

IGNITION SYSTEM

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

Turn the ignition switch ON and engine stop switch " Ω ".

Check for initial voltage at this time.

Battery voltage should be present.

If the initial voltage cannot be measured, check the power supply circuit (refer to the troubleshooting, page 18-4).

Shift the transmission into neutral.

Crank the engine with the starter motor and read the ignition coil primary peak voltage.

PEAK VOLTAGE: 100 V minimum

If the peak voltage is abnormal, check for an open circuit or poor connection in Blue/black, Yellow/white, Red/blue and Red/yellow wires.

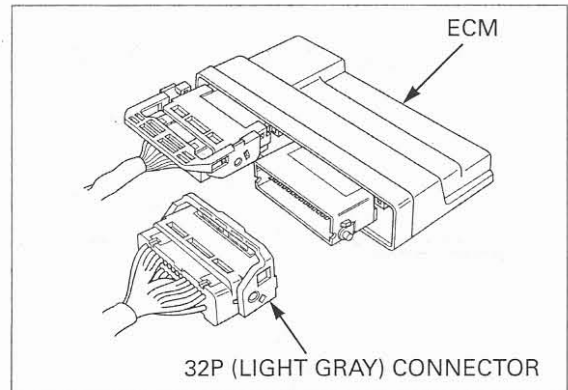
If not defects are found in the harness, refer to the troubleshooting chart (page 18-4).

CKP (CRANKSHAFT POSITION) SENSOR 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 right middle cowl (page 3-7).

Disconnect the ECM 32P (Light gray) connector from the ECM.



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

TOOLS:

IgnitionMate peak voltage tester MTP07-0286

(U.S.A. only) or

Peak voltage adaptor

07HGJ-0020100

(not available in U.S.A.)

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

CONNECTION:

Yellow terminal (+) – body ground (-)

Crank the engine with the starter motor and read the peak voltage.

PEAK VOLTAGE: 0.7 V minimum

If the peak voltage measured at ECM connector is abnormal, measure the peak voltage at the CKP sensor connector.

