

CHECKING PRECAUTIONS

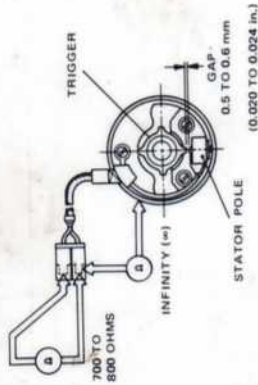
DO NOT

- Energize ignition unless coil support base is properly grounded.
- Crank engine with high voltage wire disconnected from coil.
- Disconnect high voltage wire from coil when engine is running.
- Start or crank engine when instrument panel is disconnected.
- Ground primary circuit or use diagnostic equipment to ground the primary circuit.
- Test for current or voltage by flashing terminals with each other or to ground.
- Disconnect battery cables when engine is running. The electronic voltage regulator will be damaged.

DO

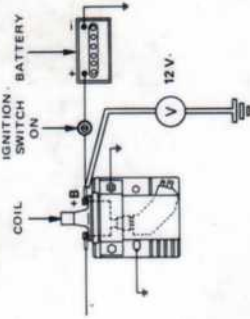
- When required, the distributor pickup assembly may be disconnected when engine is running, or when cranking for compression testing.

PICKUP ASSEMBLY CHECK



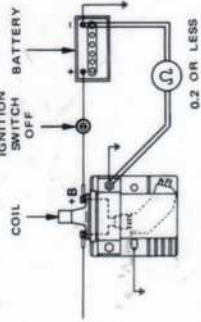
- Disconnect pickup assembly from control module.
- Connect ohmmeter to pickup assembly connector.
- Check for 700 to 800 ohms.
- Reconnect one ohmmeter lead to distributor body.
- Check for infinity ohms.
- Replace pickup assembly if not within specification.
- Using a nonmagnetic feeler gauge, check gap between stator pole and trigger. Adjust as required.

PRIMARY INPUT CHECK



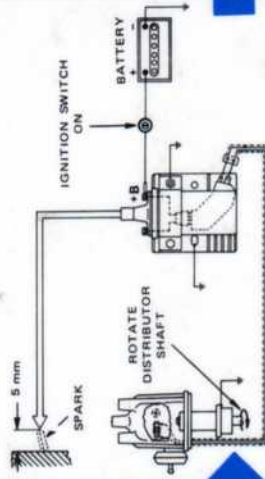
- Connect voltmeter from coil +B terminal to ground.
- With ignition switch on, check for 12 (battery) volts.
- If not, check for faulty battery, ignition switch, wiring, or connections.

GROUND CHECK



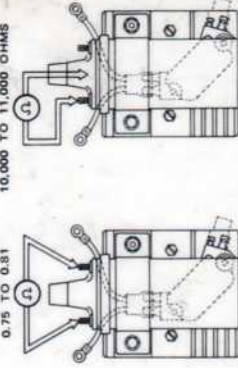
- With ignition switch off, connect ohmmeter from coil ground stud to battery ground (-) terminal.
- Check for less than 0.2 ohms.
- If not, check support, mounting, and battery ground connections.
- Also check that control module casing is clean, and that mounting hardware is clean and tight.

CONTROL MODULE CHECK



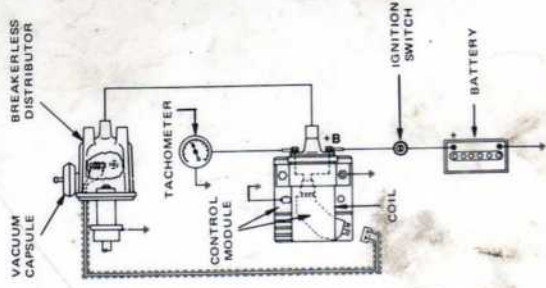
- Reconnect primary leads to coil, and pickup assembly to control module.
- Disconnect high voltage wire from distributor. Do not disconnect from coil.
- While holding (use insulated holder) high voltage wire about 5 mm from ground, crank engine and check for spark.
- Replace control module if no spark appears.

COIL RESISTANCE CHECK

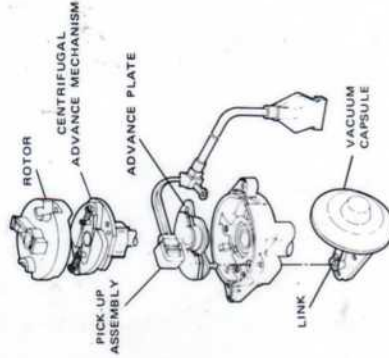


- Disconnect primary leads from coil, then connect ohmmeter to coil.
- Check for 0.75 to 0.81 ohms.
- Reconnect one ohmmeter lead to coil high voltage terminal.
- Check for 10K to 11K ohms.
- Replace coil if not within specifications.

SYSTEM SCHEMATIC



SYSTEM PARTS CHECK

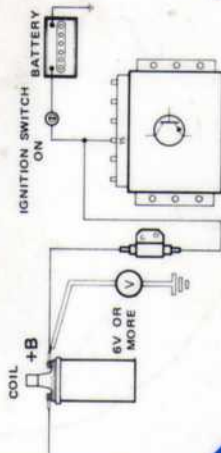


- Check all parts for cracks, wear, or breaks that may affect system operation.
- Check cap for corroded terminals. Clean or replace cap as required.
- Using an ohmmeter, check rotor for 4K to 6K ohms. Replace if not within specifications.

CHECKING PRECAUTIONS

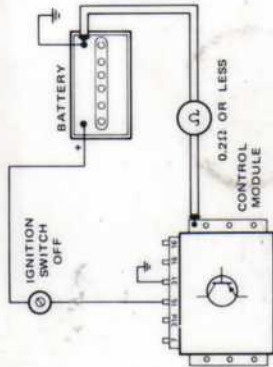
- DO NOT**
- Energize ignition unless coil support base is properly grounded.
 - Crank engine with high voltage wire disconnected from coil.
 - Disconnect high voltage wire from coil when engine is running.
 - Start or crank engine when instrument panel is disconnected.
 - Ground primary circuit or use diagnostic equipment to ground the primary circuit.
 - Test for current or voltage by flashing terminals with each other or to ground.
 - Disconnect battery cables when engine is running. The electronic voltage regulator will be damaged.
- DO**
- When required, the distributor pickup assembly may be disconnected when engine is running, or when cranking for compression testing.

PRIMARY INPUT CHECK



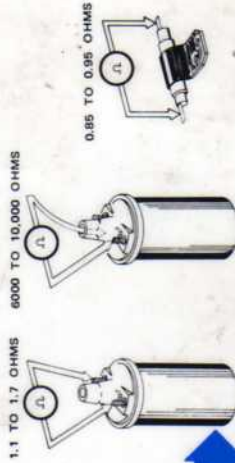
- Connect voltmeter from coil +B terminal to ground.
- With ignition switch on, check for 12 (battery) volts.
- If not, check for faulty battery, ignition switch, wiring, or connections.

GROUND CHECK



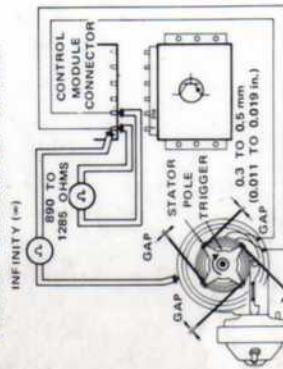
- With ignition switch off, connect an ohmmeter from control module support mount to battery ground (-) terminal.
- Check for less than 0.2 ohms.
- If not, check support, mounting, and battery ground connections.
- Also check that control module casing is clean, and that mounting hardware is clean and tight.

COIL RESISTANCE CHECK



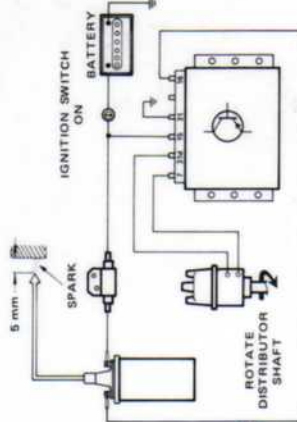
- Disconnect primary leads from coil, then connect ohmmeter to coil.
- Check for 1.1 to 1.7 ohms.
- Reconnect one ohmmeter lead to coil high voltage terminal.
- Check for 6K to 10K ohms.
- Replace coil if not within specification.
- Disconnect one end of resistor, then connect ohmmeter across resistor.
- Check for 0.85 to 0.95 ohms.
- Replace resistor if not within specification.

PICKUP ASSEMBLY CHECK



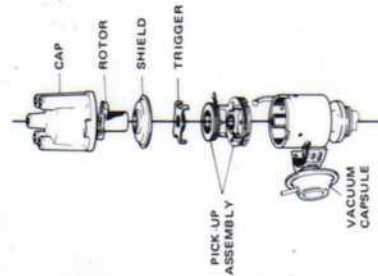
- Disconnect pickup assembly from control module.
- Connect ohmmeter to pickup assembly connector (terminals 7 and 31d).
- Check for 890 to 1285 ohms.
- Reconnect one ohmmeter lead to distributor body.
- Check for infinity ohms.
- Replace pickup assembly if not within specification.
- Using a nonmagnetic feeler gauge, check gap between stator pole and trigger. Adjust as required.

CONTROL MODULE CHECK



- Reconnect primary leads to coil, pickup assembly to control module, and resistor lead.
- Disconnect high voltage wire from distributor. Do not disconnect from coil.
- While holding (use insulated holder) high voltage wire about 5 mm from ground, crank engine and check for spark.
- Replace control module if no spark appears.

SYSTEM PARTS CHECK



- Check all parts for cracks, wear, or breaks that may affect system operation.
- Check cap for corroded terminals. Clean or replace cap as required.

SYSTEM SCHEMATIC

