

14. IGNITION SYSTEM

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SERVICE INFORMATION

GENERAL

- Ignition timing does not normally need to be adjusted since the CDI (Capacitive Discharge Ignition) unit is factory preset.
- For spark plug inspection, refer to Page 3-5.
- For pulse generator removal, see Section 9.

SPECIFICATIONS

Spark plug	DR8ES-L (NGK) X24ESR-U (ND)	Ignition coil	
Spark plug gap	0.6–0.7 mm (0.024–0.028 in)	– Primary coil resistance	0.1–0.3Ω
Ignition timing:		– Secondary coil resistance (with spark plug cap)	7.4–11.0 kΩ
– Initial	13 ± 2° BTDC/1,400 rpm	– Secondary coil resistance (without spark plug cap)	3.7–4.5 kΩ
– Full advance	31 ± 2° BTDC/3,500 rpm	Exciter coil:	
		– Resistance	50–200 Ω (ND) 250–400 Ω (MITUBA)
		Pulse generator	
		– Resistance	290–360 Ω

TOOLS

Sanwa electric tester	07308–0020000 or
Kowa electric tester	TH-5H
Kowa digital multi-tester	07411–0020000 or KS–AHM–32–003 (U.S.A. only)

TROUBLESHOOTING

Engine starts but stops

1. No spark at plug
2. Improper ignition timing
3. Faulty spark plug

No spark at plug

1. Engine stop switch "OFF"
2. Poorly connected, broken or shorted wires
 - Between alternator and CDI unit
 - Between CDI unit and engine stop switch
 - Between CDI unit and ignition coil
 - Between ignition coil and spark plug
 - Between pulse generator and CDI unit
3. Faulty ignition coil
4. Faulty CDI unit
5. Faulty pulse generator
6. Faulty alternator

Engine starts but runs poorly

1. Ignition primary circuit
 - Faulty ignition coil
 - Loose or bare wire
 - Faulty alternator
 - Faulty CDI unit
2. Ignition secondary circuit
 - Faulty spark plug
 - Faulty pulse generator
 - Faulty high tension wire
3. Improper ignition timing
 - Faulty pulse generator
 - Faulty CDI unit