Testing Ignition Coil

1. If not already done, disconnect wiring from ignition coil. Connectors are molded and keyed to assure proper positioning. The terminal (e) feeds 12 volts to the distributor. **NOTE:** Upon reinstallation, first install black connector (distributor harness) to coil. Then install gray connector (engine harness).

2. Set ohmmeter to “Rx100” scale and connect one lead to 12 volt terminal (b) of coil and the other lead to “ground” (d), any clean metal on the coil frame. Reading should be infinite. If not, replace coil.

3. Set ohmmeter to “Rx100” scale and connect to 12 volt terminal (b) and terminal (c). Reading should be approximately .4 ohms. If not, replace coil.

4. Set ohmmeter to “Rx1” scale and connect to 12 volt terminal (b) and tachometer terminal (f). Reading should be approximately .4 ohms. If not, replace coil.

5. Set ohmmeter to “Rx100” high scale. Connect ohmmeter to 12 volt terminal (b) and to coil high tension post (a). Reading should be between 7800 and 8800 ohms. If it reads outside of this range, replace coil.

Testing Pickup Coil

- **a** - Connector
- **b** - GREEN Lead
- **c** - WHITE Lead
- **d** - Distributor Housing

1. Remove distributor cap.

2. Identify the two pickup coil leads. On almost all applications these two leads are one WHITE and one GREEN. Remove the connector that houses these two leads from the module.

3. Set ohmmeter to “Rx1” scale. Connect one lead of ohmmeter to WHITE lead and the other to distributor housing. Reading should be infinite. If not, replace pickup coil.
4. Repeat Step 3 with ohmmeter connected to GREEN lead. Reading should be infinite. If not, replace pickup coil.

5. Set ohmmeter to “Rx100” scale. Connect ohmmeter to GREEN and WHITE pickup coil leads. Reading should be constant, unchanging value in the range of 500-1500 ohms. If not, replace pickup coil. Be certain to flex leads by hand during this test to locate possible intermittent “open” circuits (loss of continuity). If any exist, replace pickup coil.