Injectronics

Remanufactured Automotive Electronics Components

TECHNICAL BULLETIN

Document number: T0070

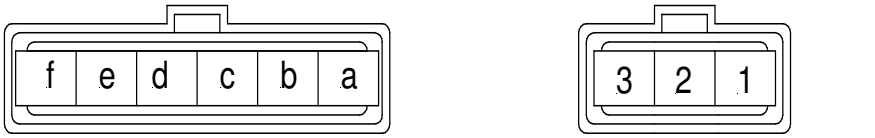
For further technical information regarding testing, repairs or to search for New or Remanufactured Automotive electronic products, please visit www.injectronics.com.au, call our office on (+613) 8792 6999, or email sales@injectronics.com.au

Make: Mazda

Model: Various

Subject: Testing KL01 distributors on the vehicle

DISTRIBUTOR ASSEMBLY CONNECTORS



A- Earth
B- 12v Power Supply (Main Relay)
C- NE1 (CAS Signal)
D- G (TDC Signal)
E- Earth
F- Igniter Control (via ECM)

1 – Coil Primary
2 – Tacho Output
3 – 12v Power Supply from Ignition switch

1. Turn ignition on and disconnect both loom plugs from distributor. With a multimeter, check that 12v supplies are present at terminals B and 3, that OV is measured on terminal A and E and that 5V is measured on terminals C and D (crank sensor pull-up voltages).

2. Reconnect loom plugs to distributor and with an oscilloscope, whilst cranking the engine, a 0-5 square wave pattern should be seen on terminals C and D. A 0-3 volt square wave pattern should also be observed on terminal F whilst cranking engine. Terminals 1 and 2 (which are internally joined) should both have an ignition coil primary pattern present during cranking. Ignition coil primary resistance (between terminal 1 and 3) should measure 0.5 – 0.9 OHMS. Secondary coil resistance (between terminal 3 and centre post) should measure 11-19 k ohms