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

TOOLS:
Peak voltage tester (U.S.A. only)
Peak voltage adaptor 07HGJ-0020100
(not available in U.S.A.)
with commercially available digital multimeter (impedance 10 MΩ/DCV minimum)

CONNECTION:
Yellow terminal (+) – White/yellow (–)

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

Shift the transmission into neutral.
Crank the engine with the starter motor and read the peak voltage.

PEAK VOLTAGE: 0.7 V minimum

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

Remove the right side cover (page 2-2).

Disconnect the ignition pulse generator 2P (Red) connector and connect the tester probes to the terminal (Yellow and White/yellow).
In the same manner as at the ECM connector, measure the peak voltage and compare it to the voltage measured at the ECM connector.

- If the peak voltage measured at the ECM is abnormal and the one measured at the ignition pulse generator is normal, the wire harness has an open circuit or loose connection.
- If the peak voltage is lower than standard value, follow the checks described in the troubleshooting chart (page 17-3).

Install the removed parts in the reverse order of removal.