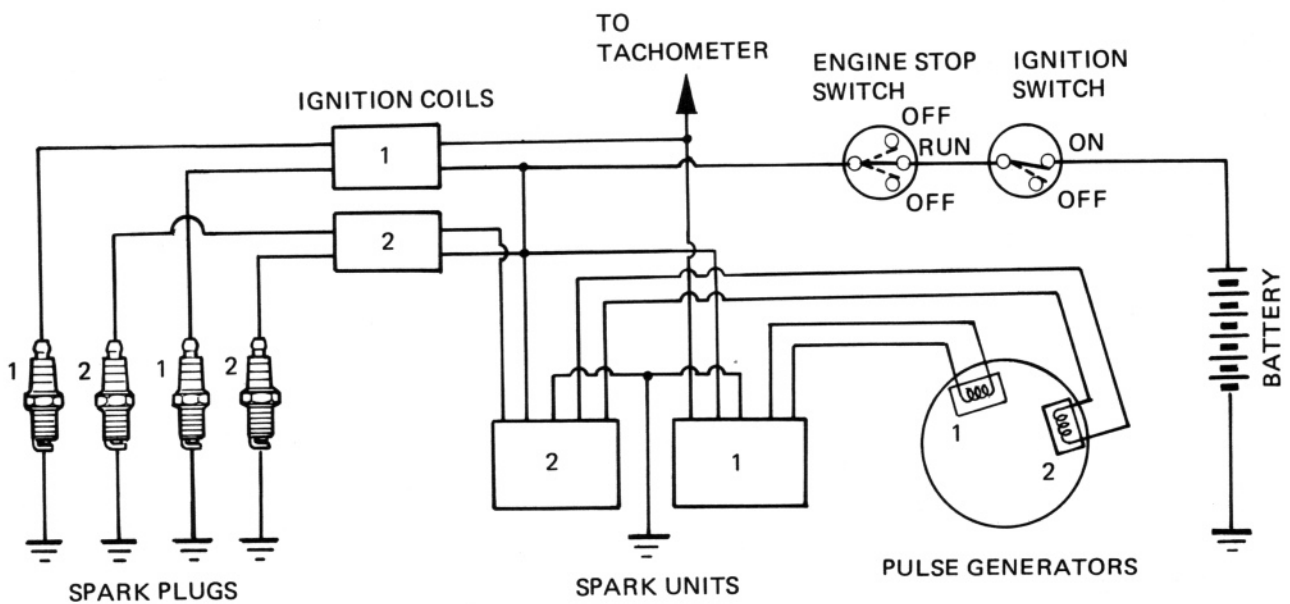
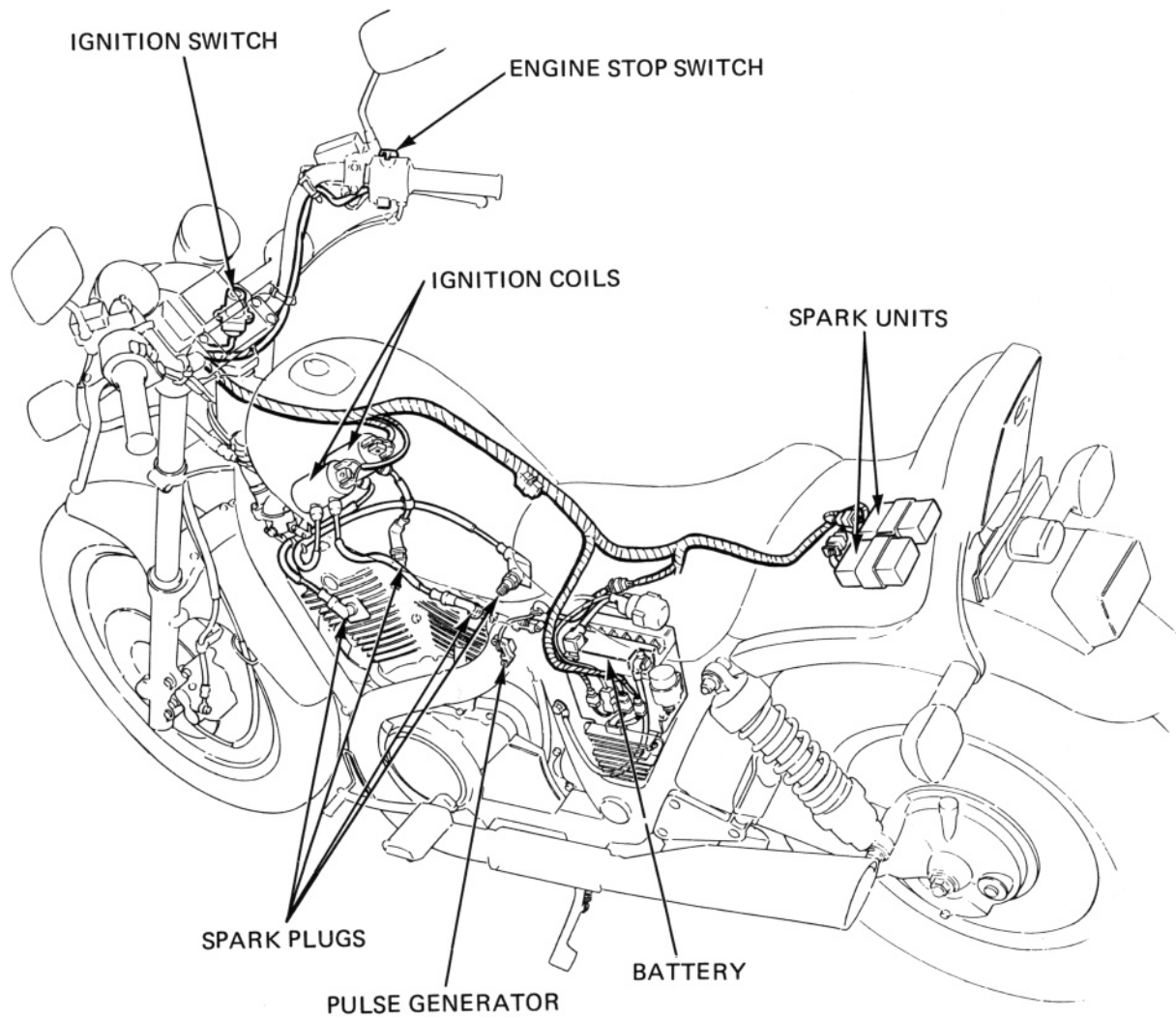


IGNITION SYSTEM



19. IGNITION SYSTEM

SERVICE INFORMATION	19-1
TROUBLESHOOTING	19-2
IGNITION COIL	19-3
TRANSISTORIZED IGNITION SYSTEM	19-4

SERVICE INFORMATION

GENERAL

- A TRANSISTORIZED IGNITION SYSTEM is used and no adjustments can be made.

SPECIFICATIONS

		ND	NGK
Spark plug	Standard	X24EPR-U9	DPR8EA-9
	For cold climate below 5°C (41°F)	X22EPR-U9	DPR7EA-9
	For extended high speed driving	X27EPR-U9	DPR9EA-9
Spark plug gap		0.8—0.9 mm (0.031—0.035 in)	
Ignition timing	'83, '84:	At idle 5° BTDC	
	After '84:	At idle 10° BTDC	
	'83, '84:	Full advance 26° BTDC/3,500 rpm	
	After '84:	Full advance 26° BTDC/4,000 rpm	
Pulse air gap		0.3—0.9 mm (0.012—0.035 in)	

IGNITION SYSTEM

TROUBLESHOOTING

The ignition system has two sub-systems; one for the No. 1 cylinder and one for the No. 2 cylinder. Determine which sub-system is faulty, then proceed to the detailed tests below.

Engine cranks but will not start

1. Engine stop switch OFF.
2. No spark at plugs.
3. Faulty transistorized spark unit.
4. Faulty pulse generator.

No spark at plug

1. Engine stop switch OFF.
2. Poorly connected, broken or shorted wires.
 - Between ignition switch and engine stop switch.
 - Between spark unit and engine stop switch.
 - Between spark unit and ignition coil.
 - Between ignition coil and plug.
 - Between spark unit and pulse generator.
3. Faulty ignition coil.
4. Faulty ignition switch.
5. Faulty spark unit.
6. Faulty pulse generator.

Engine starts but runs poorly

1. Ignition primary circuit.
 - Faulty ignition coil.
 - Loose or bare wire.
 - Intermittent short circuit.
2. Secondary circuit.
 - Faulty plug.
 - Faulty spark plug wire.

Timing advance incorrect

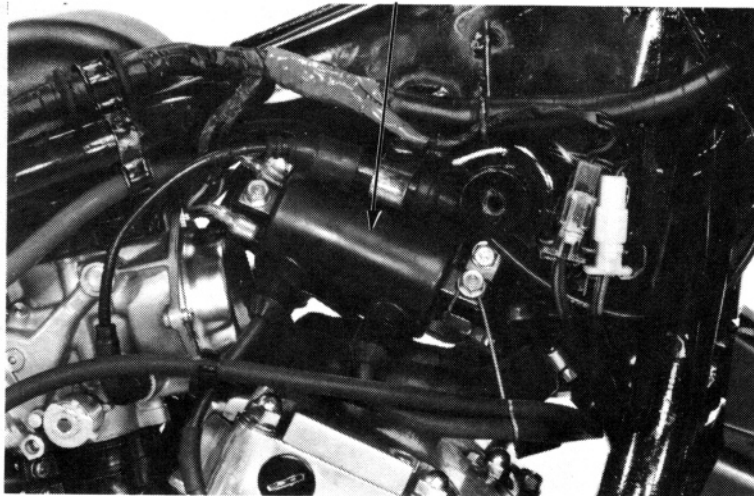
1. Faulty pulse generator.
2. Faulty spark unit.

IGNITION COIL

REMOVAL

Remove the seat and, fuel tank and disconnect the ignition coil wire leads.
Remove the coils by removing the attaching bolts.

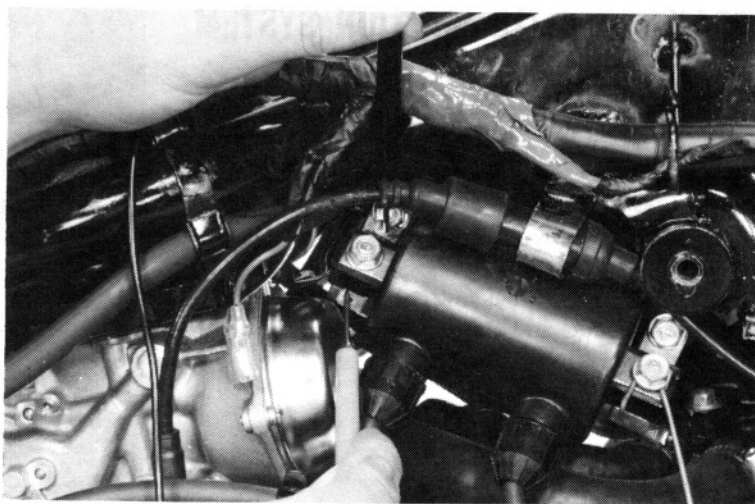
IGNITION COIL



CONTINUITY TEST

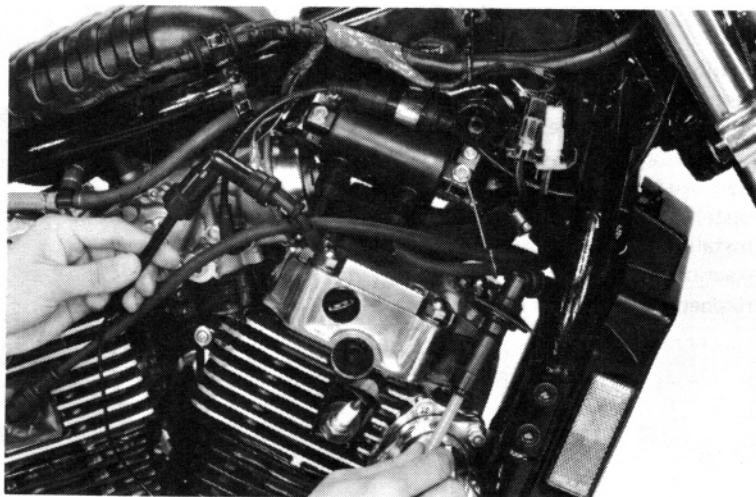
Measure the primary coil resistance.

RESISTANCE: 2.0 ohms



Measure the secondary coil resistance with the spark plug caps in place.

RESISTANCE: 29–40 k ohms



IGNITION SYSTEM

Remove the spark plug caps and measure the secondary coil resistance.

RESISTANCE 20.6–27.4 k ohms



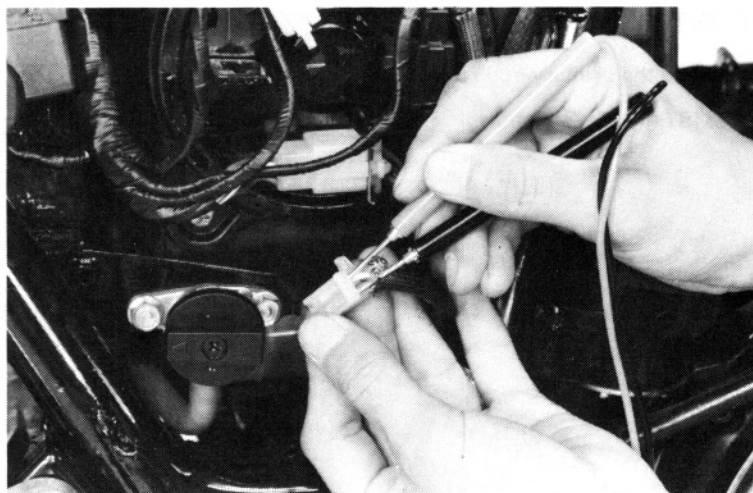
TRANSISTORIZED IGNITION SYSTEM

PULSE GENERATOR TEST

Remove the frame right side cover.
Disconnect the pulse generator coupler and measure the coil resistance.

RESISTANCE: 480 ohms \pm 10%

Between white and yellow leads (1 cylinder)
Between white and blue leads (2 cylinder)



PULSE GENERATOR REPLACEMENT

Remove the right crankcase cover and clutch assembly (section 7).

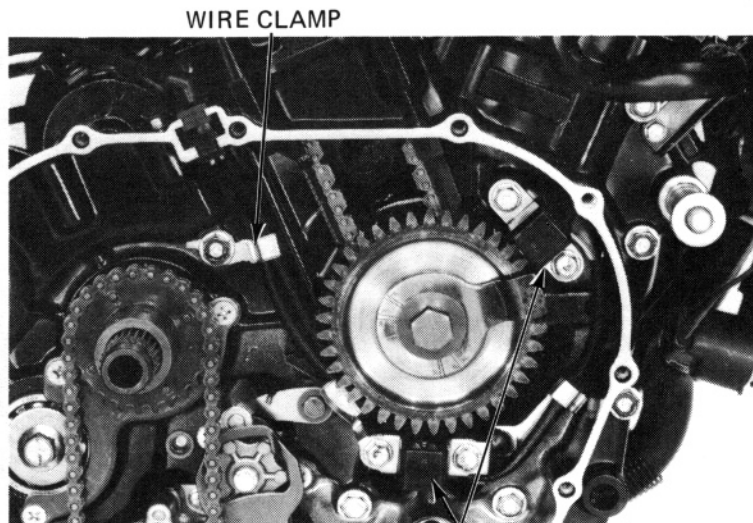
Remove the pulse generator mounting bolts and wire clamp.

Remove the pulse generators.

Install new pulse generators.

Install the clutch assembly and right side cover (section 7).

Recheck the ignition timing (page 3-8).



WIRE CLAMP

PULSE GENERATORS

SPARK UNIT

If the pulse generators, ignition coils and wiring are good, and the ignition timing is not within specification; replace the spark units with new ones and recheck the ignition timing.

