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SERVICE INFORMATION

GENERAL INFORMATIONS

- Some wires have different colored bands around them near the connector. These are connected to other wires which correspond with the band color.
- All plastic plugs have locking tabs that must be released before disconnecting, and must be aligned when reconnecting.
- The following color codes used are indicated throughout this section and on the wiring diagram.

B = Blue	LG = Light Green
Bk = Black	O = Orange
Br = Brown	P = Pink
G = Green	R = Red
Gr = Grey	W = White
LB = Light Blue	Y = Yellow
- To isolate an electrical failure, check the continuity of the electrical path through the part. A continuity check can usually be made without removing the part from the motorcycle. Simply disconnect the wires and connect a continuity tester or volt-ohmmeter to the terminals or connections.
- A continuity tester is useful when checking to find out whether or not there is an electrical connection between the two points. An ohmmeter is needed to measure the resistance of a circuit, as when there is a specific coil resistance involved, or when checking for high resistance caused by corroded connections.



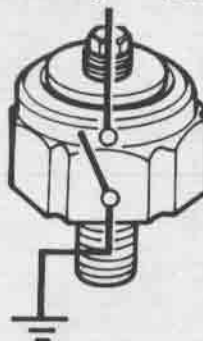
OIL PRESSURE WARNING SWITCH

Check for continuity while applying pressure to the switch.

Replace the switch if necessary.

Apply a liquid sealant to the switch threads.

CONTINUITY:
BELOW 0.2 kg/cm² (2.8 psi)



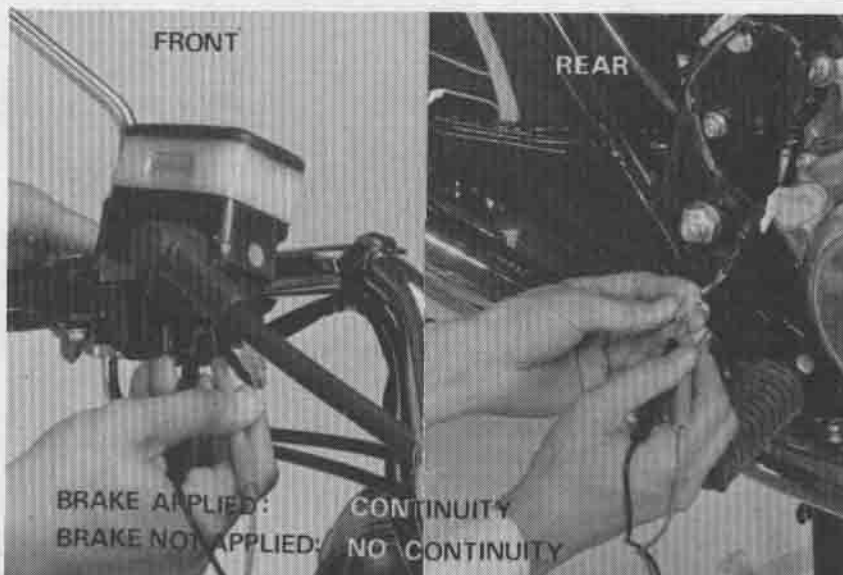
NO CONTINUITY:
ABOVE 0.2–0.4 kg/cm² (2.8–5.6 psi)

BRAKE SWITCHES

Check the rear brakelight switch for continuity with the rear brake applied.

Check the front brakelight switch for continuity with the front brake applied.

Replace the switches if necessary.



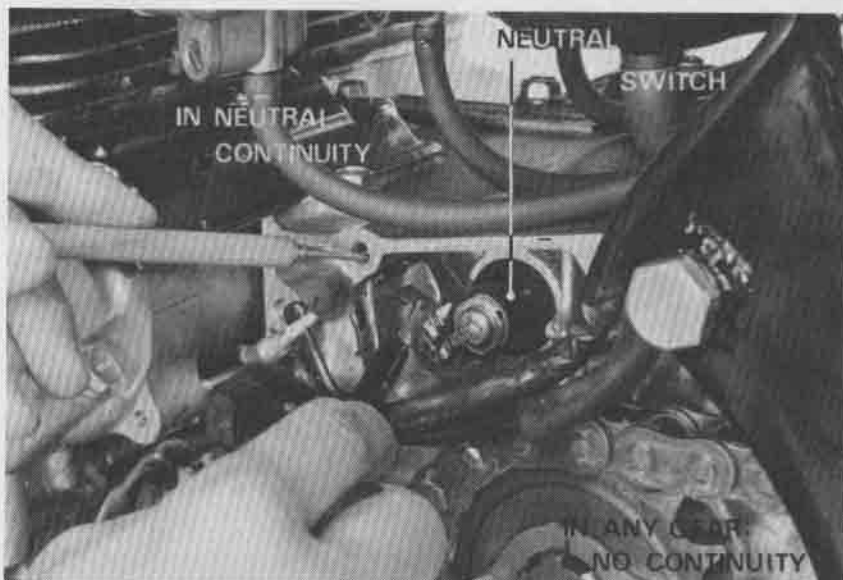
NEUTRAL SWITCH

Remove the foot pegs, gearshift pedal and left rear crankcase cover.

Check the switch for continuity between the switch terminal (wire removed) and ground with the transmission in neutral.

Check again with transmission in any gear.

Replace the neutral switch if necessary.



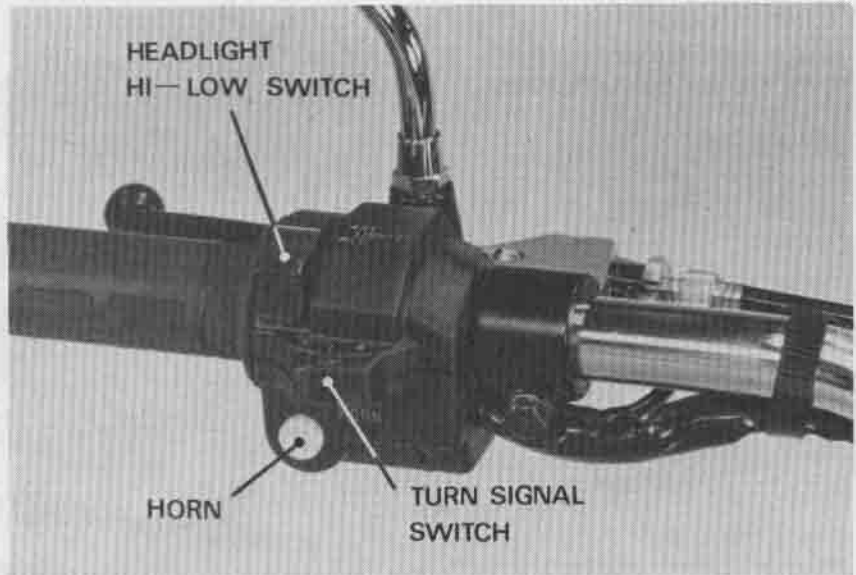


HANDLEBAR SWITCHES

The handlebar cluster switches (lights, turn signals, horn, passing, dimmer start and stop) must be replaced as assemblies.

Continuity tests for the components of the handlebar cluster switches follow:

Continuity should exist between the color coded wires on each chart.



HEADLIGHT HI-LOW SWITCH

HI: B/W to B
MIDDLE (N): B/W to W to B
LO: B/W to W

Headlight Hi-Low Switch

	HL	Hi	Lo
Hi	○	○	
(N)	○	○	○
Lo	○		○
Code color	B/W	B	W

TURN SIGNAL SWITCH

LEFT: Gr to O, Br/W to LB/W
OFF: Br/W to O/W to LB/W
RIGHT: Gr to LB, Br/W to O/W

Turn Signal Switch

	W	L	R	P	PL	PR
LEFT	○	○		○		○
OFF				○	○	○
RIGHT	○		○	○	○	
Code color	* Gr	O	LB	Br/W	O/W	LB/W

HORN BUTTON

LG to G with button depressed
No continuity with button released

Horn Button

	HO	E
Code color	LG	G


STARTER BUTTON

Bk/R to B/W with button released
 Bk to Y/R with button depressed

Starter Button

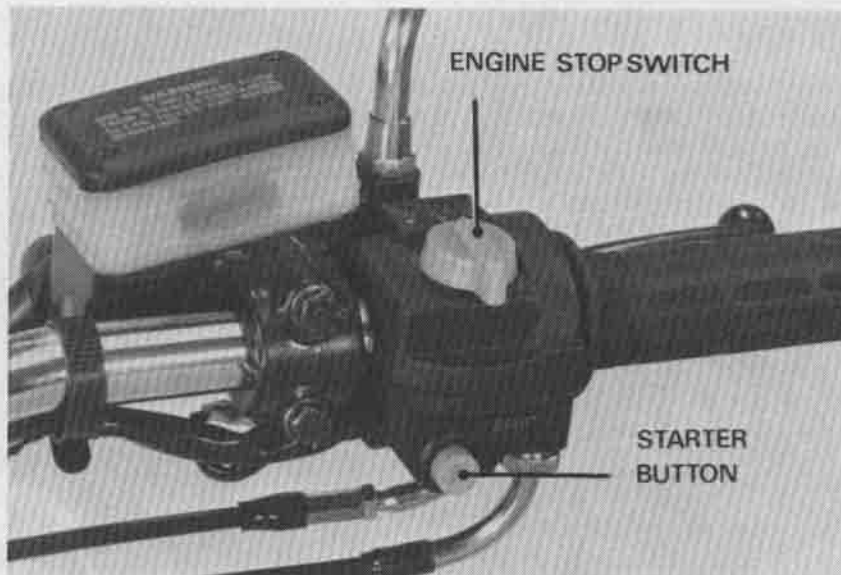
	BAT ₅	HL	BAT ₂	ST
FREE	○	○		
START			○	○
Code color	Bk/R	B/W	Bk	Y/R

ENGINE STOP SWITCH

RUN: Bk to Bk/w
 OFF: No continuity

Engine Stop Switch

	BAT ₂	IG
OFF		
RUN	○	○
OFF		
Code color	Bk	Bk/W





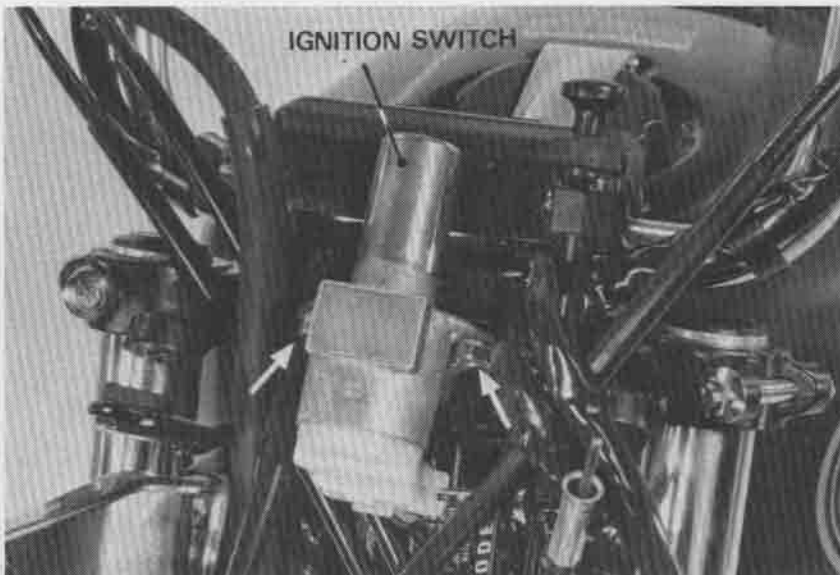
IGNITION SWITCH

Remove the instrument cluster and disconnect the plug.
Remove the ignition switch.

NOTE

Identify the wire colors at the connector. There are no colors on the switch.

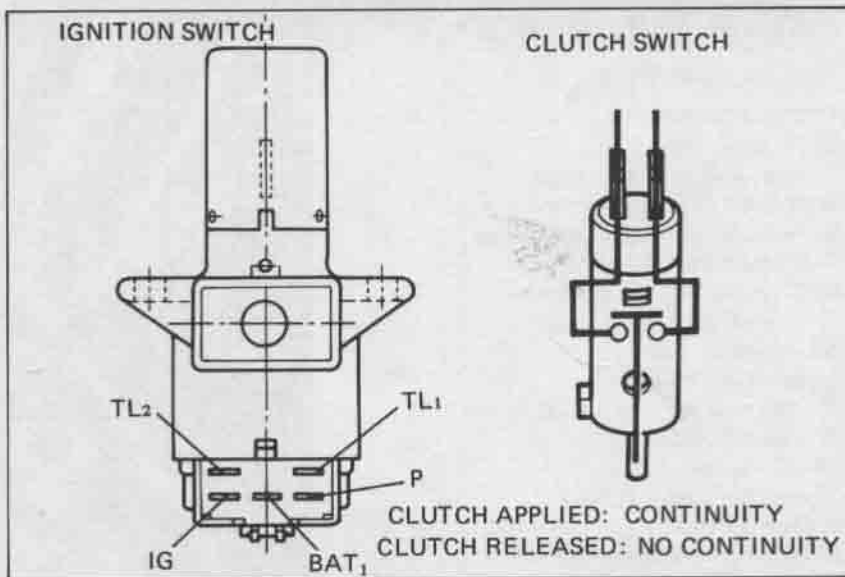
Check continuity of terminals on the ignition switch in each switch position.



SWITCH POSITION

LOCK: No continuity
OFF: No continuity
ON: BAT₁ to IG, TL₁ to TL₂
PARK: P to BAT₁

Terminal Position	P	BAT ₁	IG	TL ₁	TL ₂
P	○—○				
ON		○—○		○—○	
OFF					
LOCK					



CLUTCH SWITCH

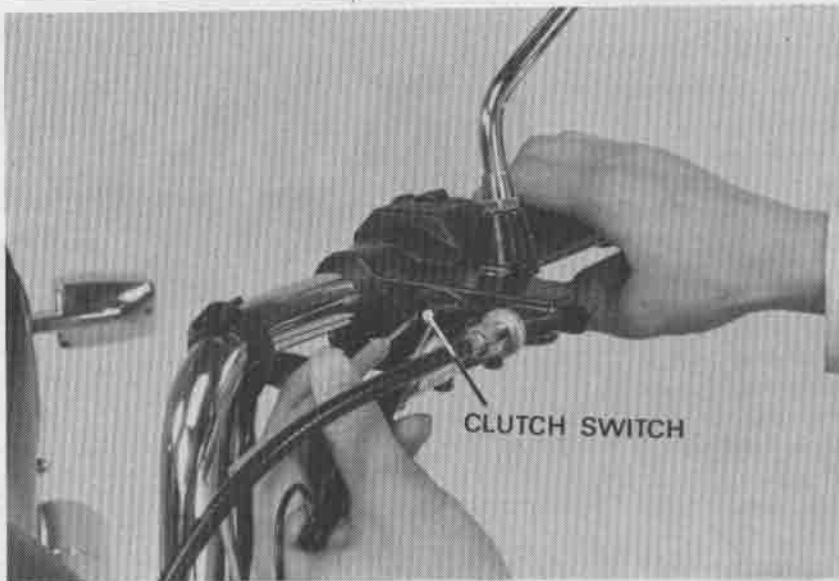
Check continuity of the clutch lever (safety) switch with the clutch released and applied.
Replace if necessary.

REMOVAL

Unplug the wires.
Remove the clutch lever and cable.
Remove the switch.

NOTE

The switch case has a small protrusion that must point toward the handlebar when installed.





OIL PRESSURE/STOPLAMP WARNING LIGHT SYSTEM

SYSTEM TEST

Turn the ignition switch ON.

The OIL/STOPLAMP warning light should go on.

If it does not, follow the troubleshooting below to determine the cause.

TROUBLESHOOTING

1. Burnt out bulb
2. Open circuit (B/R)
3. Burnt out fuse
4. Faulty oil pressure switch

Start the engine.

Check that the OIL/STOPLAMP warning light should go off.

If it does not, follow the troubleshooting below to determine the cause.

TROUBLESHOOTING

Engine Oil System

1. Oil level low
2. Faulty oil pressure switch
3. Plugged oil pick-up screen
4. Pressure relief valve stuck open
5. Oil pump worn or faulty
6. Oil pump drive gear broken
7. Internal oil leakage

Brakelight

1. Burnt out bulb
2. Poor connector or socket contact
3. Open circuit

Wiring Harness

1. Poor connector contact
2. Open circuit
3. Short circuit (B/R to Ground)

Stoplamp Warning Unit

1. Internal open circuit (G/Y and G)
2. Internal short circuit (B/R and G)

STOPLAMP WARNING UNIT TEST

Remove the stoplamp warning unit.

Connect the unit Bk/Br wire to the positive terminal of a 12V battery.

Connect the G wire to the negative terminal.

Connect a 12V-3.4W test lamp between the Bk/Br and B/R wire terminals.

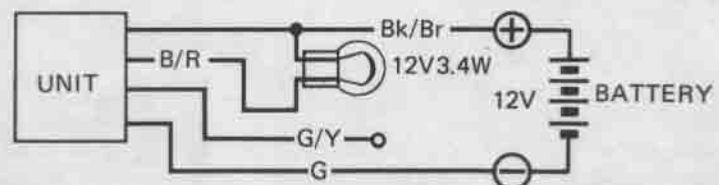
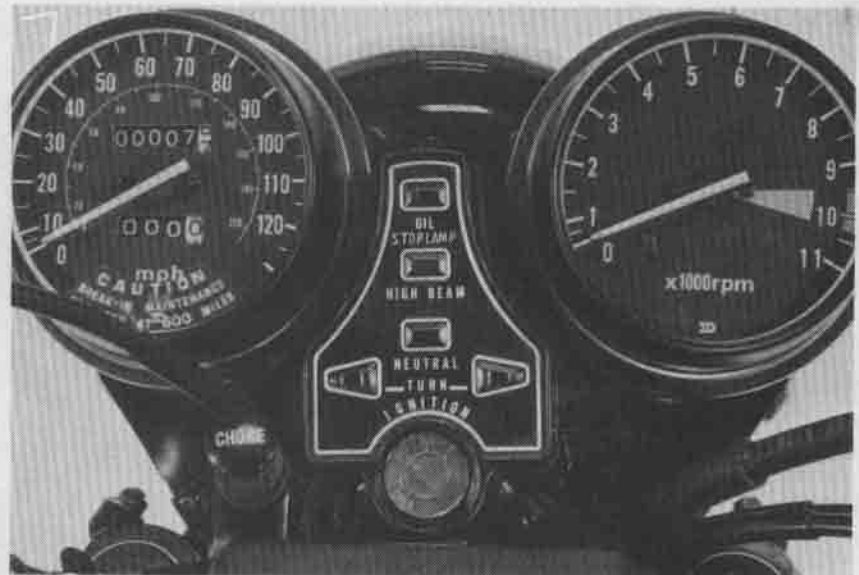
Jump the G/Y wire to the G wire. The test lamp should go off.

Disconnect the B/Y and G wire. The test lamp should go on.

Reconnect the G/Y and G wire. The test lamp should stay on.

Disconnect Bk/Br wire from the battery and then reconnect it. The test lamp should go off.

Replace the unit if it does not pass the above test.





ENGINE DOES NOT START OR IS HARD TO START

1. Check fuel flow to carburetor

REACHING CARBURETOR



2. Perform spark test

GOOD SPARK



3. Test cylinder compression

COMPRESSION NORMAL



4. Start by following normal procedure

ENGINE DOES NOT FIRE



5. Remove and inspect spark plug

POSSIBLE CAUSE

NOT REACHING CARBURETOR

- (1) Fuel tank empty
- (2) Clogged fuel tube or fuel filter
- (3) Sticking float valve
- (4) Clogged fuel tank cap breather hole

WEAK OR NO SPARK

- (1) Faulty spark plugs
- (2) Fouled spark plugs
- (3) Faulty spark unit
- (4) Broken or shorted high tension wires
- (5) Faulty A.C. generator
- (6) Broken or shorted ignition coil

LOW COMPRESSION

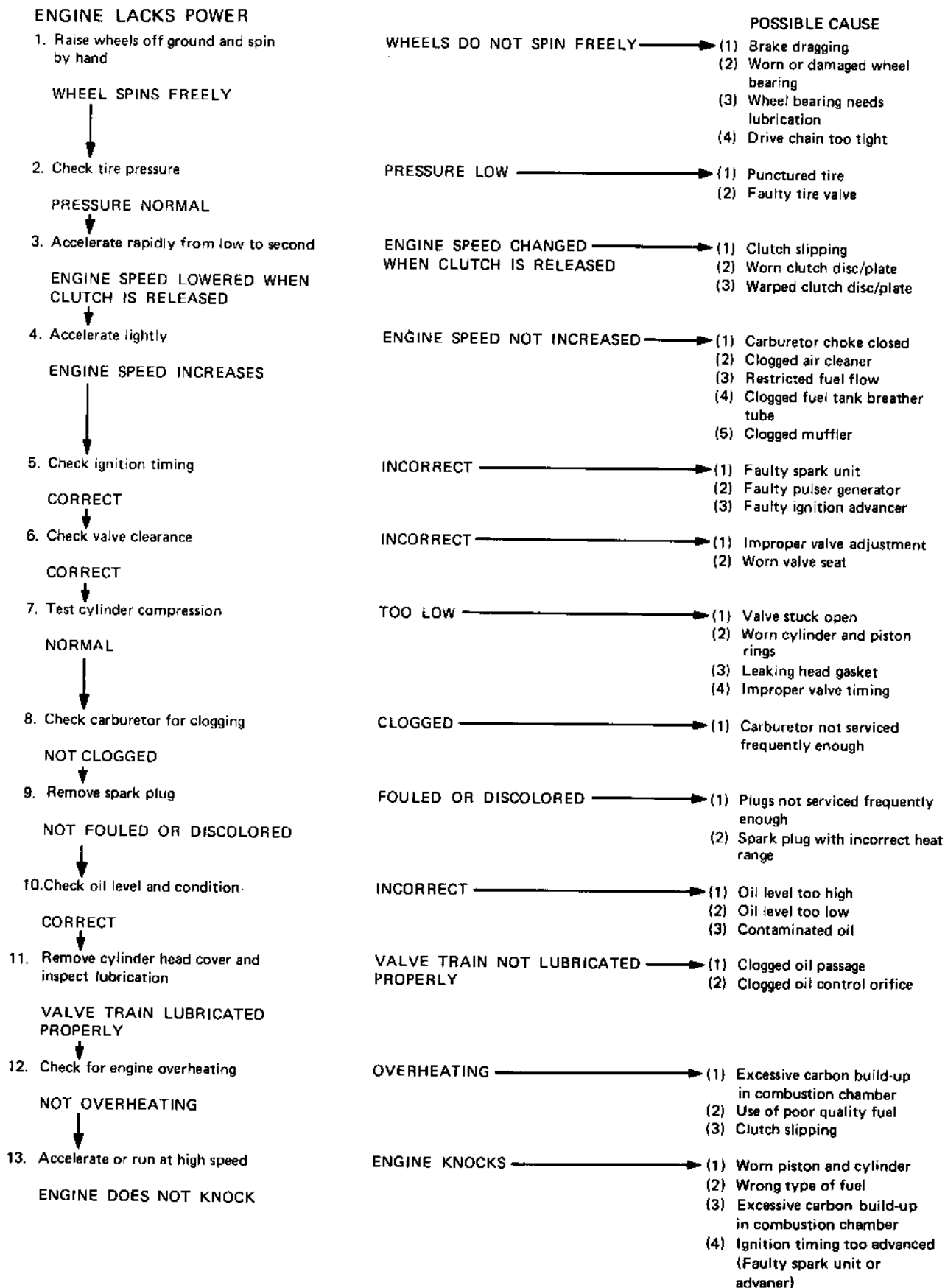
- (7) Faulty ignition switch
- (8) Faulty pulser generator
- (1) Low battery charge
- (2) Improper valve clearance
- (3) Valve stuck open
- (4) Worn cylinder and piston rings
- (5) Damaged cylinder head gasket
- (6) Seized valve
- (7) Improper valve timing

ENGINE FIRES BUT STOPS

- (1) Improper choke operation
- (2) Carburetor incorrectly adjusted
- (3) Manifold leaking
- (4) Improper ignition timing (Spark unit or pulser generator)
- (5) Incorrect fast idle
- (6) Fuel contaminated

WET PLUG

- (1) Carburetor flooded
- (2) Choke closed
- (3) Throttle valve open
- (4) Air cleaner dirty





POOR PERFORMANCE AT LOW AND IDLE SPEEDS

<p>1. Check ignition timing and valve clearance</p> <p>CORRECT</p>	<p>INCORRECT</p>	<p>POSSIBLE CAUSE</p> <p>(1) Improper valve clearance (2) Improper ignition timing (Faulty spark unit or spark advancer)</p>
<p>2. Check carburetor low speed circuits</p> <p>CORRECT</p>	<p>INCORRECT → See Fuel System Section</p>	<p>(1) Clogged passages (2) Float level incorrect</p>
<p>3. Check for leaking manifold</p> <p>NO LEAK</p>	<p>LEAKING</p>	<p>(1) Deteriorated insulator O-ring (2) Loose carburetor</p>
<p>4. Perform spark test</p> <p>GOOD SPARK</p>	<p>WEAK OR INTERMITTENT SPARK</p>	<p>(1) Faulty, carbon or wet fouled spark plug (2) Faulty spark unit (3) A.C. generator faulty (4) Faulty ignition coil (5) Faulty spark advancer</p>

POOR PERFORMANCE AT HIGH SPEED

<p>1. Check ignition timing and valve clearance</p> <p>CORRECT</p>	<p>INCORRECT</p>	<p>(1) Improper valve clearance (2) Faulty spark unit (3) Faulty pulser generator (4) Faulty spark advancer</p>
<p>2. Disconnect fuel tube at carburetor</p> <p>FUEL FLOWS FREELY</p>	<p>FUEL FLOW RESTRICTED</p>	<p>(1) Lack of fuel in tank (2) Clogged fuel line (3) Clogged fuel tank breather hole (4) Clogged fuel valve</p>
<p>3. Remove carburetor and check for clogged jet</p> <p>NO CLOG</p>	<p>CLOGGED</p>	<p>(1) Clean</p>
<p>4. Check valve timing</p> <p>CORRECT</p>	<p>INCORRECT</p>	<p>(1) Cam sprocket not installed properly</p>
<p>5. Check valve spring tension</p> <p>NOT WEAKENED</p>	<p>WEAK</p>	<p>(1) Faulty spring</p>

POOR HANDLING → Check tire pressure

<p>1. If steering is heavy</p>	<p>(1) Steering adjustment nut too tight (2) Damaged steering head bearings</p>
<p>2. If either wheel is wobbling</p>	<p>(1) Excessive wheel bearing play (2) Distorted rim (3) Improperly installed wheel hub (4) Swing arm pivot bushing excessively worn (5) Distorted frame (6) Improper drive chain tension or adjustment</p>
<p>3. If the motorcycle pulls to one side</p>	<p>(1) Improperly adjusted shock absorber (2) Front and rear wheels not aligned (3) Bent front fork (4) Bent swing arm</p>