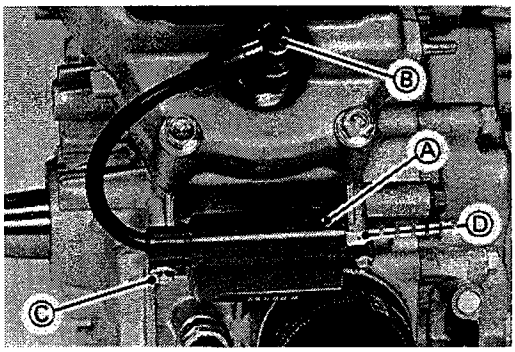
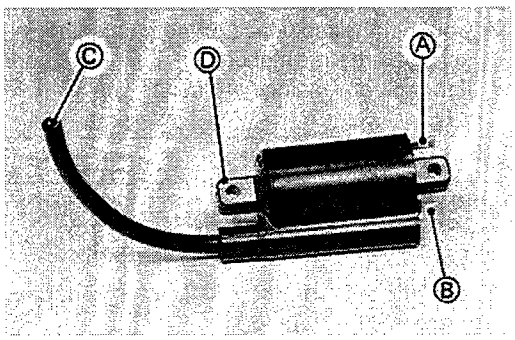
*Ignition Coil Inspection*

● Remove the ignition coils.
○ Disconnect the plug caps.
○ Disconnect the primary coil lead terminals.
○ Unscrew the mounting bolts and take off the ignition coils.



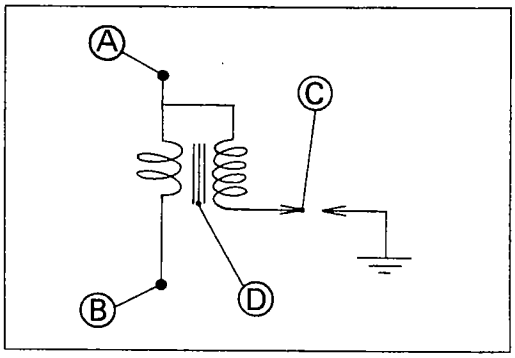

A. Ignition Coils
B. Plug Caps
C. Mounting Bolts
D. Primary Coil Lead Terminals
(Not Cylinder's Ignition Coil Shown)

● Unfasten the plug cap from the high tension lead.
● Set the hand tester to the specified range.
● Connect the test leads to the points shown on the chart and drawing and read the resistance. If the meter reading falls within the valves shown in the chart, the coil is functioning properly.




| Resistance Between | |
|---|---|
| [A] and [B] | [A] and [C] |
| 3.4 Ω to 4.6 Ω | 10.4 Ω to 15.6 kΩ |
| ←------ R x 1 Ω--- --→ | ←------ R x 1 kΩ------→ |

○ Resistance value may vary with individual meters.

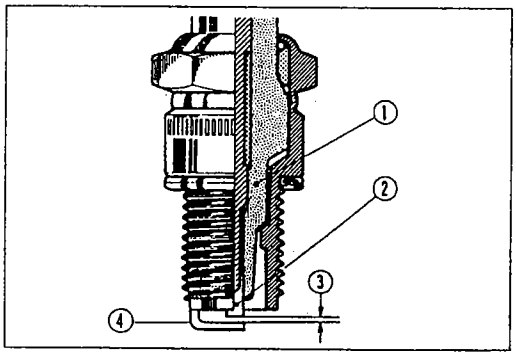



| Resistance Between | |
|---|---|
| [A (or[B]) and [D] | [C] and [D] |
| ∞ | ∞ |
| ←---------- -- R x 1 kΩ -------- ------→ | |

★ If the meter does not read as specified, replace the coil.
★ If the meter reads as specified, the ignition coil windings are probably good. However, if the ignition system still does not performs as it should after all other components have been checked, replace the coil with one known to be good.
● Check the spark plug lead for visible damage.
★ If the spark plug lead is damaged, replace the coil.

*Spark Plug Cleaning and Inspection*

● Carefully pull the plug cap from the spark plug, and remove the spark plug.
★ If the plug is oily or has carbon built up on it, clean the plug using a high flash-point solvent and a wire brush or other suitable tool.
★ If the spark plug electrodes are corroded or damaged, or if the insulator is cracked replace the plug. Use the standard spark plug or its equivalent.




1. Insulator
2. Center Electrode
3. Plug Gap
4. Side Electorode