

Ignition System

⚠ WARNING

- To avoid possible electrical shock during voltage measurements, do not touch test probe metal parts.

If the peak voltage measured at the CDI unit connector is abnormal, disconnect the alternator wire 6P connector and connect the adaptor probes to the pulse generator terminal and engine ground.

In the same manner as at the CDI unit connector, measure the peak voltage and compare it to the voltage measured at the CDI unit connector.

- If the peak voltage measured at the CDI unit is abnormal and the one measured at the pulse generator is normal, the wire harness has an open circuit or loose connections.
- If both peak voltages measured are abnormal, check each item in the troubleshooting chart. If all items are normal, the pulse generator is faulty.

Ignition Coil

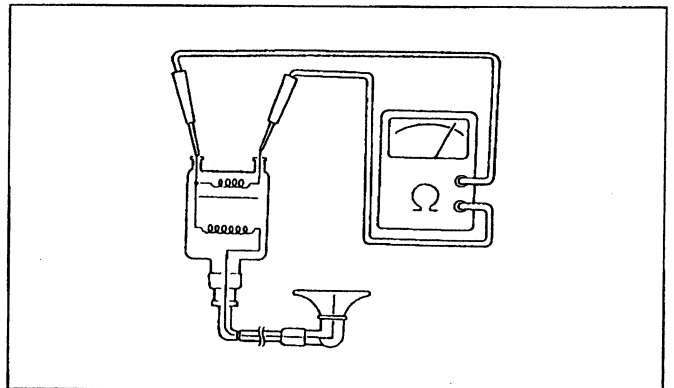
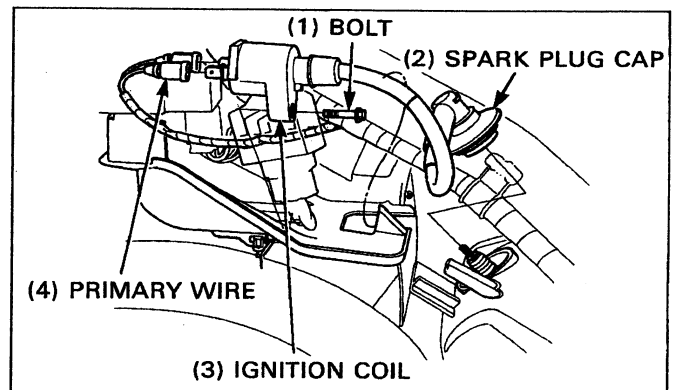
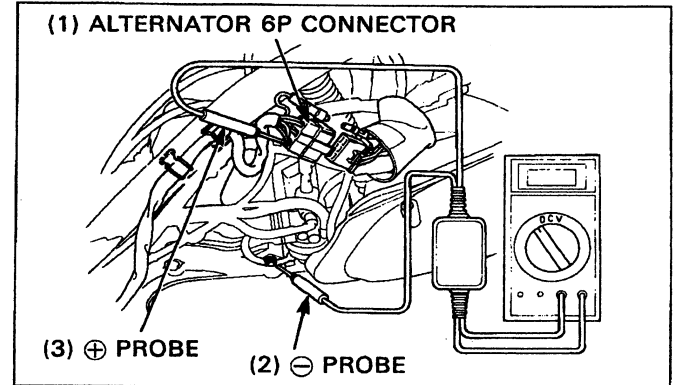
Removal

Remove the frame body cover (page 2-3).
Remove the spark plug cap from the spark plug.
Remove the mounting bolt and the ignition coil.
Disconnect the ignition coil primary wires from the coil.

Continuity Test

Measure the primary coil resistance between the primary wire terminals.

Standard: 0.1–0.4 Ω (20°C/68°F)



Measure the secondary coil resistance between the spark plug cap and primary wire ⊖ terminal.

Standard (with plug cap): 6.5–9.7 k Ω (20°C/68°C)

Remove the spark plug cap from the spark plug wire.
Measure the secondary coil resistance between the spark plug wire and primary wire ⊖ terminal.

Standard (without plug cap): 2.7–3.5 k Ω (20°C/68°F)

Install the removed parts in the reverse order of removal.

