15. IGNITION SYSTEM

SERVICE INFORMATION

- When checking the ignition system, always follow the steps in the troubleshooting flow chart (page 15-3).
- The transistorized ignition system use an electrically controlled ignition timing system. No adjustments can be made to the ignition timing.
- A rough diagnosis can be made by identifying the cylinder whose spark timing is incorrect.
- The spark unit may be damaged if dropped. Also, if the connector is disconnected when current is flowing, the excessive voltage may damage the unit. Always turn off the ignition switch before servicing.
- A faulty ignition system is often related to poorly connected connectors. Check those connections before proceeding.
- Make sure the battery is adequately charged. Using the starter motor with a weak battery results in a slower engine cranking speed as well as no spark at the spark plugs.
- Use spark plugs of the correct heat range. Using spark plugs with an incorrect heat range can damage the engine. Refer to section 2 of the Common Service Manual.
- For neutral switch inspection, refer to section 25 of the Common Service Manual; for switch location, see page 15-2 of this manual (SYSTEM LOCATION).
- For the ignition switch and engine stop switch inspection, check for continuity on the continuity chart of the WIRING DIAGRAM, page 18-1. Disconnect each switch connector inside the headlight case (page 1-19) and check it.
- For side stand inhibitor system instructions, see page 15-5 "NOTE" of the troubleshooting.