

PEAK VOLTAGE INSPECTION PROCEDURE

- Use this procedure for the ignition pulse generator and cam pulse generator inspection.
- Check all system connections before inspection. If the system is disconnected, incorrect peak voltage might be measured.
- Check cylinder compression and check that all the spark plugs are installed correctly.
- Use the recommended digital multimeter or commercially available digital multimeter with an impedance of 10 M /DCV minimum.
- If the Imrie diagnostic tester (model 625) is used, follow the manufacturer's instruction.
- The display value differs depending upon the internal impedance of the multimeter.
- Disconnect the fuel pump connector before checking the peak voltage.

Open and support the front end of fuel tank (page 3-4).

Disconnect the fuel pump/reserve sensor 3P connector.

Connect the peak voltage adaptor to the digital multimeter.

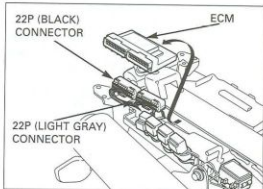
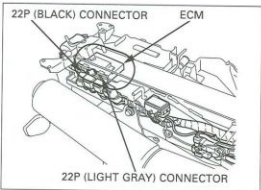
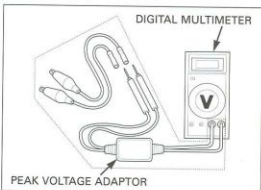
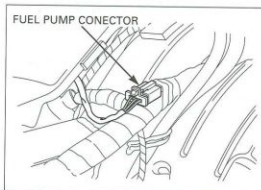
TOOLS:

Peak voltage tester (U.S.A. only) or
Peak voltage adaptor 07HGJ-0020100
(not available in U.S.A.) with commercially
available digital multimeter (impedance 10 M /DCV
minimum)

TEST HARNESS CONNECTION

- Remove the rear cowl (page 2-2).
- Remove the two bolts from the rear fender.

Disconnect the ECM 22P (Black) and 22P (Light gray) connectors from the unit.



*Avoid touching
the tester probes
to prevent electric
shock.*