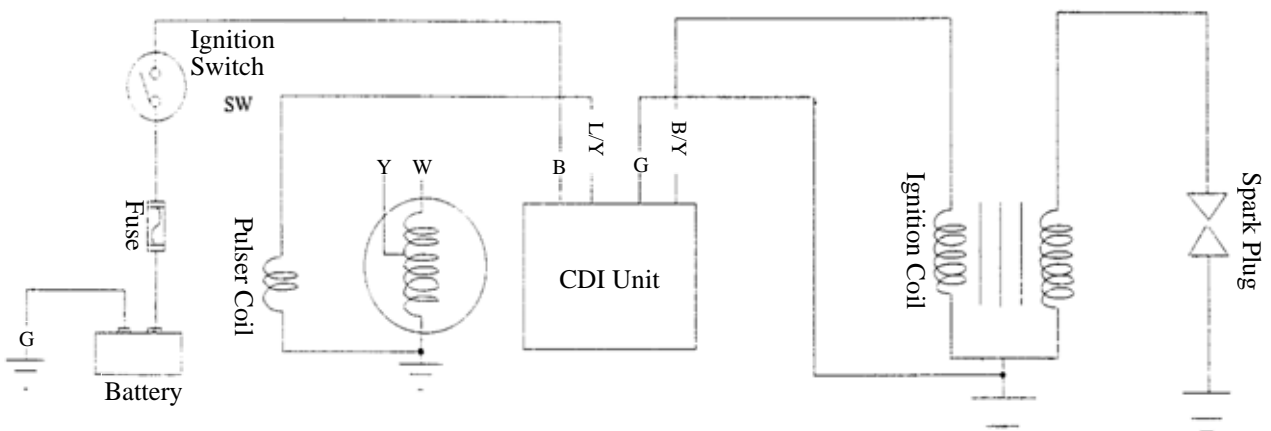
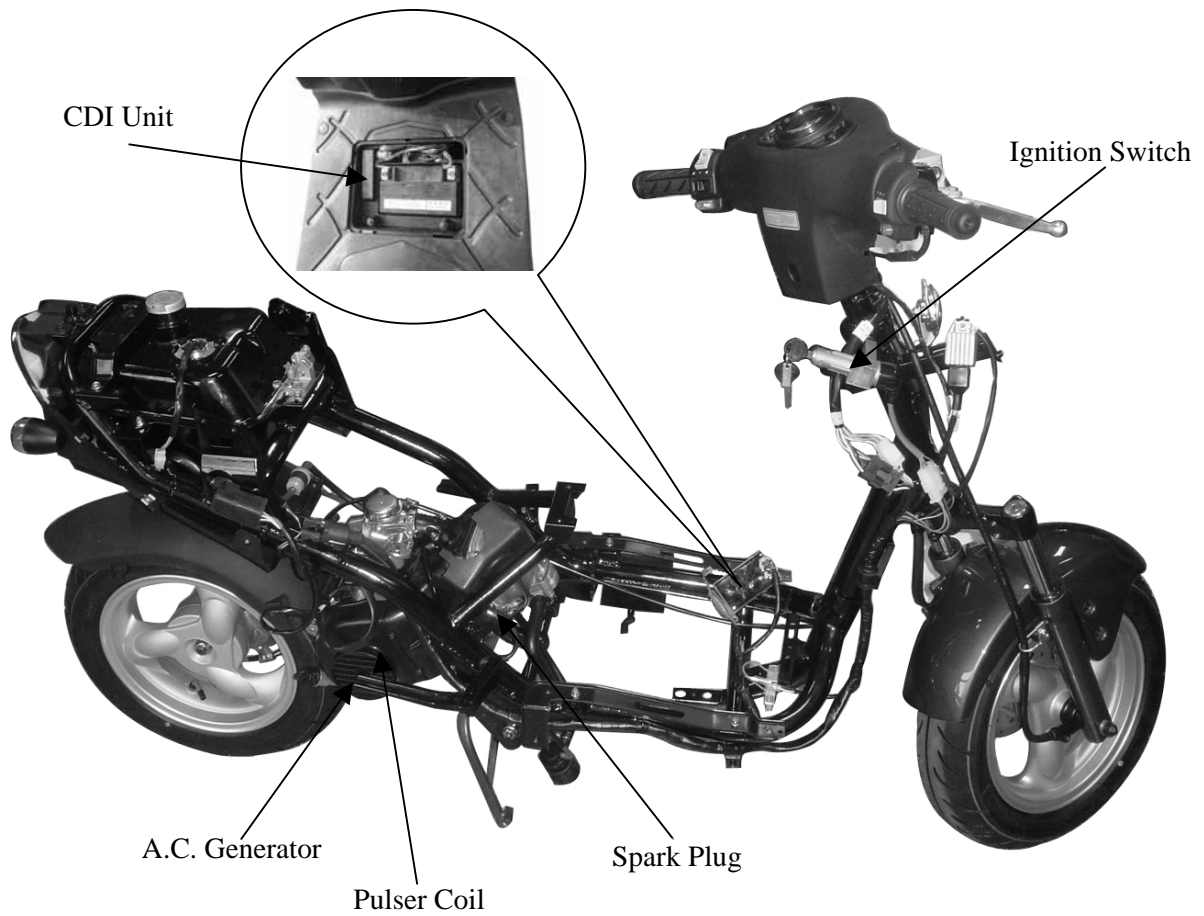


15. IGNITION SYSTEM



15

SERVICE INFORMATION	15-1	IGNITION COIL	15-4
TROUBLESHOOTING	15-2	PULSER COIL	15-5
CDI UNIT INSPECTION	15-3		

SERVICE INFORMATION

GENERAL INSTRUCTIONS

- Check the ignition system according to the sequence specified in the Troubleshooting. (⇒15-2)
- The ignition system adopts CDI unit and the ignition timing cannot be adjusted.
- If the timing is incorrect, inspect the CDI unit and A.C. generator and replace any faulty parts.
Inspect the CDI unit with a CDI tester
- Loose connector and poor wire connection are the main causes of faulty ignition system. Check each connector before operation.
- Use of spark plug with improper heat range is the main cause of poor engine performance.
- The inspections in this section are focused on maximum voltage. The inspection of ignition coil resistance is also described in this section.
- Inspect the ignition switch according to the continuity table specified in page 17-3.
- Inspect the spark plug referring to Section 3.
- Remove the A.C. generator and pulser coil referring to Section 14.

SPECIFICATIONS

Item		Standard	
Spark plug	Standard type	(NGK) C7HSA	
	Hot type	(NGK) C6HSA	
	Cold type	(NGK) C8HSA	
Spark plug gap		0.6~0.7mm	
Ignition timing	“F” mark	13° BTDC /1,700rpm±100RPM	
	Full advance	28° BTDC /4,000rpm±100RPM	
Ignition coil resistance (20°C)	Primary coil		0.1~1.0Ω
	Secondary coil	with plug cap	7~12KΩ
		without plug cap	3~5KΩ
Pulser coil resistance (20°C)		40~300Ω	
Ignition coil primary side max. voltage		12V min.	
Pulser coil max. voltage		2.1V min.	

TESTING INSTRUMENT

Kowa Electric Tester

or commercially available electric tester with resistance over 10MΩ/CDV

15. IGNITION SYSTEM

TROUBLESHOOTING

High voltage too low

- Weak battery or low engine speed
- Loose ignition system connection
- Faulty ignition coil
- Faulty CDI unit
- Faulty pulser coil

Intermittent high voltage

- Faulty ignition switch
- Poorly connected CDI unit coupler
- Poorly connected or broken CDI ground wire
- Faulty pulser coil
- Loose high tension wire connection
- Faulty CDI unit

Normal high voltage but no spark at plug

- Faulty spark plug
- Faulty spark plug cap

No high voltage

- Faulty ignition switch
- Dead battery or faulty regulator/rectifier
- Faulty charging circuit
- Faulty ignition coil
- Faulty CDI unit

No or intermittent high voltage

- Faulty ignition coil
- Weak battery
- Faulty charging system

15. IGNITION SYSTEM

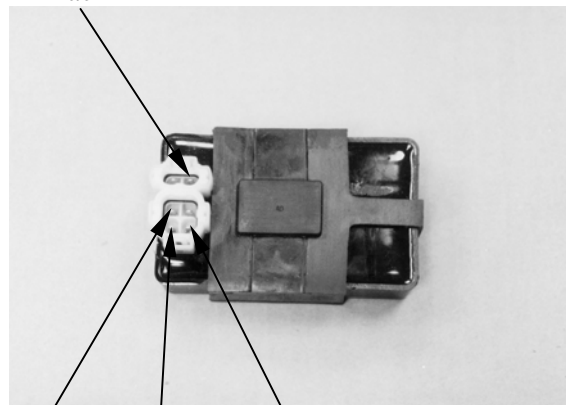
CDI UNIT INSPECTION

Remove the three battery cover screws.
 Disconnect the CDI coupler and remove the CDI unit.
 Measure the resistance between the terminals using the electric tester.

- ★
- Due to the semiconductor in circuit, it is necessary to use a specified tester for accurate testing. Use of an improper tester in an improper range may give false readings.
 - Use a Sanwa Electric Tester or Kowa Electric Tester.
 - In this table, “Needle swings then returns” indicates that there is a charging current applied to a condenser. The needle will then remain at “∞” unless the condenser is discharged.



CDI Unit
 Black



Black/ Yellow Blue/ Yellow Green

Unit: KΩ

Probe⊕ (-)Probe	Black	Black/ Yellow	Blue/ Yellow	Green
Black		∞	1K~∞	10~60
Black/ Yellow	30~80		150~400	5~15
Blue/ Yellow	100~250	∞		40~90
Green	10~30	∞	60~200	

15. IGNITION SYSTEM

IGNITION COIL REMOVAL

Remove the met-in box. (⇒2-3)
 Remove the spark plug cap.
 Disconnect the ignition coil wires and remove the ignition coil bolt and ignition coil.



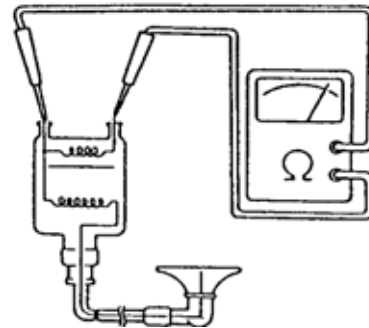
Ignition Coil

INSPECTION CONTINUITY TEST

* The CDI unit is not adjustable. If the timing is incorrect, inspect the CDI unit, pulser coil and A.C. generator and replace any faulty parts.

Measure the resistance between the ignition coil primary coil terminals.

Resistance: 0.1 ~ 1.0Ω



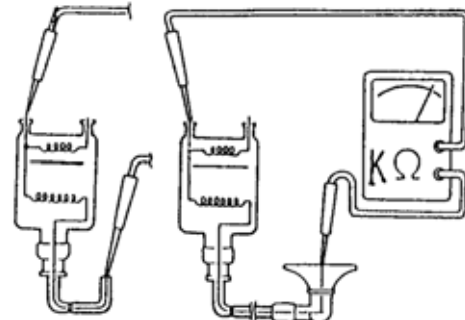
Measure the secondary coil resistances with and without the spark plug cap.

Resistances:

(with plug cap) : 7 ~ 12KΩ

(without plug cap) : 3 ~ 5KΩ

* Correctly operate the tester following the manufacturer's instructions.



15. IGNITION SYSTEM

PULSER COIL INSPECTION

★ This test is performed with the stator installed in the engine.

Remove the frame body cover. (⇒2-3)
Disconnect the A.C. generator connector.



Pulser Coil Coupler

Measure the pulser coil resistance between the blue/yellow and green wire terminals.

Resistance: 80~160Ω

Refer to page 14-6 for the A.C. generator removal.

IGNITION TIMING INSPECTION

★ The CDI unit is not adjustable. If the ignition timing is incorrect, inspect the CDI unit, pulser coil and A.C. generator and replace any faulty parts.

Remove the timing hole cap.

Timing Hole Cap



Warm up the engine and check the ignition timing with a timing light.
When the engine is running at the ignition timing is correct if the “F” mark aligns with the index mark within ±2°.

Ignition Timing: BTDC28°/4000rpm



“F” Mark