

14. Ignition System

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Service Information

⚠ 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 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 checking the ignition system, always follow the steps in the troubleshooting flow chart (page 14-3).
- The spark unit may be damaged if dropped. Also, if the connector is disconnected when current is present, the excessive voltage may damage the unit. Always turn off the ignition switch before servicing.
- The transistorized ignition uses an electrically controlled ignition timing system. No adjustments can be made to the ignition timing.
- A rough diagnosis can be made by identifying the cylinder whose spark timing is incorrect.
- A faulty ignition system is often related to poorly connected or corroded connectors. Check those connections before proceeding.
- Use spark plugs of the correct heat range. Using the wrong spark plugs can damage the engine. Refer to section 2 of the Common Service Manual.
- 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 plugs.
- For side stand inspection, refer to section 25 of the Common Service Manual.
- For neutral switch inspection, refer to page 16-9.
- For the ignition switch and engine stop switch inspection, check for continuity using the chart on the Wiring Diagram, page 17-1. Disconnect each switch connector inside the headlight case (page 1-21) and check it.