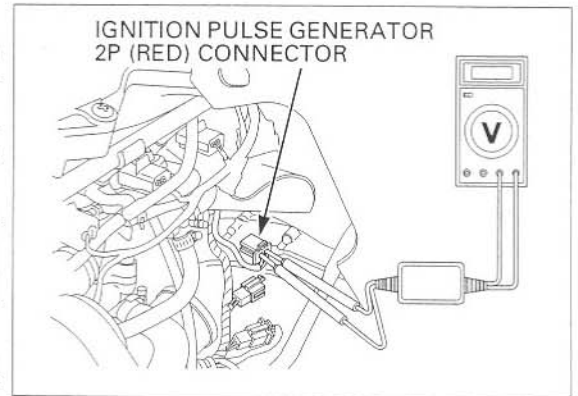


Lift and support the fuel tank (page 6-61)

Disconnect the ignition pulse generator 2P (Red) connector and connect the tester probes to the terminal (Yellow and Yellow/white).

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, check the 2P (Red) connector for loose connection and the wire harness for an open circuit or loose connection.
- If both peak voltage measured are abnormal, check each item in the troubleshooting chart (page 18-4). If all items are normal, the ignition pulse generator is faulty. See following steps for ignition pulse generator replacement.



IGNITION PULSE GENERATOR

REPLACEMENT

Remove the right crankcase cover (page 10-5).

Remove the wire grommet from the cover.

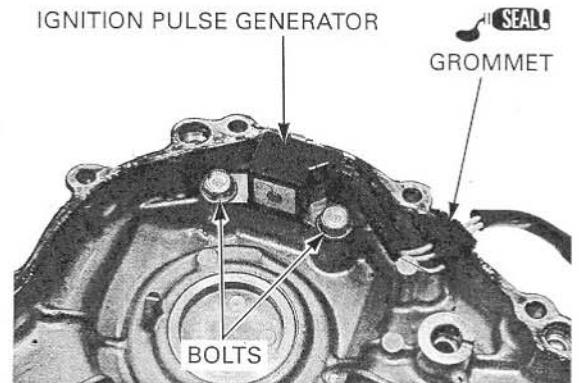
Remove the bolts and ignition pulse generator.

Apply sealant to the grommet seating surface.

Install a new ignition pulse generator and the grommet into the cover groove properly.

Apply locking agent to the threads of the bolts. Tighten the bolts securely.

Install the right crankcase cover (page 10-24).



IGNITION TIMING

Remove the following:

- Lower cowls (page 3-6)
- Middle cowls (page 3-7)

Warm up the engine.

Stop the engine and remove the timing hole cap.

