

FRONT CYLINDER

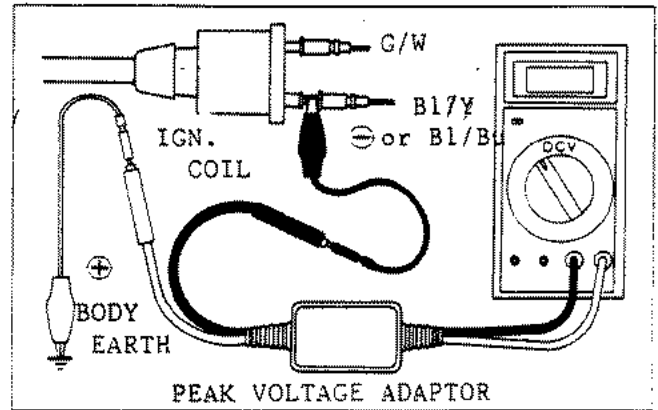
With ignition coil primary wire connected, connect peak voltage adaptor to primary wire B/Y and body earth.

Turn main switch ON and RUN kill switch Kick over and measure ignition coil primary voltage

Inspect rear cylinder in the same way

Recommended method

Front cyl. : (-) B/Y - body earth (+)
 Rear Cyl. : (-) B/Bu - body earth (+) -
 Peak voltage: above 300V



* When measuring voltage, if finger touches probes metal end, it will become electrified. Take care not to touch it with finger

* Abnormal values will be given if other ignition system routes are cut or connections faulty

* The respective ignition coils primary voltage may be abnormal, but if above the respective standard values then it is okay

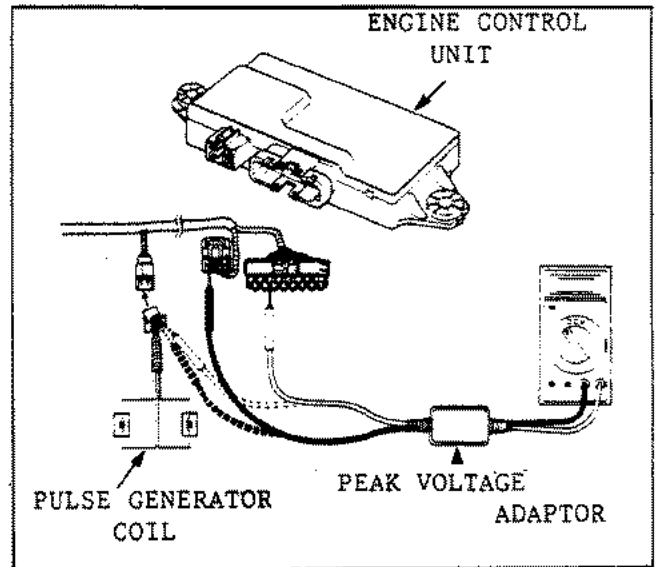
PULSE GENERATOR

* Install spark plugs into cylinder head and inspect cylinder compression

Turn main switch OFF
 Remove seat cowl
 remove engine control unit 16P and 4P couplers and connect peak voltage adaptor to harness sides coupler pulse generator wire, 4P Bu and 16P W/Bu terminals
 Kick engine over and measure pulse generator peak voltage
 Inspect W/Y terminal in the same way

Recommended method:

No.1 (+) 16P W/Y - 4P Y (-)
 No.2 (+) 16P W/Bu - 4P Bu (-)
 Peak voltage : above 2V



* If one sides pulse generator is faulty spark will not jump for both cylinders
 * If each pulse generators measured voltage differs, it each is above the respective standard value then it si okay