

18. IGNITION SYSTEM

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SERVICE INFORMATION

GENERAL

▲ WARNING

If the engine must be running to do some work, make sure the area is well ventilated. Never run the engine in an enclosed area. The exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and may lead to death.

CAUTION:

Some electrical components may be damaged if terminals or connectors are connected or disconnected while the ignition switch is ON and current is present.

- When servicing the ignition system, always follow the steps in the troubleshooting sequence on page 18-3.
- The ignition timing does not normally need to be adjusted since the Ignition Control Module (ICM) is factory preset.
- The Ignition Control Module (ICM) may be damaged if dropped. Also if the connector is disconnected when current is flowing, the excessive voltage may damage the module. Always turn off the ignition switch before servicing.
- A faulty ignition system is often related to poor connections. Check those connections before proceeding. Make sure the battery is adequately charged. Using the starter motor with a weak battery results in a slower engine cranking speed as well as no spark at the spark plug.
- Use spark plug of the correct heat range. Using spark plug with an incorrect heat range can damage the engine.

SPECIFICATIONS

ITEM		SPECIFICATIONS	
Spark plug		NGK	DENSO
	Standard	CR8E	U24ESR - N
	Optional	CR9E	U27ESR - N
Spark plug gap		0.7 - 0.8 mm (0.028 - 0.032 in)	
Ignition coil peak voltage		100 V minimum	
Ignition pulse generator peak voltage		0.7 V minimum	
Ignition timing		12° BTDC at 1,400 ± 100 min ⁻¹ (rpm)	

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TORQUE VALUE

Timing hole cap 6 N·m (0.6 kgf·m, 4.3 lbf·ft)

TOOLS

Imrie diagnostic tester (model 625) or
Peak voltage adaptor

07HGJ - 0020100 with
Commercially available digital multimeter (impedance 10 MΩ/DCV
minimum)