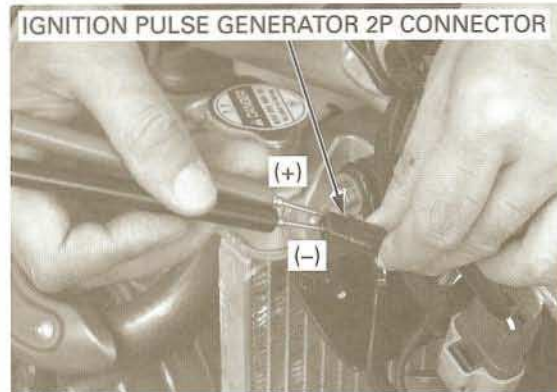
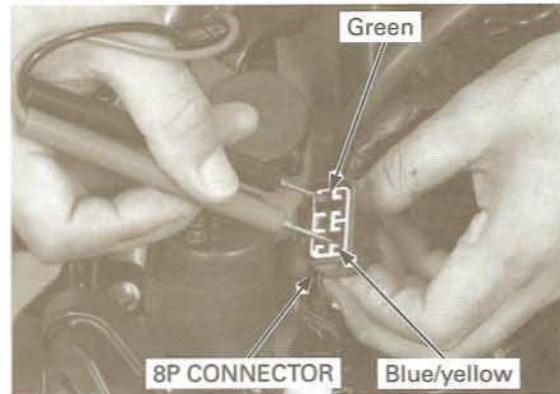
If the peak voltage measured at the ICM connector is abnormal, measure the peak voltage at the ignition pulse generator connector.

Remove the right front fender (page 3-5).

Disconnect the ignition pulse generator 2P connector and connect the tester probes to the Blue/yellow (+) and Green (-) wire terminals of the ignition pulse generator side 2P connector.

In the same manner as at the ICM connector, measure the peak voltage and compare it to the voltage measured at the ICM connector.

- If the peak voltage measured at the ICM is abnormal and the one measured at the ignition pulse generator is normal, the wire harness has an open or short circuit, or loose connection.
- If both peak voltages are abnormal, follow the checks described in the troubleshooting chart (page 16-5).



IGNITION TIMING

Warm up the engine.

Stop the engine and remove the timing hole cap.

