

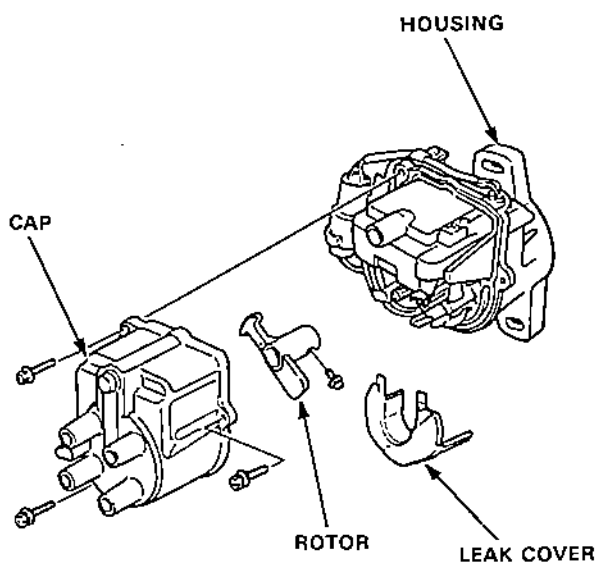


# Igniter Unit Input Test

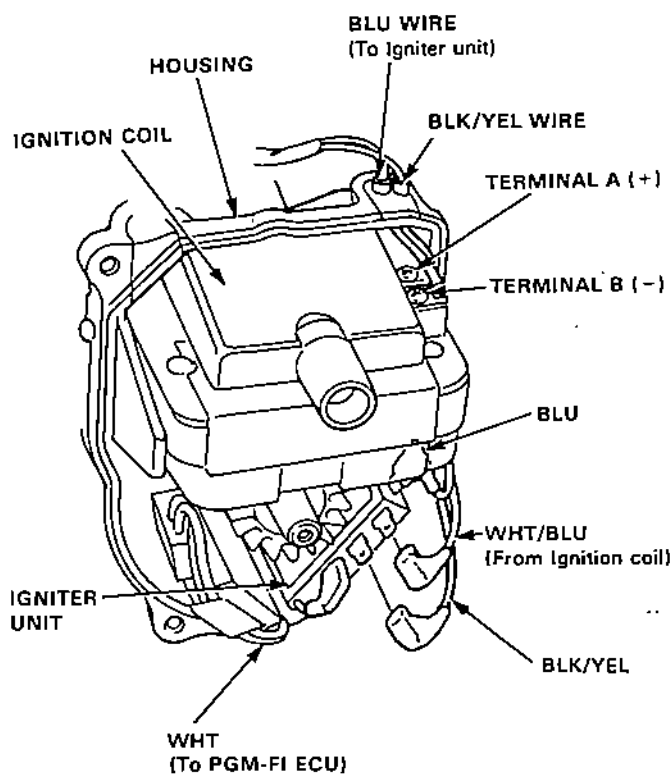
### NOTE:

- See section 6 when the self-diagnostic indicator blinks.
- Perform an input test for the igniter unit after finishing the fundamental tests for the ignition system and fuel emission system.
- The tachometer should operate normally.

1. Remove the distributor cap.
2. Remove the rotor and leak cover.



3. With the ignition switch on, there should be battery voltage between the terminal (+) and body ground.
  - If there is battery voltage, go to step 4.
  - If there is no voltage, check for;
    - An open in the WHT wire or BLK/YEL wire.
    - Disconnected terminals.
4. Disconnect the BLK/YEL wire from the igniter unit. There should be battery voltage between the BLK/YEL (+) wire and body ground.
  - If there is battery voltage, go to step 5.
  - If there is no voltage, check for an open in the BLK/YEL wire between the ignition coil and igniter unit.



5. Disconnect the WHT/BLU wire from the Igniter unit. There should be battery voltage between the WHT/BLU (+) wire and body ground.
  - If there is battery voltage, go to step 6.
  - If there is no voltage, check for;
    - Ignition coil test.
    - An open in the WHT/BLU wire between the ignition coil and igniter unit.
    - Disconnected terminals.
6. Check for continuity between the igniter body and distributor housing.
7. If all tests ok, yet the system still fails to work, replace the igniter unit assembly.