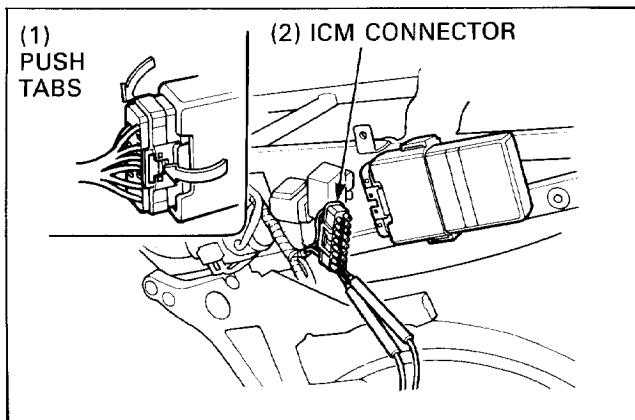


Ignition System Inspection

Circuit Inspection

Remove the rear fairing (page 2-3).
 Disconnect the ignition control module (ICM) connectors and check them for loose or corroded terminals.
 Measure the data between the connector terminals using the following chart.



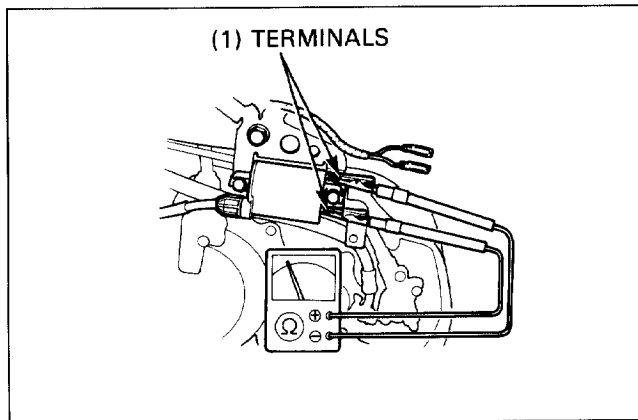
| Item | Terminals | Specification |
|---|---|--|
| Power source input line | Black/White (+) and ground (-) | Battery voltage should register with the ignition switch ON and the engine stop switch at RUN. |
| Ignition pulse generator coil (Inspection page 16-7) | Yellow and White/Yellow Yellow and White/Bule | 450–550Ω (20°C/68°F) |
| Ignition primary coil (Inspection below) | No. 1: Black/White and Bu/Bl No. 2: Black/White and Y/W No. 3: Black/White and R/Bu No. 4: Black/White and R/Y | 2–4Ω (20°C/68°F) |
| Neutral switch line (Switch inspection: page 18-5) | Light Green and ground | Continuity in neutral No continuity in any gear (except neutral). |
| Side stand switch line (Switch inspection: page 18-9) | Green/White and ground | Continuity with the side stand up. No continuity with the side stand down. |
| Ground line | Green and ground | Continuity |

Ignition Coil

Inspection

Remove the middle fairing (page 2-4).
 Measure each primary coil resistance at the terminals.

Standard: 2-4Ω (20°C/68°F)



Disconnect the spark plug caps from the plugs and measure the secondary coil resistance with the spark plug caps in place.

Standard: 17-24 kΩ (20°C/68°F)

