

If the peak voltage measured is abnormal, recheck the following:

Disconnect the exciter coil black connector.
Connect the peak voltage adapter to the terminal of the exciter coil side and body ground, recheck the peak voltage.

If the peak voltage at the ICM connector is abnormal and peak voltage at the exciter coil connector is normal, check for poorly connected connectors or a broken wire harness.
If the peak voltage is abnormal at both connectors, follow the checks described in the troubleshooting on page 17-3).

IGNITION PULSE GENERATOR PEAK VOLTAGE

Check cylinder compression and check that the spark plug is installed correctly.

Remove the seat (page 2-2).

Disconnect the ICM connector.

Connect the peak voltage adaptor probes to the connector terminals of the wire harness side.

TOOLS:

Peak voltage adaptor 07HGJ-0020100
with Commercially available digital multimeter
(impedance 10 M Ω /DCV minimum)

CONNECTION: Blue/Yellow (+) – Green (–)

Crank the engine with the kickstarter and read the peak voltage.

PEAK VOLTAGE: 0.7 V minimum

If the peak voltage measured is abnormal, recheck the following:

Disconnect the ignition pulse generator 6P connector.

Connect the peak voltage adapter to the terminals of the ignition pulse generator side and recheck the peak voltage.

If the peak voltage at the ICM connector is abnormal and peak voltage at the ignition pulse generator connector is normal, check for poorly connected connectors or a broken wire harness.

If the peak voltage is abnormal at both connectors, follow the checks described in the troubleshooting on page 17-3.

EXCITER COIL SIDE:

