

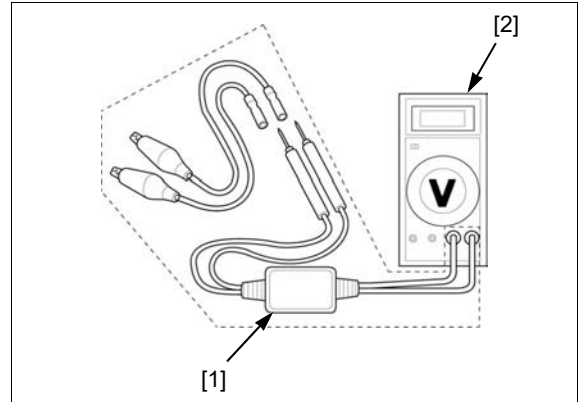
IGNITION SYSTEM INSPECTION

- If there is no spark at the plug, check all connections for loose or poor contact before measuring the peak voltage.
- Use a 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 using the Imrie diagnostic tester (model 625), follow the manufacturer's instructions.

Connect the peak voltage adaptor [1] to the digital multimeter [2], or use the Imrie diagnostic tester.

TOOL:

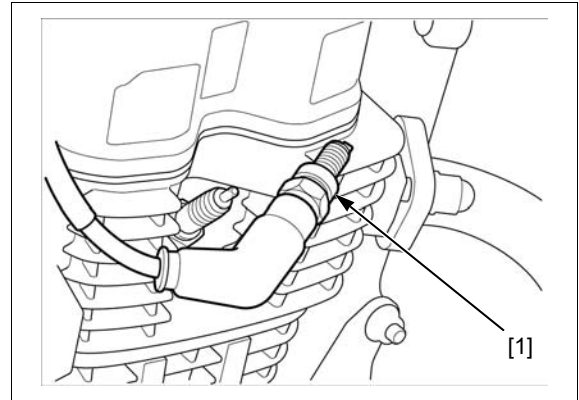
**Imrie diagnostic tester (model 625) or
Peak voltage adaptor 07HGJ-0020100
with commercially available digital multimeter
(impedance 10 M Ω /DCV minimum)**



IGNITION COIL PRIMARY PEAK VOLTAGE

- Check all system connections before this inspection. Poor connected connectors can cause incorrect readings.
- Check the cylinder compression and check that the spark plug is installed correctly in the cylinder head.

Disconnect the spark plug cap from the spark plug. Connect a known good spark plug [1] to the spark plug cap and ground it to the cylinder head as done in a spark test.



With the ignition coil primary wire connected, connect the peak voltage adaptor [1] or tester probes to the ignition coil primary terminal [2] and body ground.

TOOL:

**Imrie diagnostic tester (model 625) or
Peak voltage adaptor 07HGJ-0020100
with commercially available digital multimeter
(impedance 10 M Ω /DCV minimum)**

CONNECTION:

Black/yellow wire terminal (-) – Body ground (+)

Shift the transmission into neutral.
Turn the ignition switch to "ON".

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

PEAK VOLTAGE: 100 V minimum

If the peak voltage is lower than the standard value, follow the checks described in the troubleshooting chart (page 4-3).

