

IGNITION SYSTEM PEAK VOLTAGE

⚠ WARNING

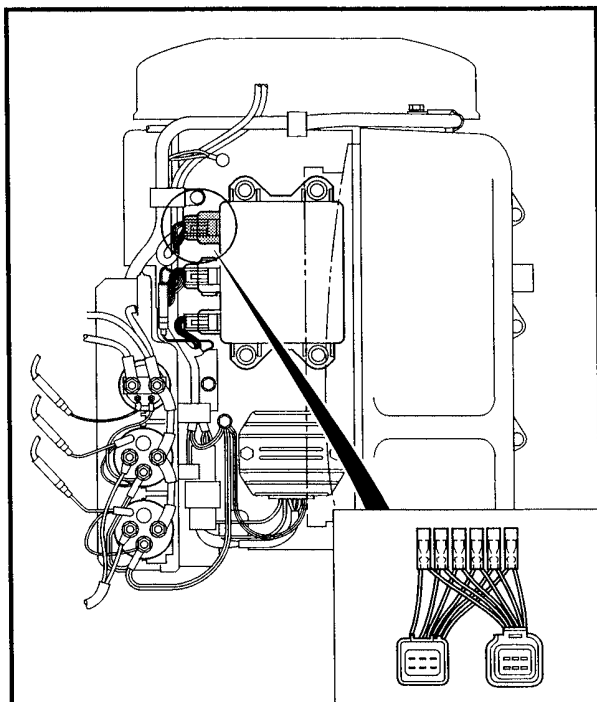
When checking the CDI unit do not touch any of the connections of the digital tester lead wires.

NOTE:

- If there is no spark, or the spark is weak, continue with the ignition system test.
- If a good spark is obtained, the problem is not with the ignition system, but possibly with the spark plug(-s) or another component.

1. Measure:

- CDI unit output peak voltage
Above specification → Replace the ignition coil.
Below specification → Measure the lighting coil output peak voltage.
Repeat this check two times.

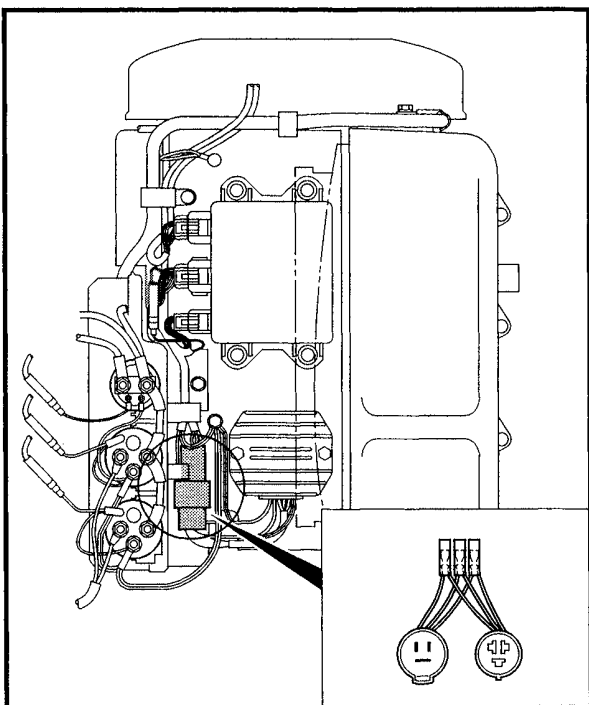
**CDI unit output peak voltage:**

Black/White (B/W) – Black (B):
Black/Orange (B/O) – Black (B):
107 V at 400 r/min (cranking)
110 V at 1,500 r/min
111 V at 3,500 r/min

NOTE:

B/W – B for cylinders #2 and #3.

B/O – B for cylinders #1 and #4.



2. Measure:

- Lighting coil output peak voltage

Below specification → Replace the lighting coil.

Above specification → Measure the CDI unit output peak voltage.

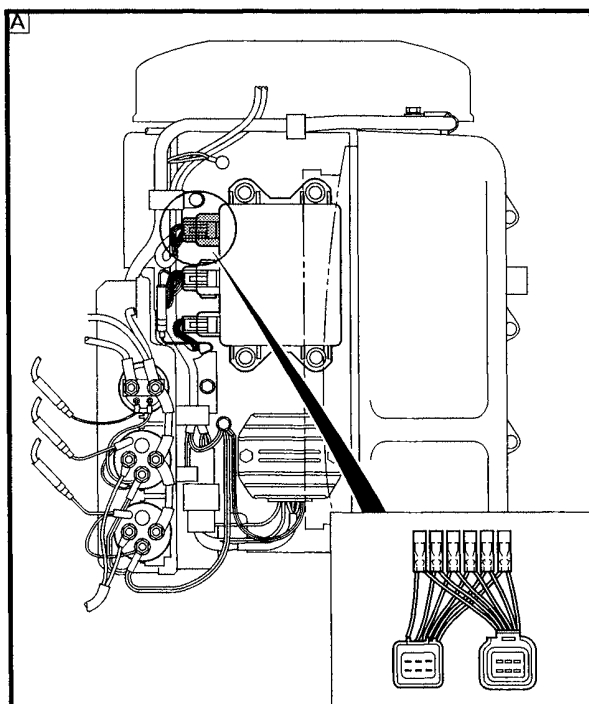
**Lighting coil output peak voltage:**

White (W) – White (W):

7.1 V at 400 r/min (cranking)

15 V at 1,500 r/min

18 V at 3,500 r/min



3. Measure:

- Pick-up coil output peak voltage

Above specification → Replace the CDI unit.

Below specification → Replace the pick-up coil.

**Pick-up coil output peak voltage:**

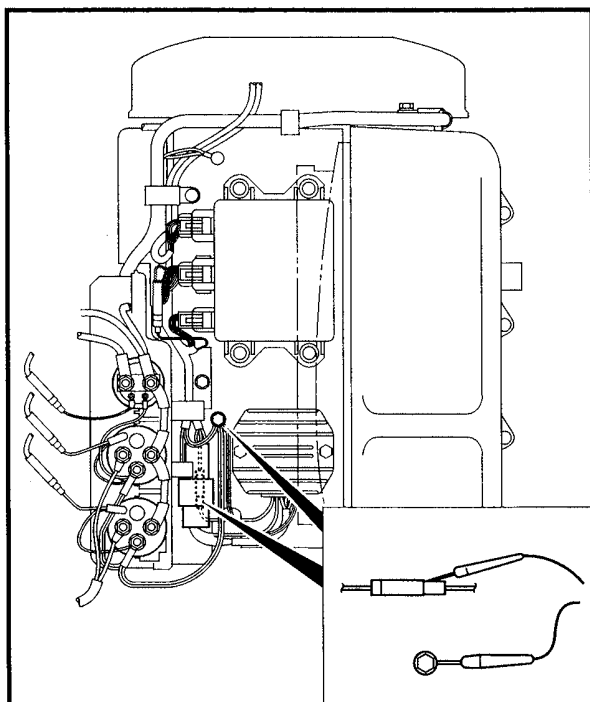
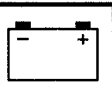
White/Red (W/R) – Black (B):

White/Black (W/B) – Black (B):

4.5 V at 400 r/min (cranking)

10 V at 1,500 r/min

16 V at 3,500 r/min



4. Measure:

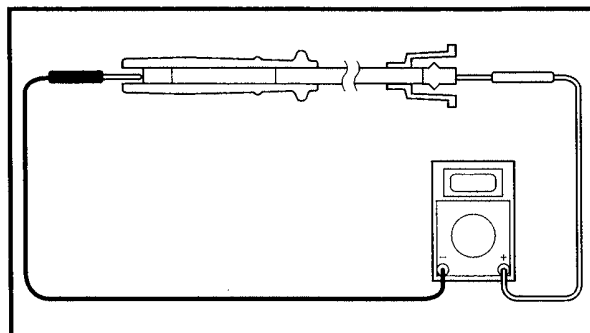
- Rectifier output peak voltage
Excessively below specification →
Check the lighting coil output peak voltage.

**Rectifier output peak voltage:**

Red (R) – Black (B)

14 V at 1,500 r/min

18 V at 3,500 r/min

**SPARK PLUGS**

Refer to "GENERAL" in chapter 3.

SPARK PLUG LEAD ASSY.

1. Inspect:

- Spark plug cap
- Spark plug lead
Cracks/damage → Replace.

2. Measure:

- Spark plug lead assy. resistance
Out of specification → Replace.

**Spark plug lead assy. resistance:**

#1: 4.5 ~ 10.7 kΩ

#2: 3.3 ~ 8.0 kΩ

#3: 3.7 ~ 8.9 kΩ

#4: 4.3 ~ 10.2 kΩ

NOTE:

Remove the spark plug lead assy. from the ignition coil.