



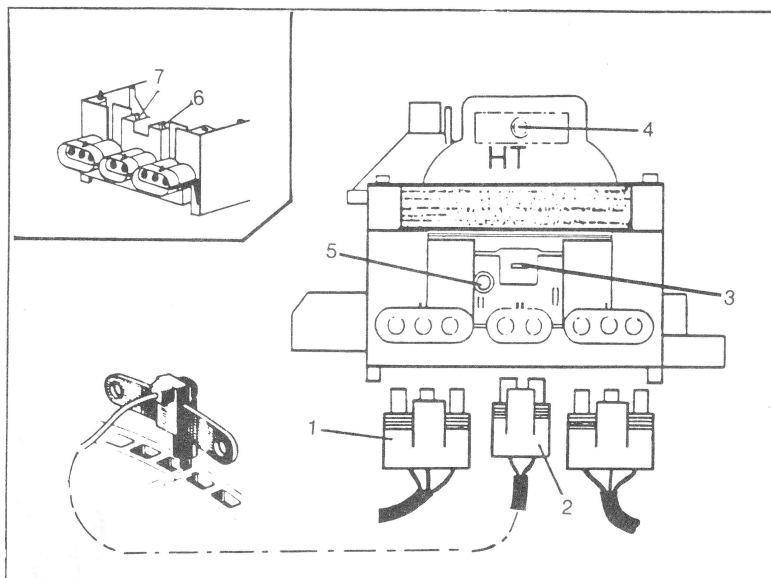
# After-Sales DIAGNOSTIC CHECK SHEET

INTEGRAL ELECTRONIC IGNITION

DEALER STAMP	DATE										
	TECHNICIAN'S NAME IN CAPITALS										
	Signed SERVICE MANAGER										
	Signed Z.A.S.M.										
WARRANTY ACCOUNT NUMBER		4	6	3	0						
WARRANTY CLAIM NUMBER											

0

The units renewed as a result of performing the tests detailed below were:

Tick boxes ☐ Coil ☐ Module ☐ Sensor

## SUPPLEMENTARY INFORMATION

Workshop Manuals  
Technical Specification Booklets

N.T. Notes

WARNING: Electronic ignition systems can produce very high voltages. Use insulated Plug Lead Pliers when checking for a spark from the HT leads. Do not touch other parts of the vehicle while carrying out this test.

CAUTION: Do not allow the HT leads to spark on the electronic module as it will damage the module.

TEST	SPECIFICATION	ENTER RESULTS OBTAINED	✓	✗	SOLUTION
IGNITION FAILURE					
With 1 disconnected, check voltage between A and B at starter speed	Greater than 9 v				Repair supply
Measure resistance between B and C then reconnect 1	Greater than 20 kOhms				Repair harness
With 2 disconnect, measure resistance between A and B	between 100 and 300 Ohms				Change sensor
Measure gap between sensor and target	1mm +/- 0.5				Change sensor
Measure the resistance between 3 and 4	6000 +/- 1500 Ohms				Change coil
Measure resistance between 3 and 5	0.4 to 0.8 Ohms				Change coil
Reconnect 2 - place a 2 watt bulb between 3 and 5: starter speed	Bulb flashes				
If no flash, remove coil: same test with bulb between 6 and 7	Bulb flashes				Change module
DIFFICULT STARTING (ENGINE RUNS NORMALLY)					
Check distributor cap/plug leads/spark plugs (insulation)	Good condition				Replace
With 1 disconnected, activate starter, check voltage between A and B	Greater than 9.5 v				Repair supply
Place h.t. lead 20 mm away from engine and activate starter: TAKE CARE not to touch the h.t. lead on Ignition module or electric leads	Even spark				Change module
Check condition of AEI sensor surface and target	Clean and undamaged				Clean or replace
Measure gap between sensor and target	1mm +/- 0.5				Change sensor
Measure Ignition advance	See specification				Change module
At 3000 rpm, disconnect the vacuum capsule	Speed varies				Change module

✓		Correct
	✗	Faulty
✓	✗	Repaired



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NAME IN CAPITALSSigned  
SERVICE MANAGERSigned  
Z.A.S.M.WARRANTY  
ACCOUNT NUMBER

4 6 3 0

WARRANTY  
CLAIM NUMBER

The units renewed as a result of performing the tests detailed below were:

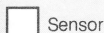
Tick boxes



Coil



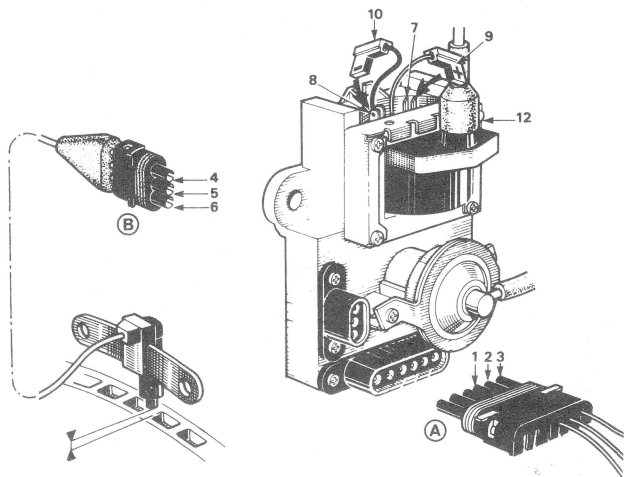
Module



Sensor



0



## SUPPLEMENTARY INFORMATION

MR 171 - IS 117A  
Workshop Manuals  
Technical Specification Booklets  
Posters

**WARNING:** Electronic ignition systems can produce very high voltages. Use insulated Plug Lead Pliers when checking for a spark from the HT leads. Do not touch other parts of the vehicle while carrying out this test.

**CAUTION:** Do not allow the HT leads to spark on the electronic module as it will damage the module.

TEST	SPECIFICATION	ENTER RESULTS OBTAINED	✓	X	REMEDY
<b>Ignition Failure Check</b>					
With 'A' disconnected crank starter and measure voltage between '1' & '2'	More than 9,5v				Repair supply
Measure resistance between '2' & '3' then reconnect 'A'	More than 20kΩ				Repair wiring
With 'B' disconnected, measure sensor resistance between '4' & '5'	150Ω ± 50Ω				Renew sensor
*Measure sensor insulation between '4' & '6' or '5' & '6' then reconnect 'B'	Infinity (∞)				Renew sensor
Measure sensor gap with feeler gauge	1 mm ± 0,5 mm				Renew sensor
Disconnect '9' & '10' then connect to test lamp and crank starter	Lamp must flash				Renew module
With '9' & '10' disconnected, measure resistance between '7' & '12'	4000Ω ± 1500Ω				Renew coil
With '9' & '10' disconnected, measure resistance between '7' & '8'	0,4 to 0,8Ω				Renew coil
<b>Difficult Starting Check (Engine runs normally)</b>					
Inspect spark plugs, HT leads & distributor					Repair or renew
With 'A' disconnected crank starter and measure voltage between '1' & '2'	More than 9,5v				Repair supply
Hold each HT lead in turn 20mm from engine & crank starter <b>CAUTION:</b> Do not allow the HT leads to spark on the electronic module as it will damage the module.	Even spark				Renew module
Inspect operating face of sensor	Clean				Clean sensor
Measure sensor gap with feeler gauge	1 mm ± 0,5 mm				Renew sensor
With engine idling & vacuum capsule disconnected, measure ignition advance	See vehicle data				Renew module
With engine running at 3000 rev/min disconnect vacuum capsule	Speed must alter				Renew module

\* Vehicles having screened cables only.

✓		Satisfactory
	X	Faulty
✓	X	Adjusted