TEST PROCEDURE FOR UNILITE® & E-SPARK® MOTORCYCLE IGNITIONS

With the Module wired to the coil like it's ready to run. Take the cap off and position the Module so you can see it. Turn the key on and test the voltage on the negative side of the coil, which is where the green wire attaches to the coil.

To do this, the Red lead from the voltmeter will go to the Green wire on the coil. The Black wire from the voltmeter will go to ground. Set the voltmeter for 12 volts DC.

With the ignition switch ON, you should have about 12 volts. Then take a plastic card or thick match book and place it in slot of the module to block the photo optics of the module (see pictures). ***The voltage should drop to 1-2 volts***. Remember it's an infrared LED, so you won't see it.

If the test results are as follows, the Module will need to be replaced:

1. Voltage does not drop to 1-2 volts when optics blocked.
2. Voltage always stays below 2 volts, blocked or not.
3. Voltage drops, but stays above 2 volts, the higher above 2 volts, the weaker the spark.

Possible causes are:

- Faulty charging system: stuck or shorted regulator, bad ground, dead cell or defective battery, defective stator or generator.
- Faulty ignition switch, direct shorts in electrical system.
- Faulty starting system: starter drag.
- Trying to start motor with battery charger hooked up.
- Non-suppression spark plug wires (copper or stainless solid core wires). Spark plug wires must be Spiral Core or Graphite Core suppression wire.
- Welding on the Bike with Module still hooked up (unplug the white connector to the Module before welding).
- Improper coil, use 2-4 ohm coil (check installation instruction).

If you must replace the module, replace it with Mallory/ACCEL part number A605.

If after completing the test you still have questions, call 888-258-3835 M-F 8:30 am-4:30 pm MST.