MIC MOTORCYCLE INDUSTRY COUNCIL

TEMPORARY BULLETIN

EXPIRES WHEN DIRECTED BY KMC

NOTE: UNTIL YOU RECEIVE THE 1976 SERVICE BINDER, TEMPORARILY FILE THIS BULLETIN UNDER THE 'S' TAB IN THE CURRENT SERVICE BINDER.

SERVICE INFORMATION

BACKGROUND:

THE KH400-A3 IGNITION SYSTEM CONSISTS OF THREE SIGNAL GENERATING COILS, TWO CAPACITOR CHARGING COILS, A CDI UNIT, AND THREE IGNITION COILS. THE COMPONENTS CAN BE TESTED BY USING EITHER OF THE TWO METHODS OUTLINED BELOW.

TESTING:

METHOD 1: THE KAWASAKI CD IGNITION TESTER (P/N 56019-201) IS THE MOST RELIABLE MEANS OF CHECKING ALL COMPONENTS OF THE IGNITION SYSTEM. THE TEST SEQUENCE OUTLINED BELOW TRACES THE IGNITION SIGNAL FROM THE SPARK PLUGS BACK TO ITS SOURCE AT THE MAGNETO. NEGATIVE TEST RESULTS AT ANY POINT IN THE SEQUENCE OF TESTS INDICATE A PROBLEM IN THE SYSTEM. CONTINUED TRACING OF THE SYSTEM UNTIL THE RESULTS ARE POSITIVE WILL ISOLATE THE DEFECTIVE COMPONENT. USE THE INSTRUCTIONS PROVIDED WITH THE TESTER TO FAMILIARIZE YOURSELF WITH ITS OPERATION, AND PERFORM THE FOLLOWING TESTS. REFER TO THE TABLE FOR CONNECTIONS AND STANDARD TEST VALUES.

TEST #1 - IGNITION COIL OUTPUTS & SPARK PLUG CHECK
TEST #2 - CDI UNIT OUTPUT TO IGNITION COIL
TEST #3 - MAGNETO (CAPACITOR) CHARGING COIL OUTPUT TO CDI UNIT
TEST #4 - SIGNAL GENERATING COILS

KH400 IGNITION TEST TABLE

TEST NO.	CYL.	CONNECTIONS: CONNECT YELLOW TEST LEAD TO:	CONNECTIONS: LOCATION	TESTER ACCESSORY REQUIRED	RANGE	DIAL SETTING
1	R	SPARK PLUG LEAD	AS CLOSE TO SPARK PLUG AS POSSIBLE	MM-1 CLIP	HIGH	80
	C	SPARK PLUG LEAD				
	L	SPARK PLUG LEAD				
2	R	GREEN WIRE	TWO-PIN CONNECTORS FROM CDI UNIT TO IGNITION COILS	LOAD COIL TEST JUMPER LEADS	HIGH	65
	C	BLUE WIRE				
	L	ORANGE WIRE				
3		RED WIRE	SIX-PIN CONNECTOR FROM MAGNETO TO CDI UNIT	TEST JUMPER LEADS	HIGH	60
		WHITE WIRE				
4	R	GREEN/WHITE	SIX-PIN CONNECTOR FROM MAGNETO TO CDI UNIT	TEST JUMPER LEADS	LOW	60
	C	BLUE/WHITE				
	L	RED/WHITE				

NOTE: CONNECT RED TEST LEAD TO GROUND IN TESTS 1 - 4.

Please see reverse side for additional information.

METHOD 2: ALTHOUGH THIS METHOD IS NOT AS THOROUGH, THE CONDITION OF SOME OF THE COMPONENTS CAN BE DETERMINED USING AN OHMMETER (WHEN KAWASAKI CD IGNITION TESTER IS NOT AVAILABLE). COILS CAN BE CHECKED FOR BROKEN OR BADLY SHORTED WINDINGS, BUT AN OHMMETER CANNOT DETECT LAYER SHORTS OR SHORTS RESULTING FROM INSULATION BREAKDOWN UNDER HIGH VOLTAGE.

TEST #1 - IGNITION COILS:
RESISTANCE BETWEEN THE GREEN, BLUE, OR ORANGE WIRES AND THE CORE (BLACK WIRE) IS 0.7 OHMS.

TEST #2 - CAPACITOR CHARGING COILS:
RESISTANCE BETWEEN THE RED AND BLACK WIRES IS 210-240 OHMS.
RESISTANCE BETWEEN THE WHITE AND BLACK WIRES IS 180-210 OHMS.

TEST #3 - SIGNAL GENERATING COILS
RESISTANCE BETWEEN THE GREEN/WHITE, BLUE/WHITE, OR RED/WHITE WIRES AND GROUND IS 60-75 OHMS.

THE CLEARANCE BETWEEN THE COIL CORES AND THE FLYWHEEL IS 0.4-0.5MM

WARRANTY INFORMATION:

THIS BULLETIN IS SERVICE INFORMATION ONLY, NOT WARRANTY AUTHORIZATION.