

## IGNITION SYSTEM

Avoid touching the spark plugs and tester probes to prevent electric shock.

Turn the ignition switch ON and engine stop switch "  $\odot$ ".  
Check for initial voltage at this time.  
Battery voltage should be present.  
If the initial voltage cannot be measured, check the power supply circuit (refer to the troubleshooting, page 18-4).

Crank the engine with the starter motor and read the ignition coil primary peak voltage.

### PEAK VOLTAGE: 100V minimum

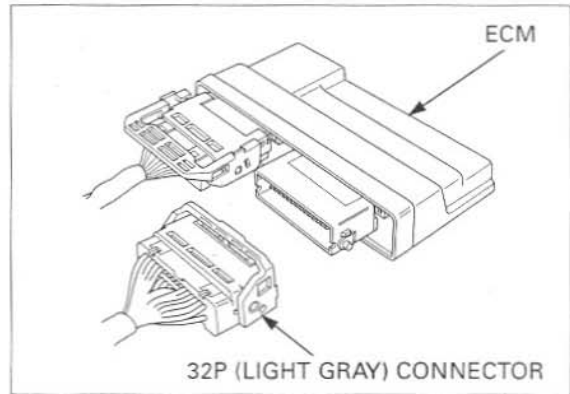
If the peak voltage is abnormal, check for an open circuit or poor connection in Blue/black, Yellow/white, Red/blue and Red/yellow wires.  
If not defects are found in the harness, refer to the troubleshooting chart on (page 18-4).

### IGNITION PULSE GENERATOR PEAK VOLTAGE

- Check all system connections before inspection.  
If the system is disconnected, incorrect peak voltage might be measured.
- Check cylinder compression and check that the spark plugs are installed correctly.

Remove the fuel tank cover (page 3-15).

Disconnect the ECM 32P (Light gray) connector from the ECM.



Connect the peak voltage tester or peak voltage adaptor probes to the connector terminal of the wire harness side.

### 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 M $\Omega$ /DCV minimum)

### CONNECTION:

Yellow terminal (+) – Ground (-)

Crank the engine with the starter motor and read the peak voltage.

### PEAK VOLTAGE: 0.7 V minimum

If the peak voltage measured at ECM connector is abnormal, measure the peak voltage at the ignition pulse generator connector.

