

IGNITION SYSTEM INSPECTION

- If there is no spark at any plug, check all connections for loose or poor contact before measuring each peak voltage.
- Use recommended digital multimeter or 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 the Imrie diagnostic tester (model 625) is used, follow the manufacturer's instruction.

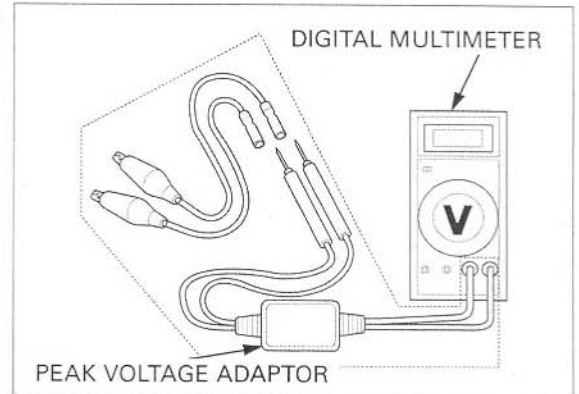
Connect the peak voltage tester or peak voltage adaptor to the digital multimeter.

TOOLS:

IgnitionMate peak voltage tester MTP07-0286 (U.S.A. only) or 07HGJ-0020100 (not available in U.S.A.)

Peak voltage adaptor 07HGJ-0020100 (not available in U.S.A.)

with commercially available digital multimeter (impedance 10 M Ω /DCV minimum)



IGNITION COIL PRIMARY PEAK VOLTAGE

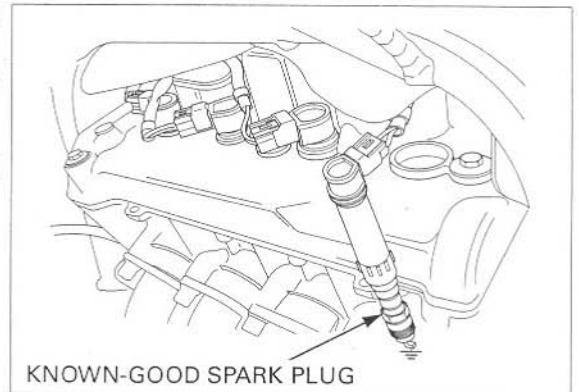
- Check all system connections before inspection. If the system is disconnected, incorrect peak voltage might be measured.
- Check cylinder compression and check that the spark plugs are installed correctly.

Disconnect the direct ignition coils from the spark plugs (page 4-7).

Connect the direct ignition coil 2P connectors to the direct ignition coil.

Shift the transmission into neutral.

Connect a known-good spark plug to the direct ignition coil and ground the spark plug to the cylinder head as done in a spark test.



With the ignition coil 6P (Black) connector connected, connect the peak voltage adaptor or peak voltage tester to the 6P (Black) connector primary wire terminal and ground.

CONNECTION:

- No.1 coil:**
Blue/black terminal (+) – Body ground (-)
- No.2 coil:**
Yellow/white terminal (+) – Body ground (-)
- No.3 coil:**
Red/blue terminal (+) – Body ground (-)
- No.4 coil:**
Red/yellow terminal (+) – Body ground (-)

