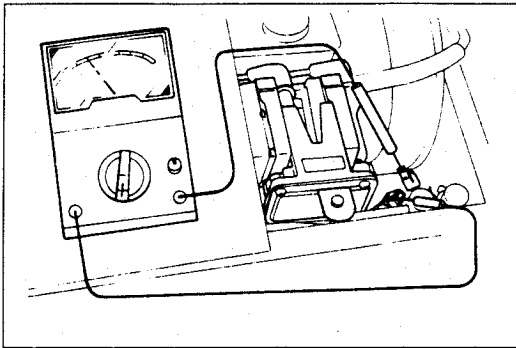
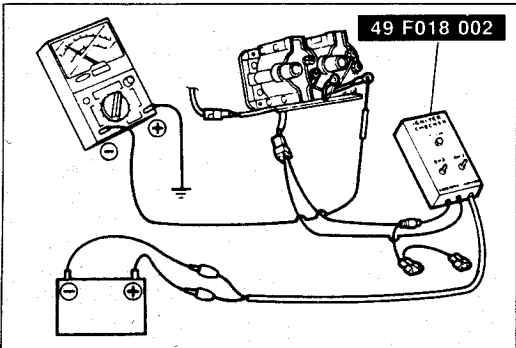


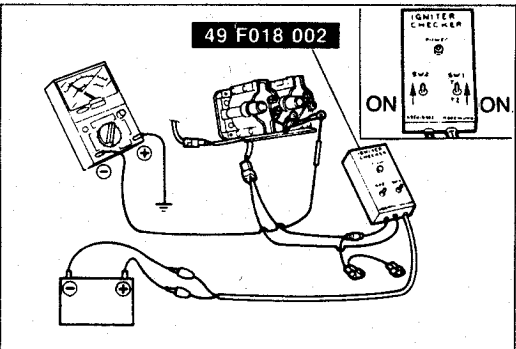
G COIL WITH IGNITER



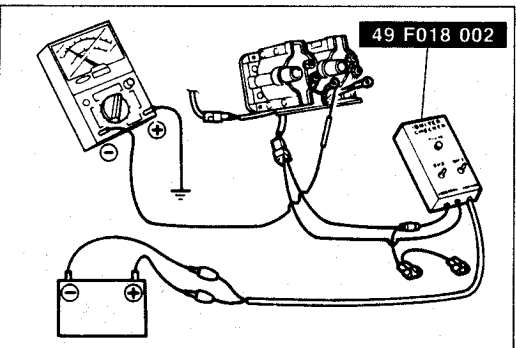
87U05X-025



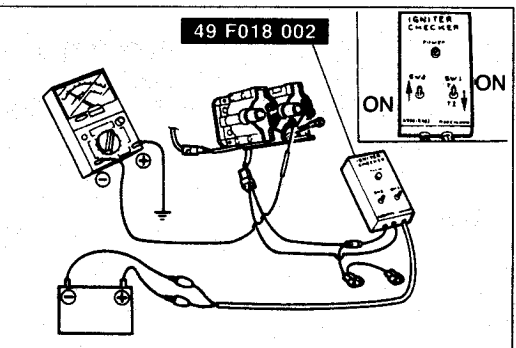
67U05X-080



57G05X-028



67U05X-082



57G05X-029

Trailing Side Igniter

1. Disconnect the 2-prong connector, and connect the voltmeter in series with one side of the 2-prong connectors.
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) or (L) wires from the coil with igniter, or damage will result.

c) Do not disconnect the (Br) wires from the coils.

4. Turn the ignition switch OFF, and disconnect the voltmeter and negative battery cable.
5. Reconnect the 2-prong connector.
6. Disconnect the 4-prong connector, and connect **Igniter Checker (49 F018 002)** to the 4-prong connector of the coil with igniter.
7. Disconnect the (B) and (L) wires from the coil with igniter.
8. Reconnect the negative battery cable.
9. Connect an ohmmeter between (B) wire and ground.
10. Turn the ignition switch ON.
11. Set the "SW1" switch of the igniter checker to the "T1" position. While observing the ohmmeter, push up the "SW2" switch and the ohmmeter pointer needle should jump up to **approx. 1/3rd scale on the X1 scale** and then return.

12. Turn the ignition switch OFF, and disconnect the ohmmeter.
13. Connect the ohmmeter between (L) wire and ground.

Caution

Do not misconnect the ohmmeter leads.

They should be connected as follows:

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

14. Turn the ignition switch ON.
15. Set the "SW1" switch of the igniter checker to the "T2" position. While observing the ohmmeter, push up the "SW2" switch and the ohmmeter pointer needle should jump up to **approx. 1/3rd scale on the X1 scale** and then return.
16. 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.