



SERVICE INFORMATION	19-1
TROUBLESHOOTING	19-1
IGNITION COIL	19-2
TRANSISTORIZED IGNITION SYSTEM (Pulse Generator, Spark Unit)	19-3

## SERVICE INFORMATION

### GENERAL

A transistorized ignition system is used and it cannot be adjusted.

### SPECIFICATIONS

Spark plug (std.)	ND	X24EPR-U9
	NGK	DPR8EA-9
Spark plug gap		0.8 – 0.9 mm (0.031 – 0.035 in)
Ignition timing	At idle	10° (BTDC)
	Full advance	32° BTDC/3,150 rpm
Ignition coil	Primary coil resistance	2.7 ohms ± 10%
	Secondary coil resistance	14 k ohms ± 10%
	Plug cap resistance	5 ± 1.25 k ohms
Pulse generator	Resistance	330 ohms ± 10%
	Air gap	0.4 – 1.1 mm (0.02 – 0.04 in)

## TROUBLESHOOTING

### NOTE

The ignition system has two sub-systems; one for the No. 1 and No. 4 cylinders and one for No. 2 and No. 3 cylinders. Determine which sub-system is faulty, then refer to the charts below.

#### Engine cranks but will not start

1. Engine stop switch OFF
2. No spark at plugs
3. Faulty transistorized spark unit
4. Faulty pulse generator

#### No spark at plug

1. Engine stop switch OFF
2. Poorly connected, broken or shorted wires
  - Between ignition switch and engine stop switch
  - Between spark unit and engine stop switch
  - Between spark unit and ignition coil
  - Between ignition coil and plug
  - Between spark unit and pulse generator
3. Faulty ignition coil
4. Faulty ignition switch
5. Faulty spark unit
6. Faulty pulse generator

#### Engine starts but runs poorly

1. Ignition primary circuit
  - Faulty ignition coil
  - Loose or bare wire
  - Intermittent short circuit
2. Secondary circuit
  - Faulty plug
  - Faulty spark plug wire

#### Timing advance incorrect

- Faulty spark unit