

### IGNITION SYSTEM INSPECTION

- If there is no spark at any plug, check all connections for loose or poor contact before measuring each peak voltage.
- Use a recommended digital multimeter or commercially available digital multimeter with an impedance of 10 M $\Omega$ /DCV minimum.
- The display value differs depending upon the internal impedance of the multimeter.
- If the Imrie diagnostic tester (model 625) is used, follow the manufacturer's instruction.

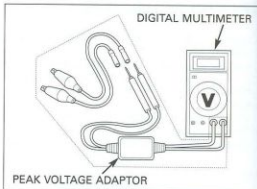
Connect the peak voltage tester or peak voltage adaptor to the digital multimeter.

#### TOOLS:

Peak voltage tester (U.S.A. only)

Peak voltage adaptor      07HGJ-0020100  
(not available in U.S.A.)

with commercially available digital multimeter  
(impedance 10 M $\Omega$ /DCV minimum)



### IGNITION COIL PRIMARY PEAK VOLTAGE

- Check all system connections before inspection. If the system is disconnected, incorrect peak voltage might be measured.
- Check cylinder compression and check that the spark plugs are installed correctly.

Open and support the front end of the fuel tank (page 3-4).

Shift the transmission into neutral and disconnect all the spark plug caps from the spark plug.

Connect known good spark plugs to the spark plug caps and ground the spark plugs to the cylinder head as done in a spark test.

