

NO SPARK FROM SPARK PLUG

If there is no spark, conduct spark test on ignition coil. Measure the ignition coils primary voltage. If there is difficulty with the coil but still normal spark, the ignition coil has been faulty from beginning

PERFORMANCE PROBLEM	CHECK THE FOLLOWING POSSIBLE CAUSES FROM 1.
PEAK VOLTAGE IS LOW	<ol style="list-style-type: none"> 1. USE TESTER TO CHECK FOR LOW INTERNAL RESISTANCE 2. TESTING SAMPLING TIME CONSEQUENCES 3. IGNITION WIRING CUT, POOR CONTACT 4. IGNITION COIL FAULTY 5. ENGINE CONTROL UNIT FAULTY <p>(1-4 If no abnormal conditions, no spark from plugs)</p>
<p>NO PEAK VOLTAGE</p> <p>PEAK VOLTAGE USUALLY NOT THERE</p>	<ol style="list-style-type: none"> 1. ADAPTOR MISCONNECTED 2. FUSE, MAIN SWITCH, KILL SWITCH FAULTY 3. ENGINE CONTROL UNIT COUPLER CONNECTION POOR 4. NO VOLTAGE IN ENGINE CONTROL UNIT 16P COUPLER BLACK/WHITE WIRES (22.42) 5. ENGINE CONTROL UNIT 4P COUPLER WIRE BROKEN, POORLY CONNECTED 6. CRANKING SPEED TOO LOW (KICK POWER TOO STRONG) 7. PULSE GENERATOR POOR QUALITY (MEASURE PEAK VOLTAGE) 8. PEAK VOLTAGE ADAPTOR FAULTY 9. ENGINE CONTROL UNIT FAULTY <p>(1-8 If no abnormal condition, no spark from plugs)</p>
PEAK VOLTAGE NORMAL BUT NO SPARK FROM PLUGS	<ol style="list-style-type: none"> 1. SPARK PLUGS POOR QUALITY, OR IGNITION COIL SECONDARY CURRENT LEAK 2. IGNITION COIL FAULTY
PEAK VOLTAGE LOW	<ol style="list-style-type: none"> 1. USE TESTER TO CHECK FOR LOW INTERNAL RESISTANCE 2. CRANKING SPEED TOO LOW (KICK POWER TOO STRONG) 3. TESTING SAMPLING TIME CONSEQUENCES (MEASURE REVOLUTIONS - NORMAL IF VALVE ABOVE STANDARD) 4. PULSE GENERATOR FAULTY <p>(1-3 No abnormal conditions)</p>
NO PEAK VOLTAGE OR USUALLY NOT THERE	<ol style="list-style-type: none"> 1. PEAK VOLTAGE ADAPTOR FAULTY 2. PULSE GENERATOR FAULTY