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Remanufactured Automotive Electronics Components

TECHNICAL BULLETIN

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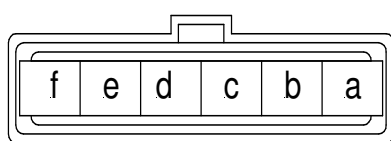
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Make: Mazda

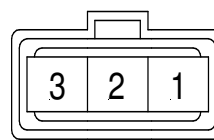
Model: Various

Subject: Testing KL01 distributors on the vehicle

DISTRIBUTOR ASSEMBLY CONNECTORS



CRANK ANGLE SENSOR No. 1

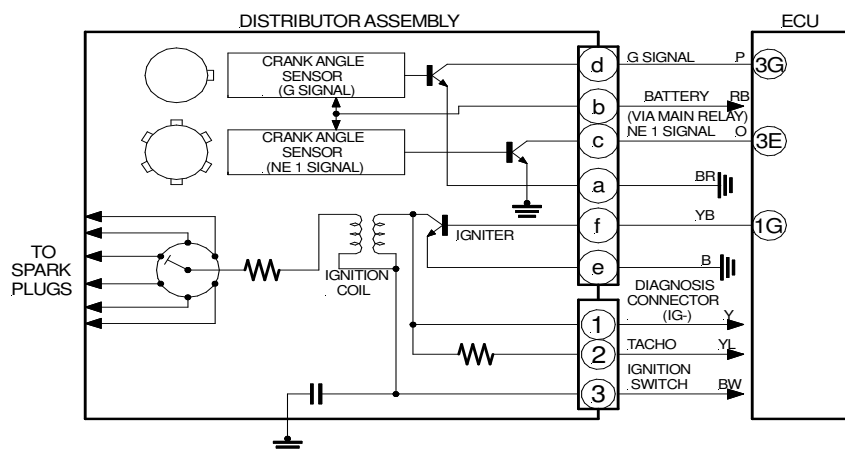


IGNITION COIL, IGNITER & TACHOMETER

- | | |
|----------------------------------|---|
| A- Earth | 1 – Coil Primary |
| B- 12v Power Supply (Main Relay) | 2 – Tacho Output |
| C- NE1 (CAS Signal) | 3 – 12v Power Supply from Ignition switch |
| D- G (TDC Signal) | |
| E- Earth | |
| F- Igniter Control (via ECM) | |

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



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