

Troubleshooting the Montreal Ignition System

Prior to performing these tests do a visual check to insure that all electrical connects are clean and tight. Insure that there is a ground wire going from the fast-on tab on the ignition boxes to the car chassis.

CAUTION

Always insure that the ignition is switched OFF when connecting or disconnecting wires.

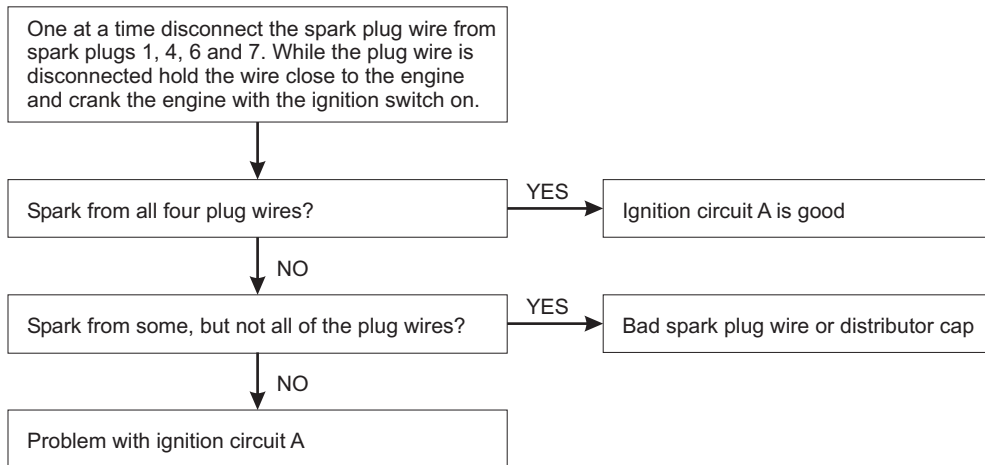
The secondary ignition circuit puts out in excess of 30,000 volts. Use extreme caution when performing these test to avoid electrocution.

Never connect condensers, radio interference suppressors, timing lights, etc. To the coil terminal.

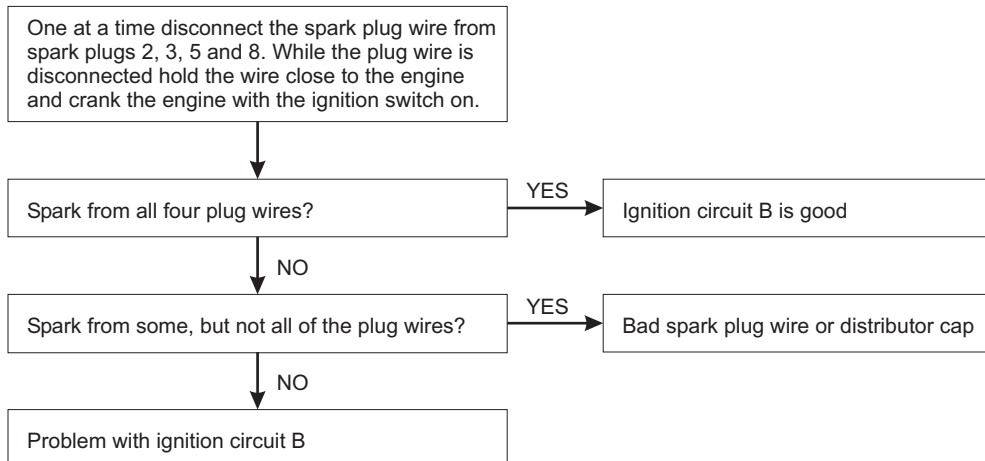
In the test procedure when using the test light be sure to connect it to the 3 pin connector on the wiring harness, not to the connector on the ignition box. A multimeter can be used in lieu of a test light

See last page for ignition circuit diagram

STEP 1



STEP 2

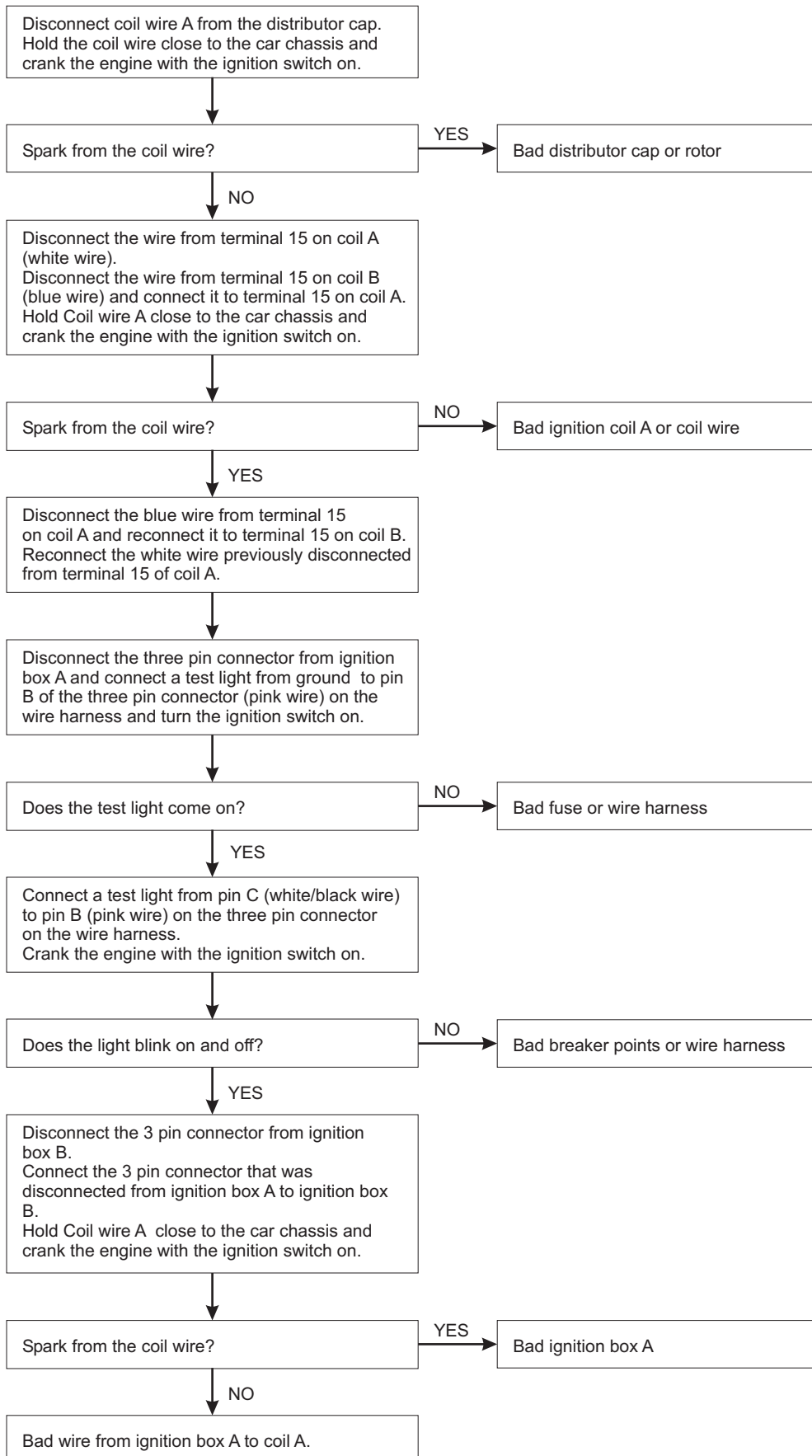


STEP 3

If both of the ignition circuits are bad go to STEP 4

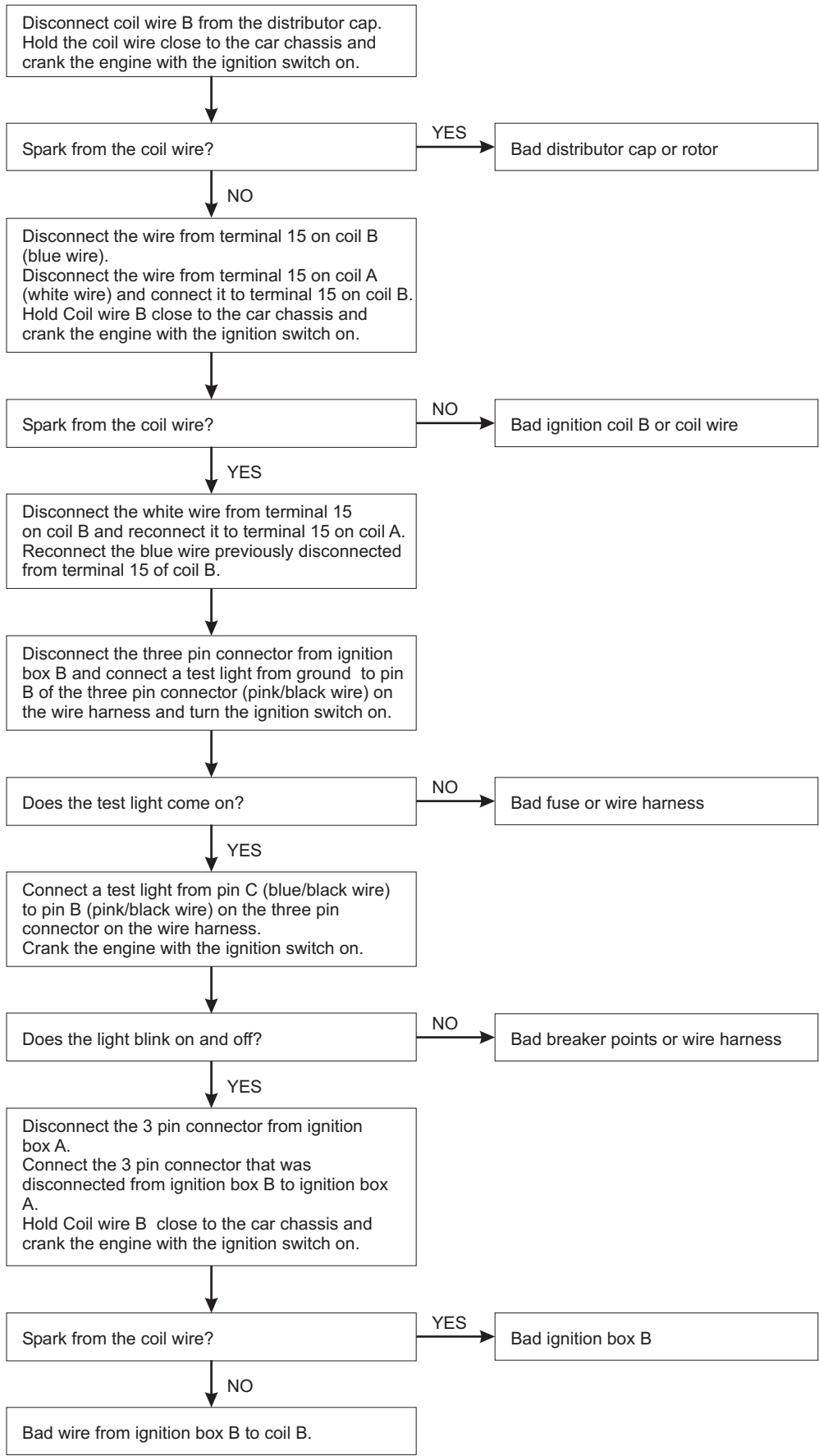
STEP 3a

Ignition circuit A is bad and Ignition circuit B is good



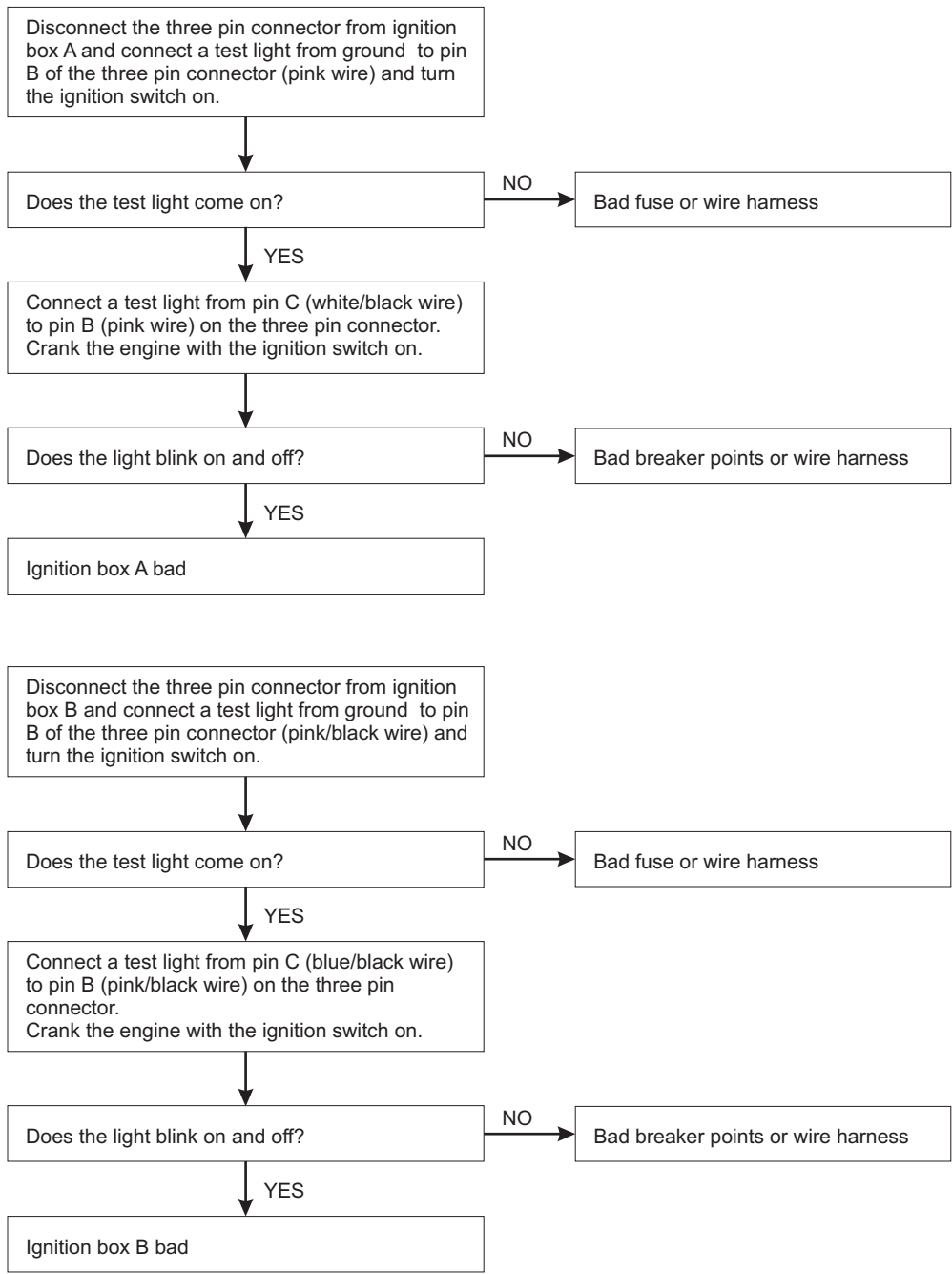
STEP 3B

Ignition circuit B is bad and Ignition circuit A is good



STEP 4

Ignition circuits A and B both bad



MONTREAL IGNITION SYSTEM

