17. IGNITION SYSTEM

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SERVICE INFORMATION

GENERAL

⚠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 lead to death. Run the engine in an open area or with an exhaust evacuation system in an enclosed area.

CAUTION:

Some electrical components may be damaged if terminals or connectors are connected or disconnected while the ignition switch is ON and current is present.

- When servicing the ignition system, always follow the steps in the troubleshooting sequence on page 17-3.
- This motorcycle's Ignition Control Module (ICM) is built into the Engine Control Module (ECM).
- The ignition timing does not normally need to be adjusted since the ECM is factory preset.
- The ECM may be damaged if dropped. Also if the connector is disconnected when current if flowing, the excessive voltage may damage the module. Always turn off the ignition switch before servicing.
- A faulty ignition system is often related to poor connections. Check those connections before proceeding. Make sure the battery is adequately charged. Using the starter motor with a weak battery results in a slower engine cranking speed as well as no spark at the spark plug.
- Use spark plug of the correct heat range. Using spark plug with an incorrect head range can damage the engine.
- Refer to section 5 for Throttle Position (TP) sensor and ECM inspection.

SPECIFICATIONS

ITEM	SPECIFICATIONS
Spark plug	CR9EHVX−9 (NGK)
Spark plug gap	0.80−0.90 mm (0.031−0.035 in)
Ignition coil peak voltage	100 V minimum
Ignition pulse generator peak voltage	0.7 V minimum
Ignition timing ("F" mark)	12° BTDC at idle