

# 17. IGNITION SYSTEM

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## SERVICE INFORMATION

### GENERAL

#### ▲WARNING

*When the engine must be running to do some work, make sure the area is well ventilated. Never run the engine in an enclosed area. The exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and lead to death. Run the engine in an open area or with an exhaust evacuation system in an enclosed area.*

#### CAUTION:

*Some electrical components may be damaged if terminals or connectors are connected or disconnected while the ignition switch is ON and current is present.*

- When servicing the ignition system, always follow the steps in the troubleshooting sequence on page 17-3.
- The transistorized ignition system uses an electrically controlled ignition timing system. No adjustments can be made to the ignition timing.
- The ignition control module (ICM) varies ignition timing according to the engine speed. The engine coolant temperature (ECT) sensor and throttle sensor signal the ICM to compensate the ignition timing according to the coolant temperature and throttle opening.
- The ICM may be damaged if dropped. Also, if the connector is disconnected when current is flowing, the excessive voltage may damage the ICM. Always turn off the ignition switch before servicing.
- A faulty ignition system is often related to poor connections. Check those connections before proceeding.
- Make sure the battery is adequately charged. Using the starter motor with a weak battery results in a slower engine cranking speed as well as no spark at the spark plugs.
- This motorcycle's spark plug is equipped with platinum type electrodes. Do not use spark plugs other than specified.
- For spark plug inspection, see section 3.
- See section 19 for following components:
  - Ignition switch
  - Engine stop switch
  - Neutral switch
  - Side stand switch
  - Clutch switch