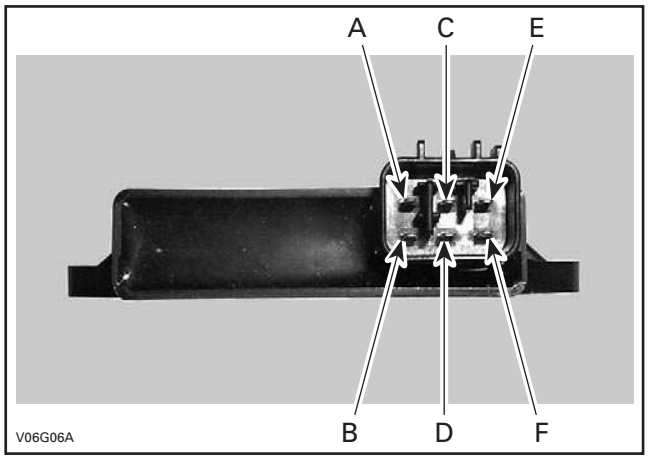

POSITIVE (+) TESTER LINE	NEGATIVE (-) TESTER LINE					
	A	**B**	**C**	**D**	**E**	**F**
A		O.L.	2.985 KΩ	2.567 MΩ	18.41 KΩ	2.481 KΩ
B	2.540 MΩ		2.539 MΩ	6.37 MΩ	2.538 MΩ	6.23 MΩ
C	2.983 KΩ	O.L.		2.528 MΩ	21.43 KΩ	2.441 MΩ
D	O.L.	O.L.	O.L.		O.L.	O.L.
E	18.84 KΩ	O.L.	21.85 KΩ	2.490 MΩ		2.412 MΩ
F	O.L.	O.L.	O.L.	O.L.	O.L.	

Electronic Module

IDI (Inductive discharge ignition)

When every other components above have been tested and are good, the electronic module can be suspected. Ensure wiring and connectors are in good condition prior to replacing the electronic module.

TEST

NOTE: On the multimeter, set measuring range from 1 MΩ – 10 MΩ. Make sure that positive and negative tester probes are installed on the appropriate wires.

If a fault is detected, the electronic module must be replaced.

IGNITION TIMING

It is impossible to check the ignition timing with a timing lamp because there is no access window or mark.

SPARK PLUG

DISASSEMBLY

Disconnect then remove the ignition coil.

Unscrew the spark plug one turn.

Clean the spark plug and cylinder head with pressurized air.

Reinstall ignition coil, unscrew spark plug completely then remove it.

HEAT RANGE

The proper heat range of the spark plugs is determined by the spark plugs ability to dissipate the heat generated by combustion.

The longer the heat path between the electrode tip to the plug shell, the hotter the spark plug operating temperature will be and inversely, the shorter the heat path, the colder the operating temperature will be.

A "cold" type plug has a relatively short insulator nose and transfers heat very rapidly into the cylinder head.

Such a plug is used in heavy duty or continuous high speed operation to avoid overheating.