

Exciter Coil Peak Voltage

NOTE

• Install the spark plug into the cylinder head and measure the peak voltage under normal cylinder compression.

Remove the frame body cover (page 2-3).
 Remove the CDI unit from the rear fender and disconnect 6P connector from the CDI unit.
 Connect the peak voltage adaptor ⊕ probe to the exciter coil (black/red) wire terminal and the ⊖ probe to the ground (green) wire terminal.
 Crank the engine with the kickstarter or starter motor and read the exciter coil peak voltage.

Connection:

Black/red wire terminal ⊕—Green wire terminal ⊖
 Peak voltage: 100 V minimum

⚠ WARNING

• To avoid possible electrical shock during voltage measurements, do not touch test probe metal parts.

If the peak voltage measured at the CDI unit connector is abnormal, disconnect the alternator wire connector and connect the adaptor probes to the exciter coil terminal and engine ground.

In the same manner as at the CDI unit connector, measure the peak voltage and compare it to the voltage measured at the CDI unit connector.

- If the peak voltage measured at the CDI unit is abnormal and the one measured at the exciter coil is normal, the wire harness has an open circuit or loose connections.
- If both peak voltages measured are abnormal, check each item in the troubleshooting chart. If all items are normal, the exciter coil is faulty.

Pulse Generator Peak Voltage

NOTE

• Install the spark plug into the cylinder head and measure the peak voltage under normal cylinder compression.

Remove the frame body cover (page 2-3)
 Remove the CDI unit from the rear fender and disconnect 6P connector from the CDI unit.
 Connect the peak voltage adaptor ⊕ probe to the pulse generator (blue/yellow) wire terminal and the ⊖ probe to the ground (green) wire terminal.
 Crank the engine with the kickstarter or starter motor and read the pulse generator peak voltage.

Connection:

Blue/yellow wire terminal ⊕—Green wire terminal ⊖
 Peak voltage: 0.7 V minimum

