

Troubleshooting

- Inspect the followings before diagnosing the system.
 - Faulty spark plugs
 - Loose spark plug caps or spark plug wire connections
 - Water got into the spark plug cap (leaking the ignition secondary voltage)
- Temporarily exchange the ignition coil with the other good one and perform the spark test. If there is spark, the exchanged ignition coil is faulty.
- "Initial voltage" of the ignition primary coil is the battery voltage with the ignition switch ON and the engine stop switch at RUN.

No spark at all plugs

Unusual Conditions		Probable Cause (Check in numerical order)
Ignition coil primary voltage	No initial voltage with the ignition and engine stop switch ON. (Other electrical equipments are normal).	1. Faulty engine stop switch. 2. An open circuit in BI/W wire between the ignition coil and engine stop switch. 3. Faulty ignition switch. 4. Loose primary terminal or an open circuit in primary coil. 5. Faulty spark unit : in case when the initial voltage is normal with the spark unit connector disconnected.
	Initial voltage is normal, but it drops down to 2-4 V while cranking the engine.	1. Incorrect peak voltage adaptor connections. 2. Undercharged battery. 3. No voltage between the BI/W (+) and ground (-) at the spark unit connector or loose spark unit connection. 4. An open circuit or loose connection in G wire. 5. Open circuits or loose connections of the Y/Bu and Bu /Y wires between the ignition coils and spark unit. 6. Short circuit in ignition primary coil. 7. Faulty side stand switch or neutral switch. 8. An open circuit or loose connection in the wires of side stand switch and (or) neutral switch. side stand switch line : G/W wire. neutral switch line : Lg wire 9. Faulty spark unit (in case that the above 1-8 are normal).
	Initial voltage is normal, but no peak voltage while cranking the engine.	1. Incorrect peak voltage adaptor connections 2. Faulty peak voltage adaptor 3. Faulty spark unit (in case that the above 1,2 are normal).
	Initial voltage is normal, but peak voltage is lower than standard.	1. Using digital tester that impedance is below 10 M Ω / DCV. 2. Engine speed is too slow (battery is undercharged). 3. System is normal if measured voltage is over the standard voltage at least once. 4. Faulty spark unit (in case that the above 1-3 are normal).
	Initial and peak voltage are normal, but does not spark.	1. Faulty spark plug or ignition coil secondary current is leaking. 2. Faulty ignition coils.
Pulse generator	Peak voltage is lower than standard	1. Using digital tester that impedance is below 10 M Ω / DCV. 2. Engine speed is too slow (battery is undercharged). 3. System is normal if measured voltage is over the standard voltage at least once. 4. Faulty spark unit (in case that the above 1-3 are normal).
	No peak voltage	1. Faulty peak voltage adaptor. 2. Faulty pulse generator.