

SERVICE INFORMATION

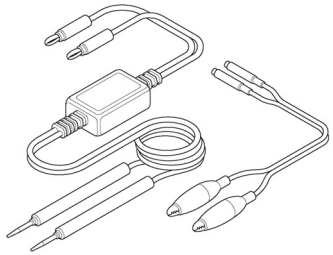
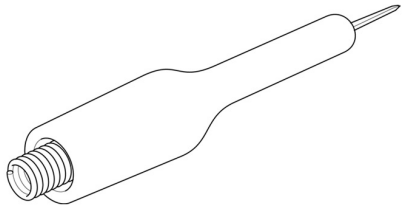
GENERAL

- The ECM may be damaged if dropped. Also, if the connector is disconnected when current is flowing, the excessive voltage may damage the ECM. Always turn the ignition switch OFF before servicing.
- Use spark plug with the correct heat range. Using spark plug with an incorrect heat range can damage the engine.
- Some electrical components may be damaged if terminals or connectors are connected or disconnected while the ignition switch is turned ON and current is present.
- When servicing the ignition system, always follow the steps in the troubleshooting (page 19-4).
- The ignition timing cannot be adjusted since the ECM is factory preset.
- A faulty ignition system is often related to poor connections. Check those connections before proceeding.
- Make sure the battery is adequately charged. Using the starter motor with a weak battery results in a slower engine cranking speed as well as no spark at the spark plug.
- Inspect the following:
 - Spark plug (page 4-8)
 - Ignition switch (page 21-11)
- Refer to CKP sensor service (page 13-4).

SPECIFICATIONS

ITEM		SPECIFICATIONS
Spark plug	Standard	CR7EH-9 (NGK), U22FER9 (DENSO)
	For extended high speed riding	CR8EH-9 (NGK), U24FER9 (DENSO)
Spark plug gap		0.80 – 0.90 mm (0.031 – 0.035 in)
Ignition coil primary peak voltage		100 V minimum
CKP sensor peak voltage		0.7 V minimum
Ignition timing ("F" mark)		14° BTDC at engine idle speed

TOOLS

<p>Imrie diagnostic tester (model 625) Peak voltage adaptor 07HGJ-0020100</p>  <p>with commercially available digital multimeter (impedance 10 MΩ/DCV minimum)</p>	<p>Test probe 07ZAJ-RDJA110</p> 
---	--