

15. Ignition System

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Service Information

▲ WARNING

- If the engine must be running to do some work, make sure the area is well-ventilated. Never run the engine in an enclosed area. The exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and lead to death.

CAUTION

- Some electrical components may be damaged if terminals or connectors are connected or disconnected while the ignition switch is ON and current is present.

- When checking the ignition system, always follow the steps in the troubleshooting flow chart (page 15-3).
- The ignition control module may be damaged if dropped. Also, if the connector is disconnected when current is present, the excessive voltage may damage the unit. Always turn off the ignition switch before servicing.
- Ignition timing cannot be adjusted since the ignition control module is non-adjustable. If ignition timing is incorrect, check the system components and replace any faulty parts.
- A faulty ignition system is often related to poorly connected or corroded connectors. Check those connections before proceeding.
- Use spark plugs of the correct heat range. Using spark plugs with an incorrect heat range can damage the engine. Refer to section 2 of the Common Service Manual.
- For neutral switch inspection, refer to section 25 of the Common Service Manual. For switch location, see page 15-2 of this manual (System Location).
- For alternator removal and installation, see section 14.
- For side stand switch, engine stop switch and ignition switch inspection, check for continuity chart of the Wiring Diagram, page 18-1. Disconnect the ignition and engine stop switch connectors in the upper fairing (page 1-23), side stand switch connector under the lower fairing and check it.