

IGNITION SYSTEM

Connect the peak voltage adaptor probes to the connector terminals of the wire harness side.

CONNECTION:

White/Yellow terminal—Yellow terminal

Turn the ignition switch ON and engine stop switch to RUN.

Shift the transmission into neutral.

Crank the engine with the starter motor and measure the ignition pulse generator peak voltage.

PEAK VOLTAGE: 0.7 V minimum

If the peak voltage measured at ICM connector is abnormal, measure the peak voltage at the pulse generator connector.

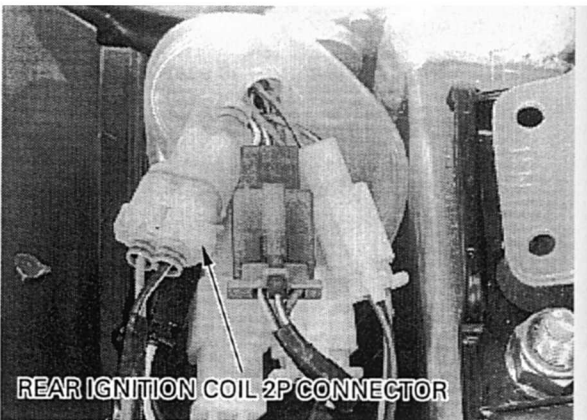
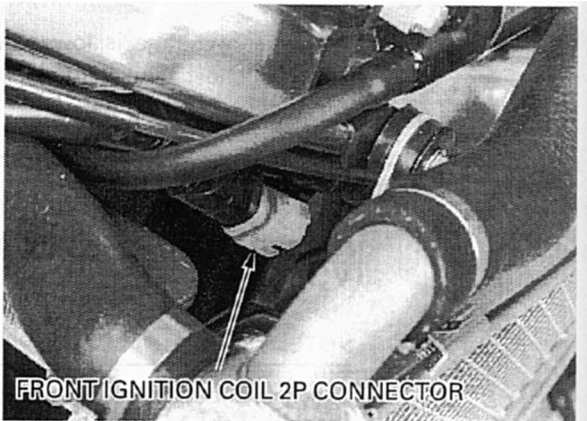
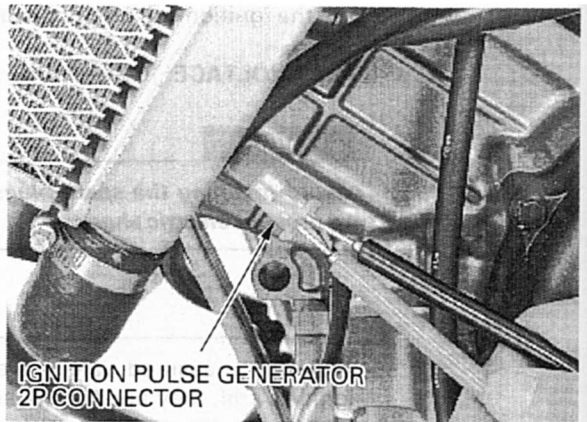
Remove the front fairing (page 2-3).

Disconnect the ignition pulse generator 2P (white) connector and connect the peak voltage adaptor probes to the connector terminals of the ignition pulse generator side.

In the same manner as at the ICM connector, measure the peak voltage and compare it to the voltage measured at the ICM connector.

- If the peak voltage measured at the ICM is abnormal and the one measured at the ignition pulse generator is normal, the wire harness has an open or short circuit, or loose connection.
- If both peak voltage are lower than standard value, follow the checks described in the troubleshooting chart (page 17-3).

Install the removed parts in the reverse order of removal.



IGNITION COIL

REPLACEMENT

Front: Remove the front fairing (page 2-3).

Rear: Remove the seat cowl (page 2-2).

Disconnect the spark plug cap from the plug.
Disconnect the ignition coil connector.