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Trouble Shooting ID405 Electronic Distributor

For No Coil Spark:

- Check for 12 volts on the positive (+) terminal of the coil with the ignition switch in the "on" position and cranking the engine with the starter motor.
- Check the terminals on the RED and BLACK wires to verify that they are crimped properly and attached to the correct terminals.
- With the ignition switch off, remove the distributor cap and rotor and check for an acrid, burnt electrical smell inside the distributor. This is a sure sign the module has been damaged by reversing the positive (RED) and negative (BLACK) terminals. Replacement modules are available.

Check Module Operation (if above steps are OK):

With the transmission in neutral and the emergency brake set:

- Disconnect tachometer sense lead from ignition coil if applicable.
- Set a DC voltmeter on a DC volts range between 15 and 60 volts.
- Connect the positive meter lead to the minus (-) ignition coil primary terminal.
- Connect the negative meter lead to engine ground.
- Crank engine.

If the needle jumps back and forth between approximately 1 volt and 13 volts the ignition system is working properly and the coil or rotor is bad.

If the needle stays at about 13 volts either the RED or Black wire is not making connection to the coil primary terminals.

If the needle stays at about 1 volt, it is likely the positive (RED) and negative (BLACK) wires have been reversed, and the module is damaged. This can also be caused by connecting jumper cables to the battery incorrectly. Replacement modules are available at a very reasonable cost.

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