

## PEAK VOLTAGE INSPECTION PROCEDURE

### NOTE:

- Use this procedure for the ignition pulse generator and cam pulse generator inspection.
- Check all system connections before inspection. If the system is disconnected, incorrect peak voltage might be measured.
- Check cylinder compression and check that the all spark plugs are installed correctly.
- Use recommended digital multimeter or commercially available digital multimeter with an impedance of 10 M $\Omega$ /DCV minimum.
- The display value differs depending upon the internal impedance of the multimeter.
- Disconnect the fuel pump connector before checking the peak voltage.

Support the rear end of the fuel tank (5-47).

Disconnect the fuel pump 2P (Brown) connector.

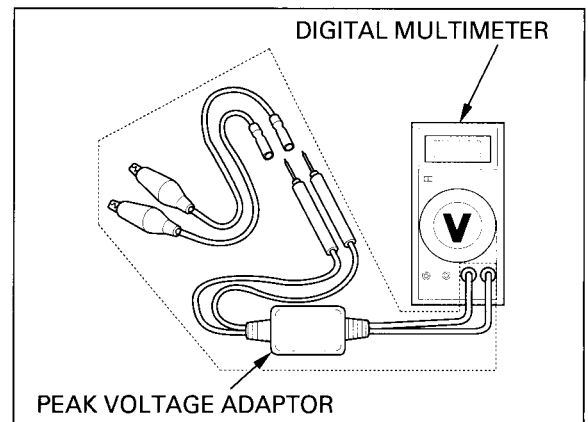
Connect the peak voltage adaptor to the digital multimeter.

### TOOLS:

**Peak voltage adaptor** 07HGJ-0020100  
**with commercially available digital multimeter**  
(impedance 10 M $\Omega$ /DCV minimum)

### ⚠ WARNING

*Avoid touching the tester probes to prevent electric shock.*



## TEST HARNESS CONNECTION

Remove the seat (page 2-2).

Disconnect the ECM 22P (Black) and 22P (Light gray) connectors from the unit.

