

1H





No Spark or Poor Spark

Troubleshooting

NOTE:

Check that the transmission is in neutral and the engine stop switch is in the "RUN" position. Grasp the clutch lever. Check that the fuse is not blown and the battery is fully-charged before diagnosing.

Step	Action	Yes	No
1	1) Check the ignition system couplers for poor connections. <i>Is there connection in the ignition system couplers?</i>	Go to Step 2.	Poor connection of couplers.
2	1) Turn the ignition switch ON. 2) Measure the battery voltage between W/R (For Thailand, Canada, California (U.S.A) and China) or W/B (Except for Thailand, Canada, California (U.S.A) and China) wire (+) and B/W wire (-) of ECM. Refer to Ignition System Diagram . <i>Is the voltage OK?</i>	Go to Step 3.	<ul style="list-style-type: none"> Faulty ignition switch. Faulty side-stand relay. Faulty engine stop switch. Broken wire harness or poor connection of related circuit couplers.
3	Measure the ignition coil primary peak voltage. Refer to Ignition Coil Inspection . <i>Is the peak voltage OK?</i>	Go to Step 4.	Go to Step 5.
4	Inspect the spark plugs.  <i>Is the spark plug(-s) OK?</i>	Go to Step 5.	Faulty spark plug(-s).
5	Inspect the ignition coil(-s).  <i>Is the ignition coil(-s) OK?</i>	Go to Step 6.	Faulty ignition coil(-s).
6	Measure the CKP sensor peak voltage and its resistance. Refer to DTC P0335 (C12) . <i>Are the peak voltage and resistance OK?</i>	<ul style="list-style-type: none"> Faulty ECM. Open or short circuit in wire harness. Poor connection of ignition couplers. 	<ul style="list-style-type: none"> Faulty CKP sensor. Metal particles or foreign material being stuck on the CKP sensor and rotor tip.