

MIL 19 BLINKS (IGNITION PULSE GENERATOR)

- Before starting the inspection, check for loose or poor contact on the ignition pulse generator connector and recheck the MIL blinking.

1. Ignition Pulse Generator Peak Voltage Inspection at ECM

Turn the ignition switch OFF.

Connect the ECM test harness to the ECM connectors (page 6-10).

Turn the ignition switch ON and engine stop switch "Q".

Crank the engine with the starter motor, and measure the ignition pulse generator peak voltage at the test harness terminals.

Connection: B9 (+) – A31 (-)

Is the voltage more than 0.7 V (20 °C/68 °F)?

- YES** –
- Intermittent failure
 - Loose or poor contact on the ECM connectors

NO – GO TO STEP 2.

2. Ignition Pulse Generator Peak Voltage Inspection

Turn the ignition switch OFF.

Lift and support the fuel tank (page 6-61). Disconnect the ignition pulse generator 2P (Red) connector.

Turn the ignition switch ON and engine stop switch "Q".

Crank the engine with the starter motor, and measure the ignition pulse generator peak voltage at the ignition pulse generator 2P (Red) connector.

Connection: Yellow (+) – Yellow/white (-)

Is the voltage more than 0.7 V (20 °C/68 °F)?

- YES** –
- Open or short circuit in the Yellow, Green/orange or Yellow/white wire

NO – Faulty ignition pulse generator

