

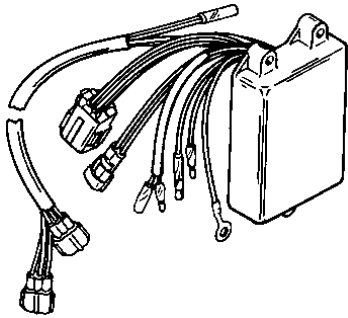


Testing Ignition Components

Resistance Tests

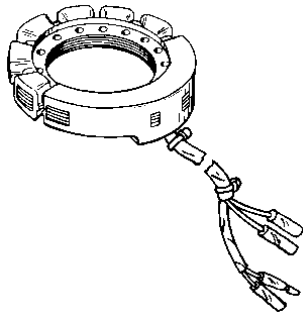
TIMING PROTECTION MODULE

Normally, if timing advances and retards with corresponding changes in RPM, most likely the TPM is functioning correctly. Refer to “**Ignition Diagnostic Procedures**” preceding, for individual failure scenarios.



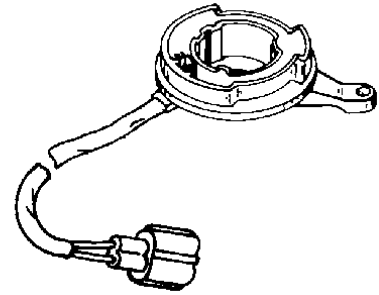
STATOR

A resistance check can be made on charge coils. Ohmmeter should indicate as follows:
Black Stator between GREEN/WHITE and GREEN leads (525-625 ohms)
Red Stator between GREEN/WHITE and WHITE/GREEN leads (660-710 ohms).

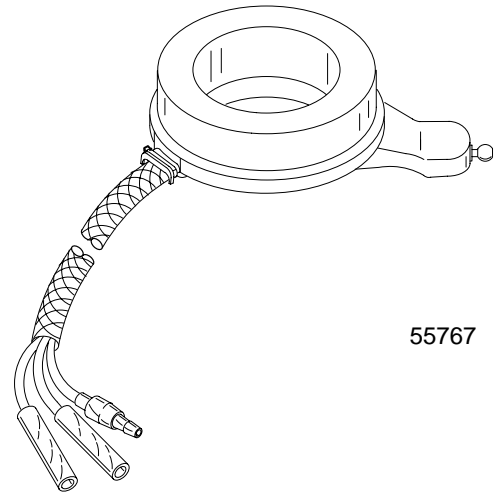


TRIGGER (S/N-0G589999 & BELOW)

A resistance check can be made on trigger coil between WHITE/BLACK and WHITE leads. Ohmmeter should indicate between 1100 - 1300 ohms.



TRIGGER (S/N-0G590000 & ABOVE)



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A resistance test is not used on the trigger. Test trigger as outlined under “Trigger Output Test”.

Trigger Output Test		20 DVA Scale
Positive Meter Lead (+)	Negative Meter Lead (-)	DVA Reading
White Test Harness Lead	Black Test Harness Lead	2 - 8 Volts

If reading is below specifications replace trigger. If reading is above specifications check CDM.

NOTE: If voltage remains low after installing a new trigger, replace CDM.