

IGNITION PULSE GENERATOR PEAK VOLTAGE

- Check the cylinder compression and check that the spark plug is installed correctly in the cylinder head.

Disconnect the ICM 4P connector.

Connect the peak voltage adaptor [1] or tester probes to the ignition pulse generator wire terminal of the 4P connector [2] and body ground.

TOOL:

**Imrie diagnostic tester (model 625) or
Peak voltage adaptor 07HGJ-0020100
with commercially available digital multimeter
(impedance 10 MΩ/DCV minimum)**

CONNECTION:

Blue/yellow wire terminal (+) – Body ground (-)

Shift the transmission into neutral.

Turn the ignition switch to "ON".

Crank the engine with the starter motor and read ignition pulse generator peak voltage.

PEAK VOLTAGE: 0.7 V minimum

If the peak voltage measured at the ICM connector is abnormal, measure the peak voltage at the alternator connector.

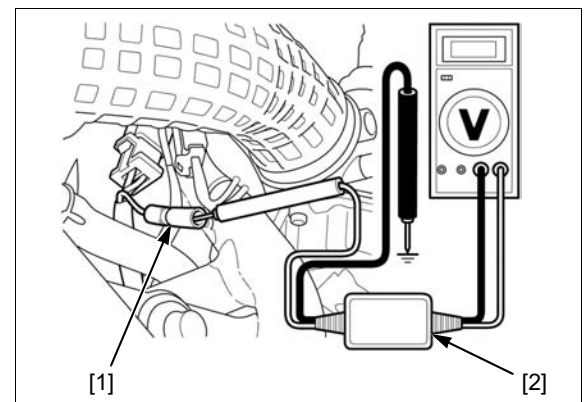
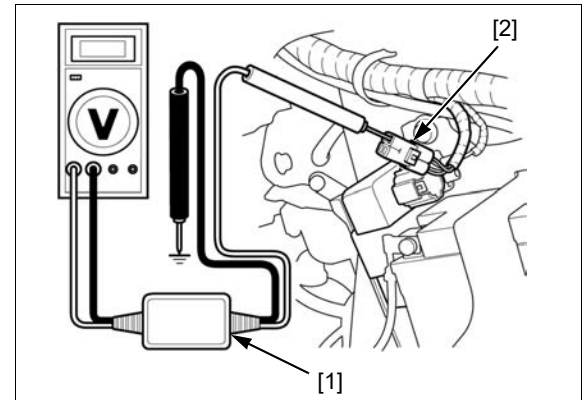
Remove the left side cover (page 2-2).

Disconnect the ignition pulse generator (Blue/yellow) wire connector [1] and connect the peak voltage adaptor [2] probes to the pulse generator side connector and body ground.

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

- If the peak voltage measured at the ICM is abnormal and the one measured at the ignition pulse generator is normal, the wire harness has an open or short circuit, or loose connection.
- If both peak voltages are abnormal, follow the checks described in the troubleshooting chart (page 4-3).

Refer to procedure for alternator stator replacement (page 11-4).



IGNITION TIMING

Warm up the engine.

Read the instructions for timing light operation.

Stop the engine and remove the timing hole cap and O-ring.

Connect a timing light [1] to the spark plug wire.

Start the engine, let it idle and check the ignition timing.

