

Ignition Test Chart - 90 L-Drive

Test 1: Ignition spark Test		Test Setting	Reading
ST1	Spark tester leads to #1 - #3 spark plug lead. Crank engine.	7/16 in. Gap on Spark Tester.	If no spark, go to test #2.
Test 2: Stop Circuit			
SB1	Remove BLK/YEL from switch terminal.	Repeat Test #1	If no spark, go to Test #3. If spark, repair/replace stop switch, ignition switch or wire harness.
Test 3: Primary Input Voltage			
VT1 VT2	Red meter lead to coil (+) terminal. Black meter lead to coil (-) terminal.	400 VDC on DVA Meter	150-250 volts. If all readings below specs go to Test #4. If only one coil is below specs either the trigger, coil, or switch box is bad. Perform test 6 and test 7. If trigger & coil test good replace switch box.
Test 4: Stator Output Test			
SO1 SO2 SO3 SO4	Red meter lead to BLU switch box terminal (low-speed). Black to engine ground. Red meter lead to RED switch box terminal (high-speed). Black to engine ground.	400 VDC on DVA Meter	200-310 VDC. If less than specs switch box or stator is bad. Test stator resistance, if good replace switch box. 20-90 VDC. If less than specs replace stator.
Test 5: Stator Resistance Test			
Disconnect leads from switch box.			
SR1 SR2 SR3 SR4	Red meter lead to BLU stator lead. Black meter lead to RED stator lead. Red meter lead to RED stator lead. Black meter lead to engine ground.	x1k ohm x1 ohm	3600-4200 ohms. If below specs replace stator. 90-140 ohms. If below specs replace stator.
Test 6: Trigger Resistance Test			
Disconnect leads from switch box.			
T1 T2	Connect red meter lead to BRN (#1) trigger lead. Connect black meter lead to WHT/BLK trigger lead.	x100 ohm	1100-1400 ohms. If not within specs replace trigger.
Red meter lead to WHT(#2), then VIO(#3). Repeat test for each cylinder.			
Test 7: Coil Resistance Test			
Remove leads from coil before testing.			
CT1 CT2 CT3 CT2	Primary Resistance: Red meter lead to to coil (+) terminal. Black meter lead to coil (-) terminal. Secondary Resistance: Red meter lead to coil tower. Black meter lead to coil (-) terminal.	x1 ohm x100 ohm	.02-.04 ohms. If not within specs replace coil. 800-1100 ohms. If not within specs replace coil.
Test 8: Switch Box Bias Test			
BB1 BB2	Red meter lead to engine ground. Black meter lead to WHT/BLK switch box terminal.	20 VDC Not DVA	2-10 VDC. If not within specs replace switch box.