

15. ELECTRICAL SYSTEM

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SERVICE INFORMATION

GENERAL

- Ignition timing does not need to be adjusted since the CDI (Capacitive Discharge Ignition) unit is factory pre-set.
- For spark plug inspection and ignition timing check, refer to section 2.
- For pulse generator, exciter coil and lighting coil removal, refer to section 6.
- All plastic connectors have locking tabs that must be released before disconnecting, and must be aligned when reconnecting.
- A continuity check can usually be made without removing the part from the ATC by simply disconnecting the wires and connecting a continuity tester or voltmeter to the terminals or connections.

SPECIFICATIONS

ITEM			
Spark plug	Gap	0.7–0.8 mm (0.028–0.031 in)	
	Normal	BR9ES (NGK)	RN2C (CHAMPION)
	Cold weather	BR8ES (NSK)	RN3C (CHAMPION)
Ignition coil	Primary coil resistance	0.16–0.2 Ω	
	Secondary coil resistance (Without spark plug cap)	3.69–4.51 k Ω	
Exciter coil resistance		50–250 Ω	
Pulse generator coil resistance		50–200 Ω	
Lighting coil resistance		0.1–1.0 Ω	
AC regulator	Regulating voltage	13.5–14.5 V	
	Resistance	100 k Ω – ∞	

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TROUBLESHOOTING

No spark at plug

- Faulty spark plug
- Poorly connected, broken or shorted wires
 - Between alternator and CDI unit
 - Between CDI unit and engine stop switch
 - Between CDI unit and ignition coil
 - Between ignition coil and spark plug
 - Between pulse generator and CDI unit
- Faulty ignition coil
- Faulty CDI unit
- Faulty pulse generator
- Faulty alternator

Engine starts but runs poorly

- Ignition primary circuit
 - Faulty ignition coil
 - Loose or bare wire
 - Faulty alternator
 - Faulty CDI unit
 - Faulty pulse generator
- Ignition secondary circuit
 - Faulty plug
 - Faulty spark plug wire
 - Faulty ignition coil
- Improper ignition timing
 - Faulty pulse generator
 - Faulty CDI unit

No lights with engine is running

- Faulty bulb
- Poorly connected or loose connectors
- Faulty alternator