

16. Ignition System

Service Information	16-1	Ignition Coil Inspection	16-7
System Location	16-2	Ignition Coil Removal/Installation	16-8
Circuit Diagram	16-2	Pulse Generator	16-9
Troubleshooting	16-3	Ignition Timing	16-9
Ignition System Inspection	16-5	Pulse Generator Rotor Cover Removal/Installation	16-10

Service Information

- When checking the ignition system, always follow the steps in the troubleshooting flow chart (see page 16-3).
- Perform the spark test at each cylinder before troubleshooting.
- A loose connection is often the cause of the ignition problems. Check all connections before troubleshooting.
- Make sure battery is adequately charged. Using the starter motor with a weak battery results in a slower engine cranking speed as well as a weak spark at the plugs.
- This ignition system has the ignition cut-off side stand (switch). The system should operate whenever :
 - the side stand is retracted
 - the transmission is in neutral
 - both above conditions
- For side stand inhibitor system instructions, see page 16-4 "NOTE" of the troubleshooting.
- The transistorized ignition system use an electrically controlled ignition timing system. No adjustment can be made to the ignition timing.
- A rough diagnosis can be made by identifying the cylinder whose spark timing is incorrect.
- Use spark plugs of the correct heat range. Using spark plugs with an incorrect heat range can damage the engine.
- For the ignition switch, engine stop switch, neutral switch and side stand switch inspection, check for continuity on the continuity chart of the Wiring Diagram, section 19. Disconnect each connector behind the instruments (page 1-20) and check it.