

1975 Corvette: Service News: High Energy Ignition System - Service Update

Subject: High Energy Ignition System - Service Update

Model and Year: 1975 Corvette

Source: Chevrolet Service News

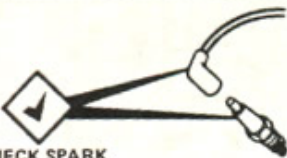
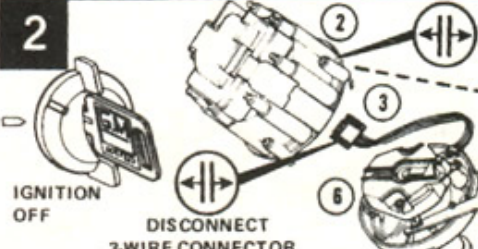
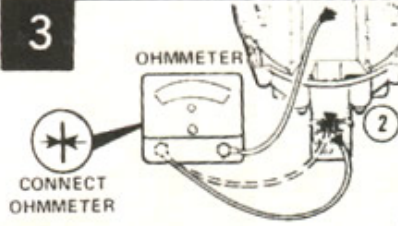
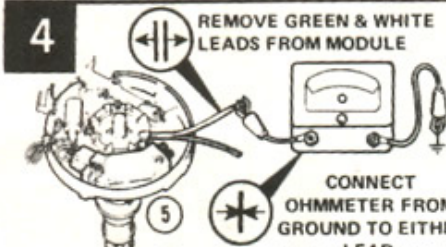
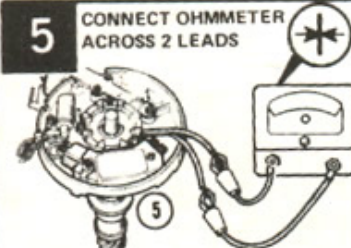
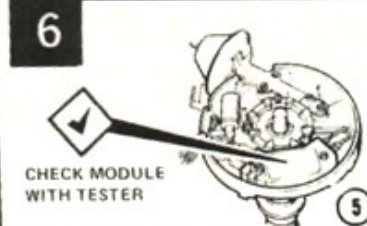
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Date: June 1975 - Volume 47 - Number 6

Below is a valuable article for anyone that owns a 1975 Corvette. This information and related diagrams are not in the 1975 Corvette Factory Shop Manual.

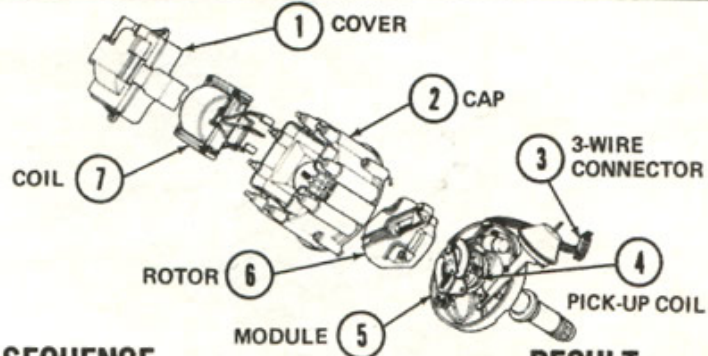
HIGH ENERGY IGNITION SYSTEM V8 engine

PROBLEM: engine RUNS ROUGH or CUTS OUT

STEP	SEQUENCE	RESULT
<p>1</p>  <p>CHECK SPARK PLUGS & PLUG WIRES</p>	<p>OK</p> <p>NO</p> <p>REPAIR OR REPLACE</p>	<p>2</p> <p>RUNS SMOOTH</p> <p>RUNS ROUGH</p> <p>2</p>
<p>2</p>  <p>IGNITION OFF</p> <p>DISCONNECT 3-WIRE CONNECTOR</p> <p>REMOVE CAP ASSY.</p>	<p>VISUALLY INSPECT FOR MOISTURE, DUST, CRACKS, BURNS, ETC.</p> <p>REPAIR AS NECESSARY</p>	<p>RUNS SMOOTH</p> <p>RUNS ROUGH</p> <p>3</p>
<p>3</p>  <p>CONNECT OHMMETER</p>	<p>EITHER TEST READS 6,000 TO 30,000 OHMS</p> <p>BOTH TESTS READ INFINITY</p> <p>REPLACE COIL</p>	<p>RUNS SMOOTH</p> <p>RUNS ROUGH</p> <p>4</p>
<p>4</p>  <p>REMOVE GREEN & WHITE LEADS FROM MODULE</p> <p>CONNECT OHMMETER FROM GROUND TO EITHER LEAD</p>	<p>LESS THAN INFINITY (X 1000 SCALE)</p> <p>REPLACE COIL (PICK-UP)</p> <p>READS INFINITE (X 1000 SCALE)</p>	<p>RUNS SMOOTH</p> <p>RUNS ROUGH</p> <p>6</p> <p>5</p>
<p>5</p>  <p>CONNECT OHMMETER ACROSS 2 LEADS</p>	<p>REPEAT STEPS 4 AND 5 WHILE MOVING VAC. ADVANCE WITH SCREW-DRIVER. IF READING IS STILL OK</p> <p>READS 500 TO 1500 OHMS</p> <p>DOES NOT READ 500 TO 1500 OHMS</p> <p>REPLACE COIL (PICK-UP)</p>	<p>RUNS SMOOTH</p> <p>RUNS ROUGH</p> <p>6</p> <p>6</p>
<p>6</p>  <p>CHECK MODULE WITH TESTER</p>	<p>IF OK</p> <p>IF NOT OK</p> <p>REMOVE AND REPLACE MODULE</p>	<p>REPEAT STEPS 1 THRU 5</p> <p>STOP</p>

HIGH ENERGY IGNITION SYSTEM V8 engine

PROBLEM:
engine **CRANKS** but
WILL NOT START



STEP SEQUENCE RESULT

1

AUTO TRANS. PRND12 LEVER IN PARK
MANUAL TRANS. LEVER IN NEUTRAL

IGNITION ON

C. GRD B+ TACH BAT

CONNECT TEST LIGHT TO BAT. LEAD TERM.

TEST LIGHT ON

TEST LIGHT OFF

4

3

2

C. GRD B+ TACH BAT

INSERT TEST LIGHT IN RED B+ WIRE

TEST LIGHT OFF

REPAIR LEAD OR CONNECTOR

TEST LIGHT ON

TEST LIGHT ON

STARTS

NO START

5

5

STOP

3

BAT. TERM. CHECK

IGNITION SW.

REPAIR OR REPLACE AS NECESSARY

TEST LIGHT ON

STARTS

NO START

4

4

REMOVE A SPARK PLUG WIRE, INSERT EXTENSION AND PERFORM SPARK TEST

USING INSULATED PLIERS HOLD SPARK PLUG WIRE 1/4" AWAY FROM ENG. BLOCK WHILE CRANKING ENGINE

CRANK ENGINE

EXTENSION

NO SPARK

SPARK

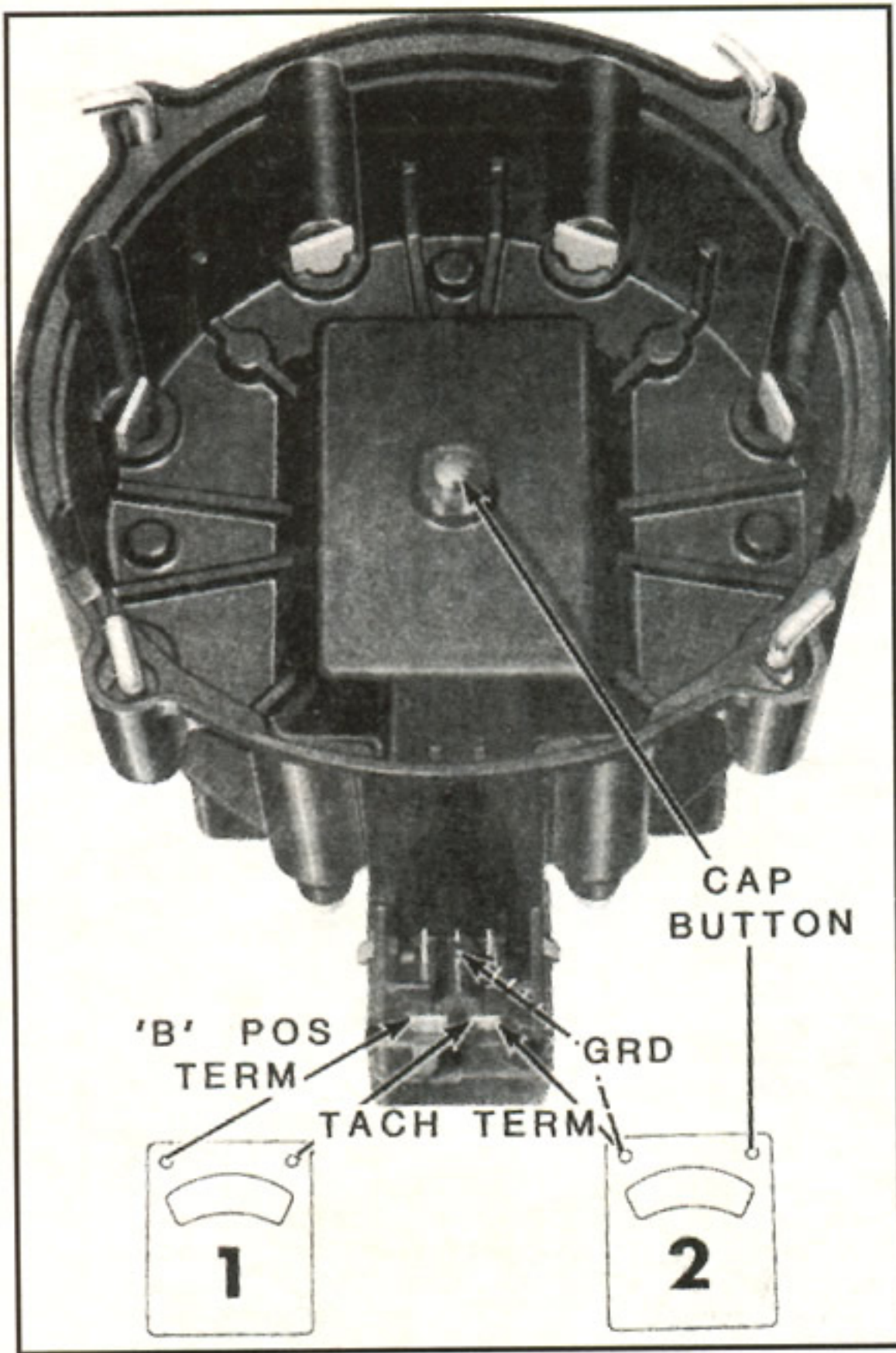
PROBLEM IS NOT IGNITION SYSTEM CHECK

- FUEL SYSTEM
- PLUGS
- FLOODED

2

HIGH ENERGY IGNITION SYSTEM V8 engine

STEP	SEQUENCE	RESULT
5	<p>REMOVE CAP ASSY.</p> <p>VISUALLY INSPECT FOR MOISTURE, DUST, CRACKS, BURNS, ETC.</p> <p>REPAIR AS NECESSARY</p> <p>DISCONNECT 3-WIRE CONNECTOR</p> <p>IGNITION OFF</p>	<p>STARTS → STOP</p> <p>NO START → 6</p>
6	<p>CONNECT OHMMETER</p> <p>READS ABOVE 1 OHM (X 1 SCALE)</p> <p>REPLACE COIL</p> <p>READS 0 TO 1 OHM (X 1 SCALE)</p>	<p>STARTS → STOP</p> <p>NO START → 8</p> <p>NO START → 7</p>
7	<p>CONNECT OHMMETER</p> <p>EITHER TEST READS 6,000 TO 30,000 OHMS</p> <p>BOTH TESTS READ INFINITY</p> <p>REPLACE COIL</p>	<p>STARTS → 8</p> <p>NO START → STOP</p> <p>NO START → 8</p>
8	<p>REMOVE GREEN & WHITE LEADS FROM MODULE</p> <p>CONNECT OHMMETER FROM GROUND TO EITHER LEAD</p> <p>LESS THAN INFINITY (X 1000 SCALE)</p> <p>REPLACE COIL (PICK-UP)</p> <p>READS INFINITE (X 1000 SCALE)</p>	<p>STARTS → STOP</p> <p>NO START → 10</p> <p>NO START → 9</p>
9	<p>CONNECT OHMMETER ACROSS 2 LEADS</p> <p>REPEAT STEPS 8 AND 9 WHILE MOVING VAC. ADVANCE WITH SCREWDRIVER. IF READING IS STILL OK</p> <p>READS 500 TO 1500 OHMS</p> <p>DOES NOT READ 500 TO 1500 OHMS</p> <p>REPLACE COIL (PICK-UP)</p>	<p>STARTS → 10</p> <p>NO START → STOP</p> <p>NO START → 10</p>
10	<p>CHECK MODULE WITH TESTER</p> <p>IF OK → REPEAT STEPS 5 THRU 9</p> <p>IF NOT OK → REMOVE AND REPLACE MODULE → STOP</p>	<p>REPEAT STEPS 5 THRU 9</p> <p>STOP</p>



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