

14. IGNITION SYSTEM

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SERVICE INFORMATION

GENERAL

- Ignition timing does not normally need to be adjusted since the CDI (Capacitive Discharge Ignition) unit is factory preset.
- For spark plug inspection, refer to Page 3-5.
- For pulse generator removal, see Section 6.

SPECIFICATIONS

Spark plug	DR8ES-L (NGK) X24ESR-U (ND)
Spark plug gap	0.6-0.7 mm (0.024-0.028 in)
Ignition timing:	
– Initial	10° ± 2° BTDC/1,400 ± 100 rpm
– Advance starts	1,950 ± 150 rpm
– Full advance	30° ± 2° BTDC/3,350 ± 150 rpm
– Alternator	2.4 A (above) at 2,000 rpm at 14 V

TOOL

Digital multi-tester	KS-AHM-32-003 (U.S.A. only)
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TROUBLESHOOTING

Engine starts but stops

1. No spark at plug.
2. Improper ignition timing.
3. Faulty spark plug.

No spark at plug

1. Engine stop switch "OFF".
2. Poorly connected, broken or shorted wires.
 - Between alternator and CDI unit.
 - Between CDI unit and engine stop switch.
 - Between CDI unit and ignition coil.
 - Between ignition coil and spark plug.
 - Between pulse generator and CDI unit.
3. Faulty ignition coil.
4. Faulty CDI unit.
5. Faulty pulse generator.
6. Faulty alternator.

Engine starts but runs poorly

1. Ignition primary circuit.
 - Faulty ignition coil.
 - Loose or bare wire.
 - Faulty alternator.
2. Ignition secondary circuit.
 - Faulty plug.
 - Faulty CDI unit.
 - Faulty pulse generator.
 - Faulty spark plug wire.
3. Improper ignition timing.
 - Faulty advancer rotor.
 - Faulty pulse generator.
 - Faulty CDI unit.