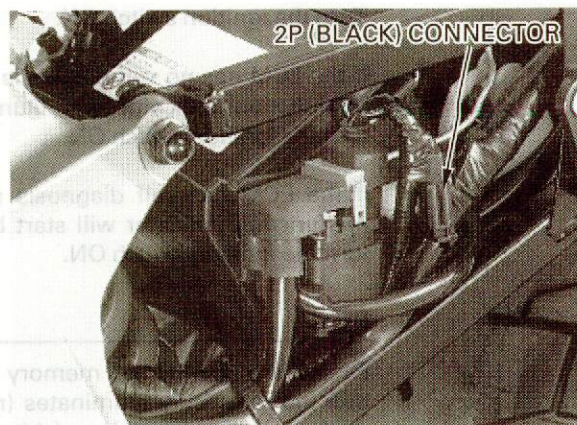


FUEL SYSTEM (Programmed Fuel Injection)

PEAK VOLTAGE INSPECTION PROCEDURE

NOTE:

- Use this procedure for the ignition pulse generator and cam pulse generator inspection.
- Check all system connections before inspection. If the system is disconnected, incorrect peak voltage might be measured.
- Check cylinder compression and check that the all spark plugs are installed correctly.
- Use recommended digital multimeter or commercially available digital multimeter with an impedance of 10 M Ω /DCV minimum.
- The display value differs depending upon the internal impedance of the multimeter.
- Disconnect the fuel pump 2P (Black) connector before checking the peak voltage.



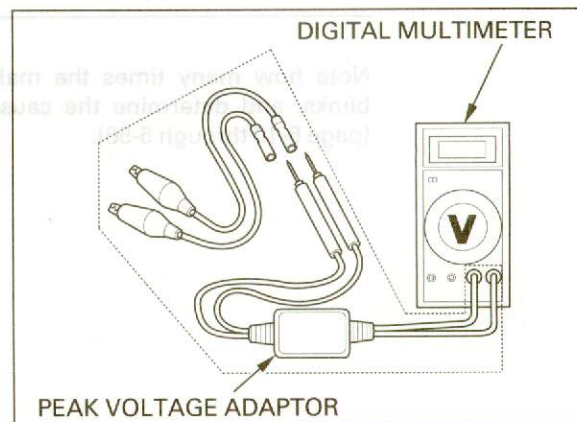
Support the rear end of the fuel tank (page 2-11).

Disconnect the fuel pump 2P (Black) connector.

Connect the peak voltage adaptor to the digital multimeter.

TOOLS:

Peak voltage adaptor 07HGJ-0020100
with commercially available digital multimeter
(impedance 10 M Ω /DCV minimum)



▲WARNING

Avoid touching the tester probes to prevent electric shock.

TEST HARNESS CONNECTION

Remove the seat (page 2-2).

Disconnect the ECM 22P (Black) and 22P (Light gray) connectors from the unit.

