

Do not disconnect the ignition coil primary wires. With the ignition coil primary wire connected, connect the peak voltage adaptor or Imrie tester to the ignition coil.

CONNECTION:

No. 1/4 coil: Black/White terminal (+) – Bodyground (–)

No. 2/3 coil: Blue/Yellow terminal (+) – Bodyground (–)

Turn the ignition switch “ON” and engine stop switch to “RUN”.

Check for initial voltage at this time.

The battery voltage should be measured.

If the initial voltage cannot be measured, check the power supply circuit (refer to the troubleshooting, page 17-3).

Crank the engine with the starter motor and read ignition coil primary peak voltage.

PEAK VOLTAGE: 100 V minimum

If the peak voltage is abnormal, check for an open circuit or poor connection in Yellow/Blue and Black/White wires.

If not defects are found in the harness, refer to the troubleshooting chart on page 17-3.

IGNITION PULSE GENERATOR PEAK VOLTAGE

NOTE:

Check cylinder compression and check that the spark plugs are installed correctly.

Remove the seat (page 2-2).

Disconnect the multi-connector from the ICM.

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

TOOLS:

Imrie diagnostic tester (model 625) or Peak voltage adaptor 07HGJ-0020100
with commercially available digital multimeter (impedance 10 M Ω /DCV minimum)

CONNECTION:

Yellow (+) – White/Yellow (–)

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

PEAK VOLTAGE: 0.7 V minimum

▲WARNING

Avoid touching the spark plugs and tester probes to prevent electric shock.

