

Ignition Pulse Generator Inspection

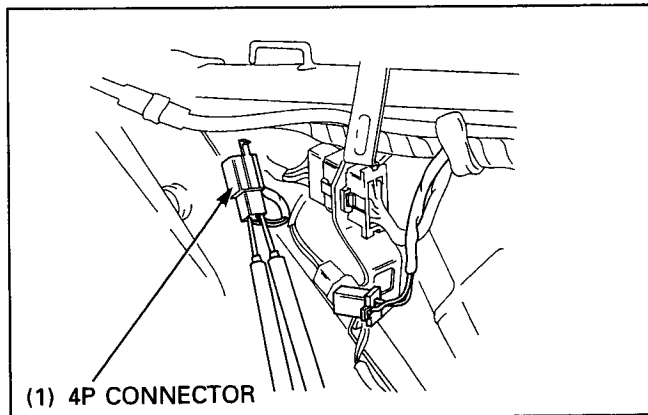
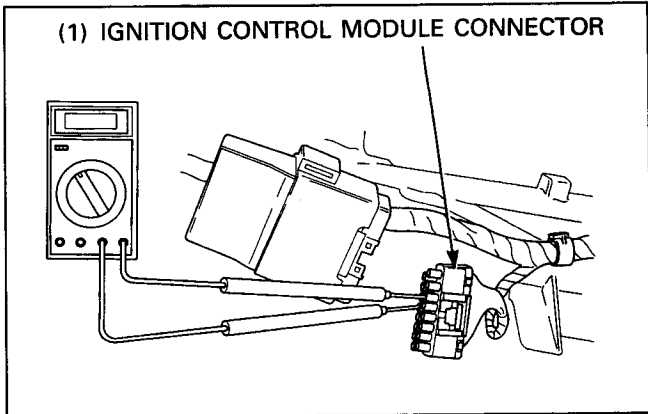
NOTE

- It is not necessary to remove the ignition pulse generator from the engine.

Remove the seat cowl (page 2-4).
 Disconnect the ignition control module multi-connector.
 Measure the resistance between the White/Yellow and Yellow terminals.

Standard: 460 – 580 Ω (20°C/68°F)

If the measured value is out of specification, measure the resistance at the ignition pulse generator 4P connector using the same procedure as for the previous measurement.



Ignition Timing

NOTE

- The ignition control module system is factory pre-set and cannot be adjusted. Ignition timing inspection procedures are given to inspect the function of the ignition control module components.
- Connect the timing light to the other spark plug wire if you see that the ignition timing is incorrect, and you might be able to see the timing is correct.

Warm up the engine to operating temperature.

▲ WARNING

- If the engine must be running to do some work, make sure the area is well-ventilated. Never run the engine in an enclosed area.
- The exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and may lead to death.

Stop the engine and remove the crankshaft hole cap.
 Connect a timing light to the spark plug wire.
 Start the engine and let it idle.

The timing is correct if the "F" mark on the ignition pulse generator rotor aligns with the index mark on the crankcase.

Increase the engine speed by rotating the throttle stop screw and make sure the "F" mark begins to move counter-clockwise at approximately 1,600 min⁻¹ (rpm).

