

16. Ignition System

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Service Information

- When checking the ignition system, always follow the steps in the troubleshooting flow chart (page 16-3).
- Perform the spark test at each cylinder before troubleshooting.
- A loose connection is often the cause of ignition problems. Check all connections before troubleshooting.
- 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 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
- For side stand inhibitor system instructions, see page 16-5 "NOTE" of the troubleshooting.
- 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.
- 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, see page 18-15; for switch location, see page 16-2 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, section 19. Disconnect each switch connector behind the instruments (page 1-29) and check it.