

turned on and the crankshaft is not turned, the protective circuit stops current flow to the primary coil within a few seconds. When the crankshaft is turned over, the current is turned on again by the signals generated by the pick-up coils.

NOTE:

Even though two spark plugs fire at the same time only one cylinder is on the compression stroke at a time. The other cylinder is on the exhaust stroke and the spark in that cylinder has no effect.

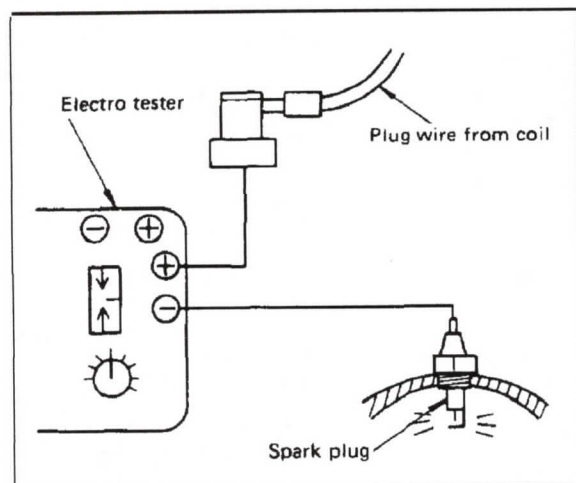
-CAUTION:

Do not run the engine without any spark plug cap(s) in place. Due to the high secondary voltage, it is possible to damage the internal insulation of the secondary coil.

4. Troubleshooting/Inspection

a. The entire ignition system can be checked for misfire and weak spark using the Electro Tester. If the ignition system will fire across a sufficient gap, the engine ignition system can be considered good. If not, proceed with individual component tests until the problem is found.

- 1) Warm up engine thoroughly so that all electrical components are at operating temperature.
- 2) Stop the engine and connect the tester as shown.



- 3) Start the engine and increase the spark gap until misfire occurs. (Test at various rpm between idle and red line.)

Minimum spark gap: 6 mm (0.24 in)

Do not run engine in neutral above 6,000 r/min for more than 1 or 2 seconds.

- b. If the ignition system should become inoperative, the following troubleshooting aids will be useful.

