

Ignition System Inspection

NOTE

- If no spark at all plugs, check that all connections for loose or poor contact before measuring each peak voltage.
- Use genuine digital multimeter or commercially available digital multimeter (impedance 10 MΩ/DCV minimum).
- The display value differs depending upon the internal impedance of the multimeter.
- If using Imrie diagnostic tester (model 625), follow the manufacturer's instructions.

Connect the peak voltage adaptor to the digital multimeter.

5 TOOL

Imrie Diagnostic Tester (model 625) manufactured in Australia or Peak voltage adaptor

07HGJ-0020100

Kowa digital multimeter 07411-0020000 or

Commercially available digital multimeter (impedance 10 MΩ/DCV minimum)

Ignition Coil Primary Voltage

NOTE

- Check all system connections before this inspection. If the system is disconnected, incorrect peak voltage might be measured.
- Check cylinder compression at each cylinder and spark plug and caps are installed correctly in all cylinders. If the peak voltage is measured with the cylinder compression being low, the measurement will be higher than the standard voltage.

Disconnect all spark plug caps from the spark plugs. And connect good known spark plugs on each spark plug cap, then ground them on the engine.

Connect the peak voltage adaptor on the ignition coil.

NOTE

- Do not disconnect the ignition coil primary wires.

Connecting points :

No. 1/4 coil : Y/Bu(+) and body ground(-)

No. 2/3 coil : Bu/Y(+) and body ground(-)

Measure the initial voltage when the ignition switch is "ON" and engine stop switch is "RUN".

Battery voltage is applied: **NORMAL**

No voltage : Faulty power supply circuit : Check it referring to the troubleshooting.

Measure the ignition primary coil peak voltage while cranking the engine with the starter motor.

Peak voltage : 128 V minimum

⚠ WARNING

- Avoid touching the tester probes while measuring the voltage to prevent electric shock.

