

IGNITION SYSTEM INSPECTION

- If there is no spark at any plug, check all connections for loose or poor contact before measuring each peak voltage.
- Use recommended digital multimeter or commercially available digital multimeter with an impedance of 10 M Ω /DCV minimum.
- The display value differs depending upon the internal impedance of the multimeter.
- If the Imrie diagnostic tester (model 625) is used, follow the manufacturer's instruction.

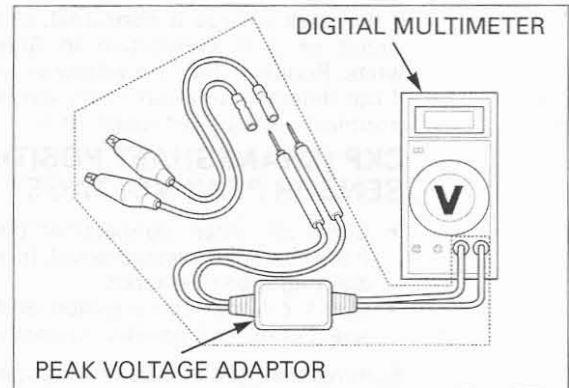
Connect the peak voltage tester or peak voltage adaptor to the digital multimeter.

TOOLS:

IgnitionMate peak voltage tester MTP07-0286
(U.S.A. only) or
07HGJ-0020100
(not available in
U.S.A.)

Peak voltage adaptor

with commercially available digital multimeter
(impedance 10 M Ω /DCV minimum)



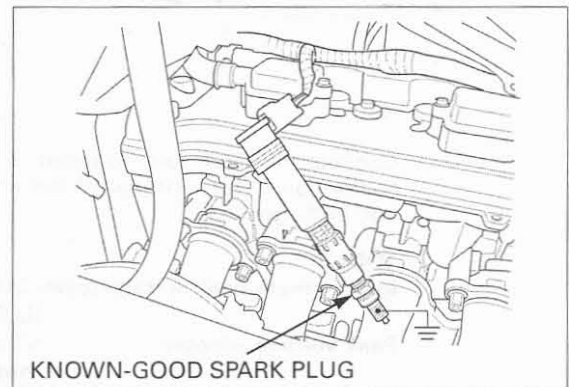
IGNITION COIL PRIMARY PEAK VOLTAGE

- Check all system connections before inspection. If the system is disconnected, incorrect peak voltage might be measured.
- Check cylinder compression and check that the spark plugs are installed correctly.

Remove the direct ignition coils from the spark plugs (page 4-8).

Connect the direct ignition coil 2P connectors to the direct ignition coil.

Connect known-good spark plugs to the direct ignition coil and ground the spark plug to the cylinder head as done in a spark test.



Connect the ECM test harness to the ECM connectors (page 6-11).

Connect the peak voltage tester or adaptor probes to the test harness terminals.

CONNECTIONS:

- No.1 ignition coil:
B16 (+) – A17 (-)
- No.2 ignition coil:
B16 (+) – A1 (-)
- No.3 ignition coil:
B16 (+) – A2 (-)
- No.4 ignition coil:
B16 (+) – A3 (-)

