

IGNITION SYSTEM

CDI UNIT

SYSTEM INSPECTION

NOTE:

If the ignition timing is incorrect, perform the following inspection.

Remove the seat and disconnect the CDI unit coupler.

Check the continuity between the BL/W and G wires with the ignition switch and engine stop switch in each position.

- continuity with the ignition switch and engine stop switch OFF.
- continuity with the ignition switch OFF and engine stop switch to RUN.
- continuity with the ignition switch ON and engine stop switch OFF.
- no continuity with the ignition switch ON and engine stop switch to RUN.

If any of the above checks fails, check the following:

- wiring between the CDI unit and engine stop switch and/or ignition switch for open or short circuit, or loose connection.
- ignition switch (page 17-4).
- engine stop switch (page 17-5).

Measure the resistance between the BI/Y and G wire terminals.

STANDARD: 0.1–0.3 Ω

If the resistance is not within the standard, check the ignition coil (page 14-3) and retest.

Measure the resistance between the Bu/Y and G/W wire terminals.

STANDARD: 290–360 Ω

If the resistance is not within the standard, check the pulse generator (page 14-4) and retest.

Measure the resistance between the BI/R and ground.

**STANDARD: 50–200 Ω (ND)
250–400 Ω (MITUBA)**

If all related systems are in good condition but the ignition timing is incorrect, replace the CDI unit with a new one and recheck the ignition timing (page 14-5).

