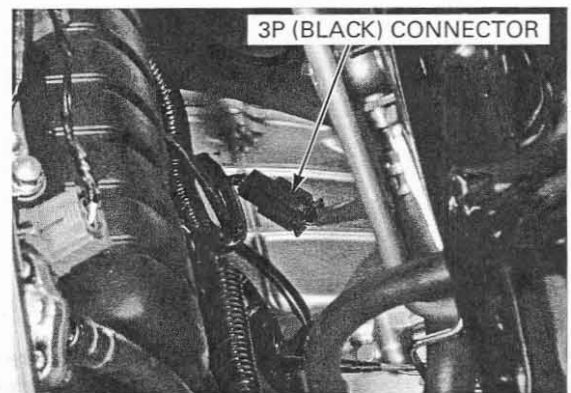


PEAK VOLTAGE INSPECTION PROCEDURE

- Use this procedure for the crankshaft position sensor and camshaft position sensor 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 spark plugs are installed correctly.
- Use the recommended digital multimeter or commercially available digital multimeter with an impedance of 10 MΩ/DCV minimum.
- If the IgnitionMate peak voltage tester 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.

Lift and support the fuel tank (page 4-5).

Disconnect the fuel pump unit 3P (Black) connector.

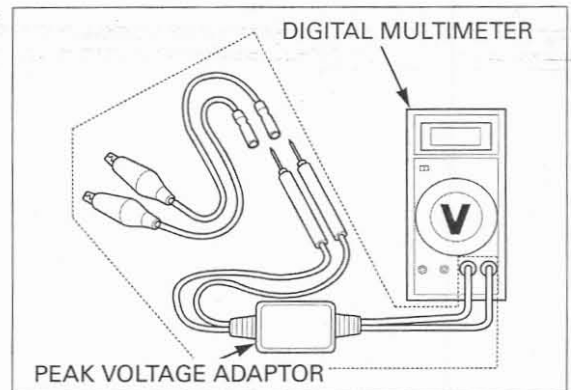


Connect the peak voltage adaptor to the digital multimeter.

TOOLS:

- IgnitionMate peak voltage tester MTP07-0286 (U.S.A. only) or 07HGJ-0020100 (not available in U.S.A.)
- Peak voltage adaptor

with commercially available digital multimeter (impedance 10 MΩ/DCV minimum)



TEST HARNESS CONNECTION

Remove the under cowls/middle cowls (page 3-7).

Disconnect the ECM 32P (Black) and 32P (Light gray) connectors from the ECM (page 6-69).

