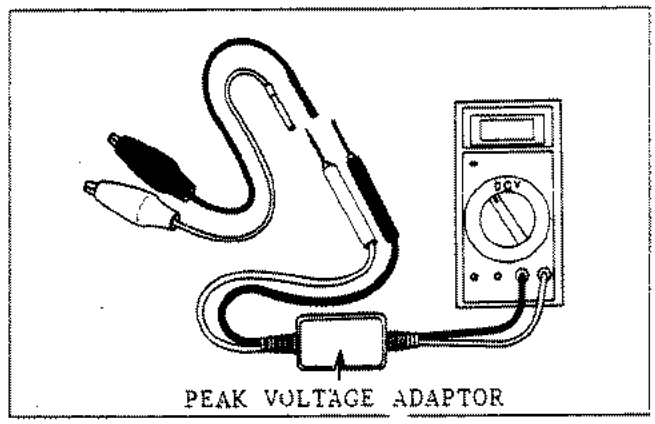
Warnings;
- When inspecting ignition system, refer to trouble shooting section (22.20)
- Most ignition system troubles are caused by coupler etc being misconnected. Before adjusting each one, inspect quality of connection
- If engine control unit is dropped, damage may be caused so take care when charging Also if there is a charge leak, when connector and couplers are connected too much voltage amy be applied, causing internal damage to the unit. Always turn main switch OFF before performing work.
- Do not remove throttle sensor from carburettor. If any abnormalities to throttle sensor, replace sensor, sensor stay assy, joint, throttle shaft and throttle link arm as a set.

IGNITION SYSTEM INSPECTION

* If no spark from spark plug, remove each wire, loosen and check for abnormalities and measure respective peak voltages
* Measure digital tester input resistance (impedence) for values above 10M ohm/DCV Depending on the type of tester used the resistance will difer.



PEAK VOLTAGE ADAPTOR

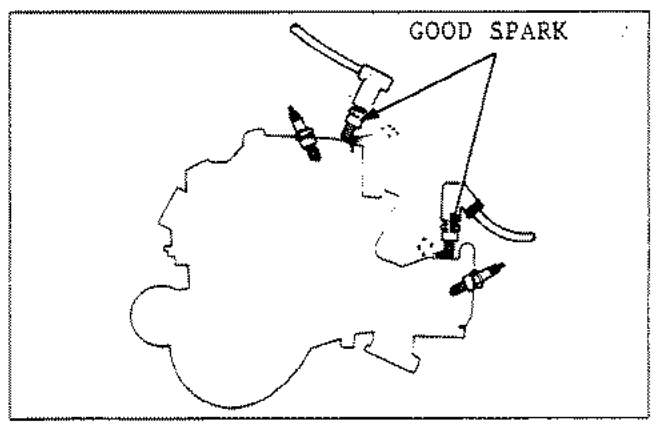
Connect peak voltage adaptor to digital tester

Gauge: Peak voltage adaptor 07HGJ-0020100
Showa Digital Tester 07411-0020000

Resistance abover 10M ohm/DCV

Ignition Coil Primary Voltage (Primary Peak Voltage)

* Wire ignition system correctly and measure value. If there is a break in wiring, measurement cannot be done.
* If cylinder compression, inspect plug installation



Remove fuel Tank(4.2)

As for primary peak voltage, crank and measure ignition coil primary voltage. For this purpose if there are any abnormalities on one cylinder, kick over and measure the other cylinder. NB If cranking speed is imbalanced your primary voltage will vary
As with the standard spark test, leave spark plug in cylinder head and install good spark plugs to cylinder plug gap, earth to engine, advance to next step, and measure primary voltage