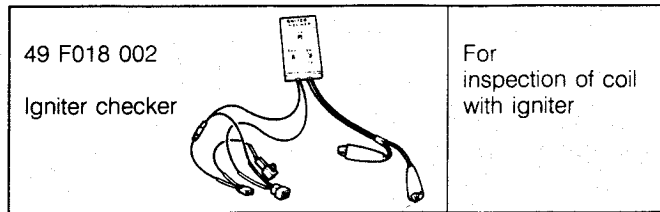
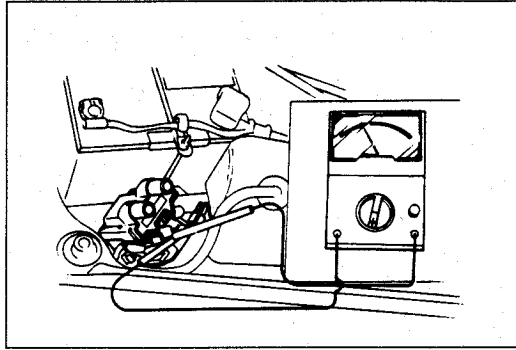


# COIL WITH IGNITER

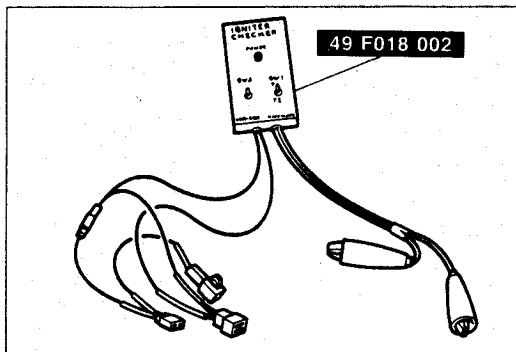
## PREPARATION SST



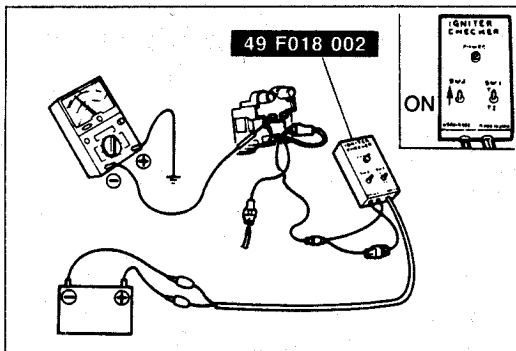
07U0GX-001



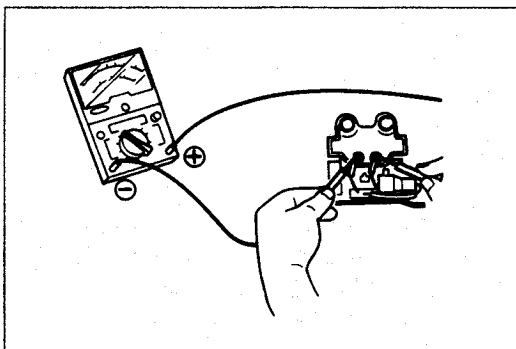
97U0GX-016



87U05X-023



57G05X-026



87U05X-024

### INSPECTION

Before this inspection, check the specific gravity of the battery, and that it is at or near full charge.

#### Note

**Igniter Checker is used for inspection of the igniter.**

### Leading Side Igniter

1. Disconnect the 2-prong connector, and connect the voltmeter in series with the (BY) wire terminals.
2. Turn the ignition switch ON.
3. Check that the voltage is **approx. 12V**.

#### Caution

**a) Do not misconnect the ohmmeter leads.**

**They should be connected as follows:**

- + lead to ground
- lead to (B) wire

**b) Disconnect the negative battery cable before removing the (B) wire from the coil with igniter, or damage will result.**

**c) Do not disconnect the (Br) wire from the coil**

4. Turn the ignition switch OFF, and disconnect the voltmeter and negative battery cable.
5. Connect **Igniter Checker** (49 F018 002) between the 2-prong connectors.
6. Disconnect the (B) wire from the coil with igniter.
7. Reconnect the negative battery cable.
8. Connect an ohmmeter between (B) wire and ground.
9. Turn the ignition switch ON.
10. Push up the "SW2" switch on the igniter checker while observing the ohmmeter. The pointer needle on the ohmmeter should jump up to the **approx. 1/3rd scale on the X1 scale** and then return.
11. Replace the igniter, if necessary.

#### Warning

**While checking the coil with igniter as outlined above, the high-tension leads must remain connected to the coil. If the high-tension leads are disconnected, high voltage ignition sparks may occur.**

#### Coil

1. Disconnect the negative battery cable.
2. Connect the ohmmeter as shown in the figure.
3. Check the resistance of the coil.

**Resistance: below 1Ω**

4. Replace the coil, if necessary.