

Connect the peak voltage adaptor or Imrie tester probes to the connector terminals of the wire harness side.

TOOLS:

Peak voltage tester (U.S.A. only) or
Peak voltage adaptor 07HGJ-0020100
with commercially available digital multimeter
(impedance 10 M Ω /DCV minimum)

CONNECTION:

Yellow terminal (+) – White/yellow (-)

Crank the engine with the starter motor and read the peak voltage.

PEAK VOLTAGE: 0.7 V minimum

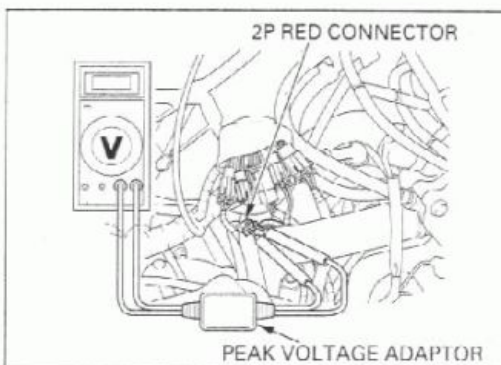
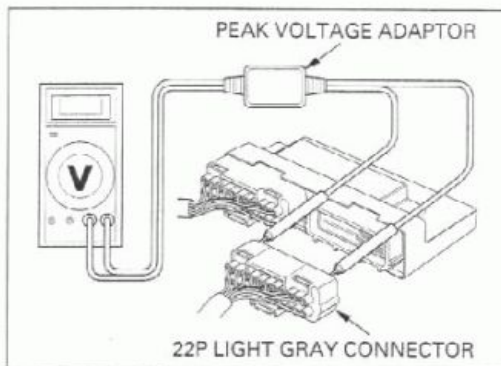
If the peak voltage measured at ECM multi-connector is abnormal, measure the peak voltage at the ignition pulse generator connector.

Support the front end of the fuel tank (page 3-6).

Disconnect the ignition pulse generator 2P red connector and connect the tester probes to the terminal (Yellow and White/yellow).

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

- If the peak voltage measured at the ECM is abnormal and the one measured at the ignition pulse generator is normal, the wire harness has an open circuit or loose connection.
 - If both peak voltages measure are abnormal, check each item in the troubleshooting chart. If all items are normal, the ignition pulse generator is faulty.
- See page 17-7 for ignition pulse generator replacement.



IGNITION COIL

REMOVAL/INSTALLATION

Remove the air cleaner housing (page 5-65).

Disconnect the primary wires from the ignition coils.

Disconnect the spark plug caps from the plugs, then remove the ignition coil assembly.

Installation is in the reverse order of removal.

