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SERVICE INFORMATION

GENERAL INSTRUCTIONS

- All electrical wires and connectors are color-coded. When two or more different colored wires are connected, a colored tube that matches the significant color appears on the other wire near the connector. Observe the color codes before disconnecting any wires.
- 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.

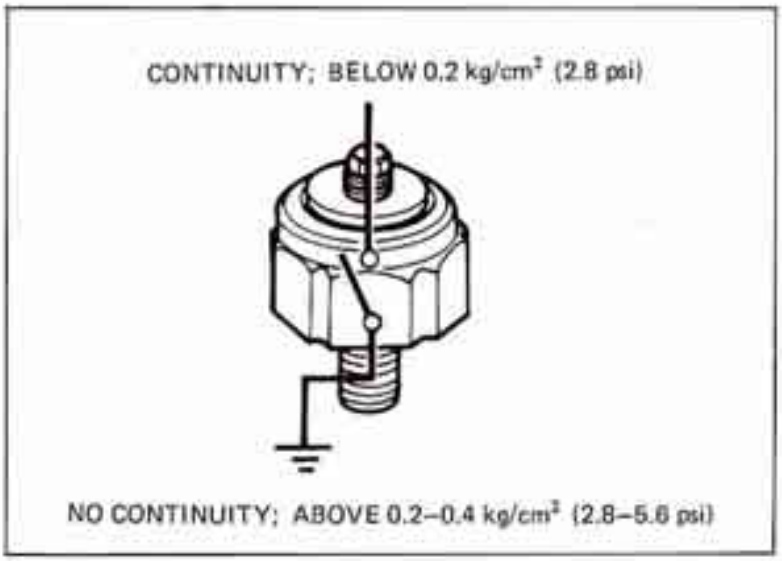
B	=	Black	Br	=	Brown
Y	=	Yellow	O	=	Orange
L	=	Blue	Lb	=	Light Blue
G	=	Green	Lg	=	Light Green
R	=	Red	P	=	Pink
W	=	White	Gr	=	Gray

- In order 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 – by simply disconnecting the wires and connecting 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. If the quality of the circuit is important, as when there is a specific coil resistance involved, or when checking for high resistance caused by corroded connections, an ohmmeter is needed.

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OIL PRESSURE WARNING SWITCH

Check for continuity while applying pressure to the switch.
Replace the switch if necessary.

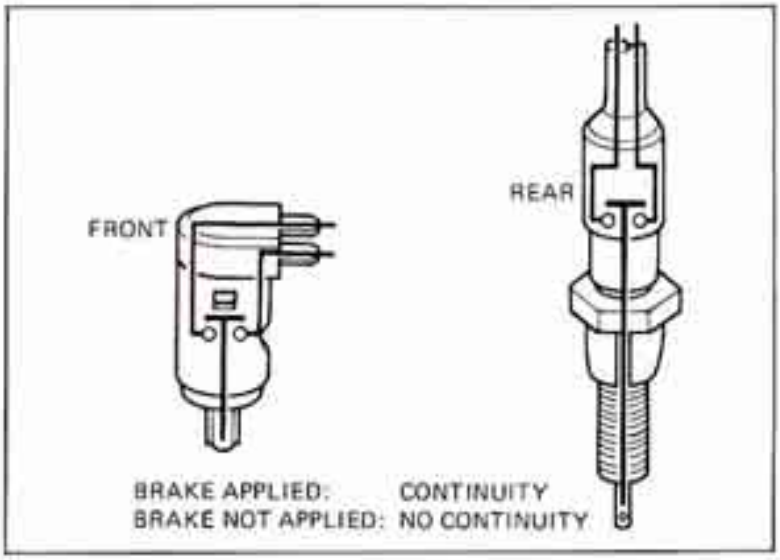


BRAKE SWITCHES

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.



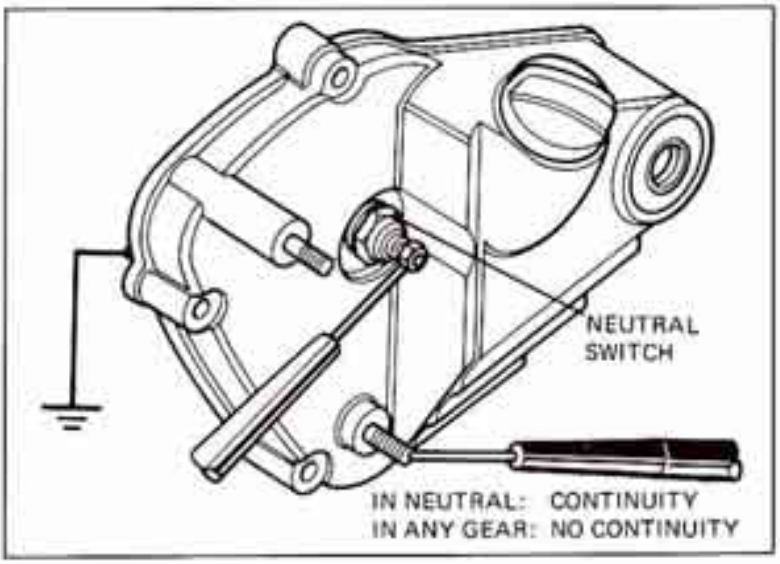
NEUTRAL SWITCH

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

NOTE

To replace the neutral switch, remove the left muffler and oil hose cover.

Replace the neutral switch if necessary.



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HANDLEBAR SWITCHES

The handlebar cluster switches (lights, turn signals, horn, 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

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

Headlight Hi-Low Switch

	HI	Lo	Hi
Lo	○	○	
(N)	○	○	○
Hi	○		○
Code color	L/W	W	L

TURN SIGNAL SWITCH

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

Turn Signal Switch

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

HORN BUTTON

Lg to G with button depressed
No continuity with button released

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

Horn Button

	Ho	E
FREE		
PUSH	○	○
Code color	Lg	G

Starter Button

	HL1	HL2	1G	ST
FREE	○	○		
START			○	○
Code color	B/R	L/W	B	Y/R

ENGINE STOP SWITCH

RUN: B to B/W
OFF: No continuity

Engine Stop Switch

	KB	KW
OFF		
RUN	○	○
OFF		
Code color	B	B/W



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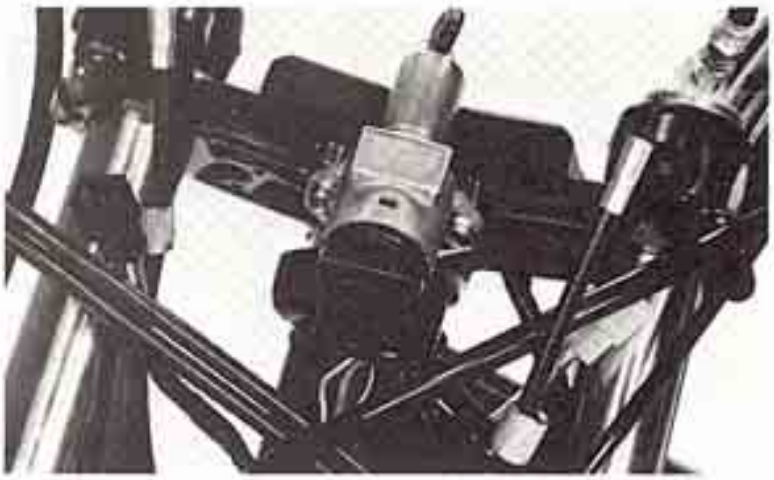
IGNITION SWITCH

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.

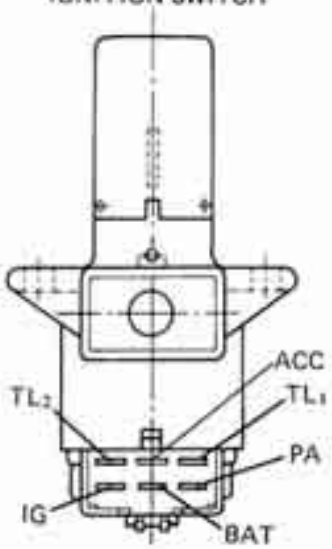


SWITCH POSITION

LOCK: No continuity
OFF: No continuity
ON: BAT to 1G to ACC, TL1 to TL2
PARK: BAT to ACC to P

Position \ Terminal	BAT	1G	ACC	TL1	TL2	P
LOCK						
OFF						
ACC	○		○			
ON	○	○	○	○	○	
PARK	○		○			○

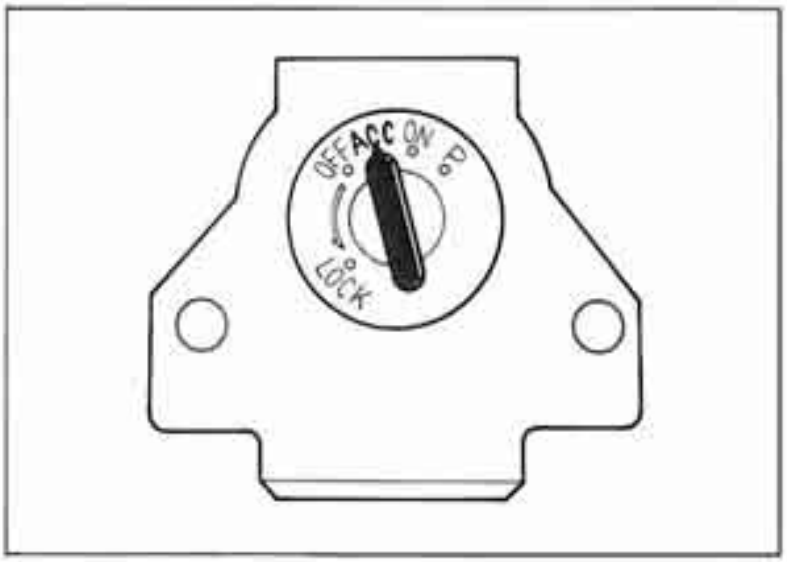
IGNITION SWITCH



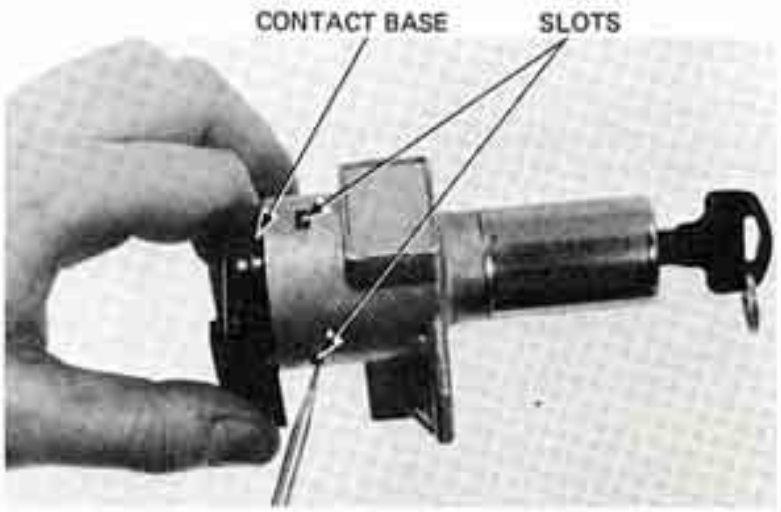
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IGNITION SWITCH CONTACT BASE REPLACEMENT

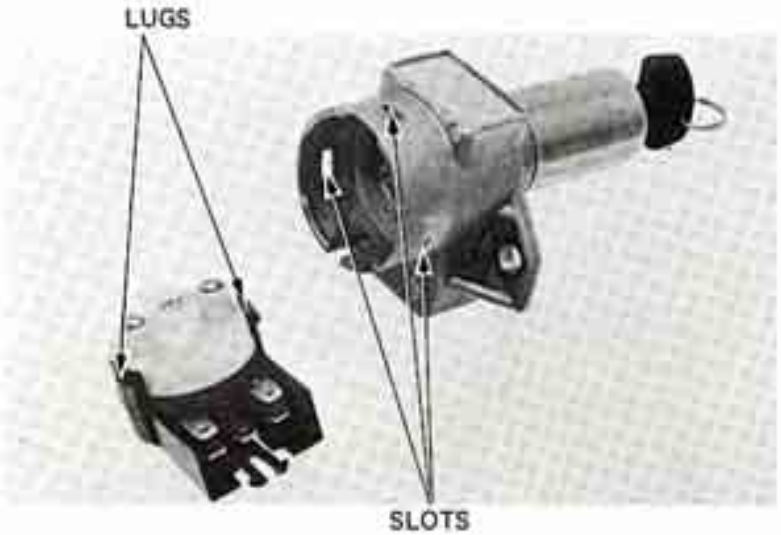
Remove the ignition switch, see page 19-4.
Insert the key and turn it the ACC positions.



Push the lugs from the slots and remove the contact base.



Assembly is the reverse of removal.



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CLUTCH SWITCH

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

CLUTCH SWITCH



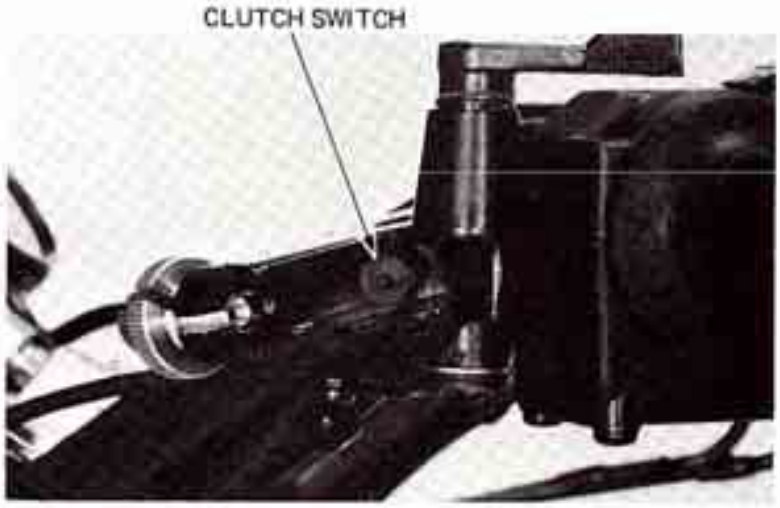
CLUTCH APPLIED: CONTINUITY
CLUTCH RELEASED: NO CONTINUITY

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.



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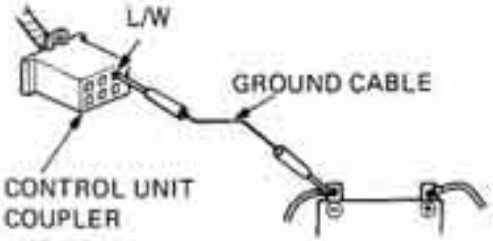
REAR SUSPENSION WARNING SYSTEM

TROUBLESHOOTING

The rear suspension air pressure warning light will light during running if there are certain abnormalities in the system. If this happens, observe the following:

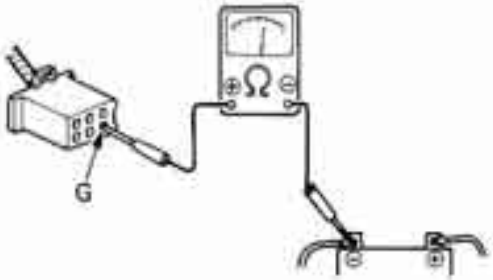
Stop the motorcycle, support it on the side stand and turn the ignition switch OFF.
Again turn the ignition switch ON to see if the warning lamp will light.

→A. If warning lamp still remains OFF, disconnect coupler from control unit and connect L/W terminal to battery negative (–) terminal with a ground cable.



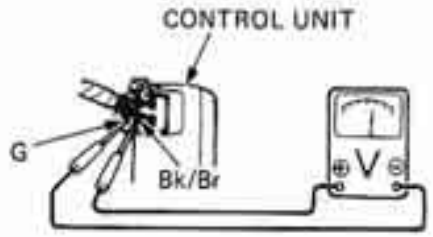
→**If lamp fails to come ON:**
- Blown bulb
- Blown fuse
- Loose or damaged connector
- Open circuit in wire harness (between coupler and bulb, and fuse and bulb)

If lamp comes ON: Check continuity between terminal G and battery negative (–) terminal.



→**No Continuity:**
- Loose or damaged connector
- Open circuit in wire harness (between terminal G and battery negative (–) terminal)

Continuity: Connect coupler to control unit and check voltage across terminal G and Bk/Br terminal.



→**Below 8V:**
- Loose or damaged connector
- Open circuit in wire harness (between B/Br and fuse)

Over 8V: Replace control unit.

→B. If lamp lights, but goes OUT within 3 seconds, replace control unit.

C.D.

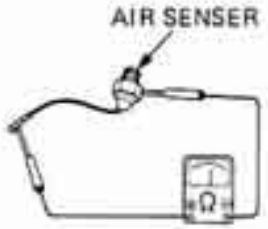
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→C. If lamp lights, but goes OUT after 3-7 seconds:

Support motorcycle on main stand and check air pressure in rear shock absorbers.

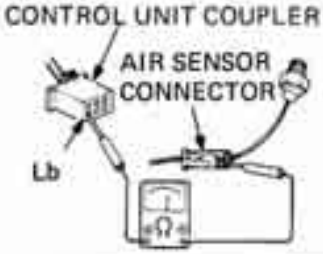
→ **Compression is Low**
- Leaky air hoses or connectors.
- Faulty shock absorber.

AIR PRESSURE: 2.0–4.5 kg/cm² (28–64 psi)
Disconnect air sensor connector, adjust air pressure and check switch operation. Replace if faulty.



→ **Below 2.0 (28 psi):**
Continuity
Above 3.2 (45 psi):
No continuity
- Faulty air pressure sensor

Below 2.0 kg/cm² (28 psi): No continuity
Above 3.2 kg/cm² (45 psi): Continuity
Disconnect coupler from control unit and check for continuity between Lb terminal and air sensor terminal.



→ **No continuity:**
- Loose or damaged connector
- Open circuit in wire harness (between terminal Lb and air sensor)

If there is continuity: Disconnect P wire connector at back of speedometer.
Disconnect air sensor Lb terminal wire.
Ground Lb terminal wire to frame ground.
Measure time required for lamp to come on after disconnecting ground.



→ **Replace control unit if lamp comes ON within 4 seconds.**

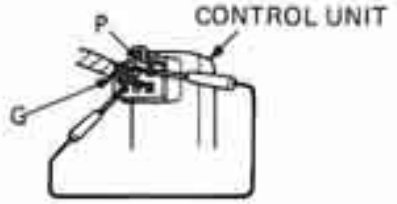
Replace air sensor if lamp comes ON after 4-8 seconds.

D

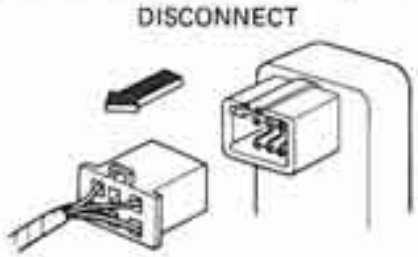
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D. If lamp is kept ON:

Connect control unit coupler P and G terminals with a jumper cable.



If lamp remains ON: Disconnect control unit coupler.



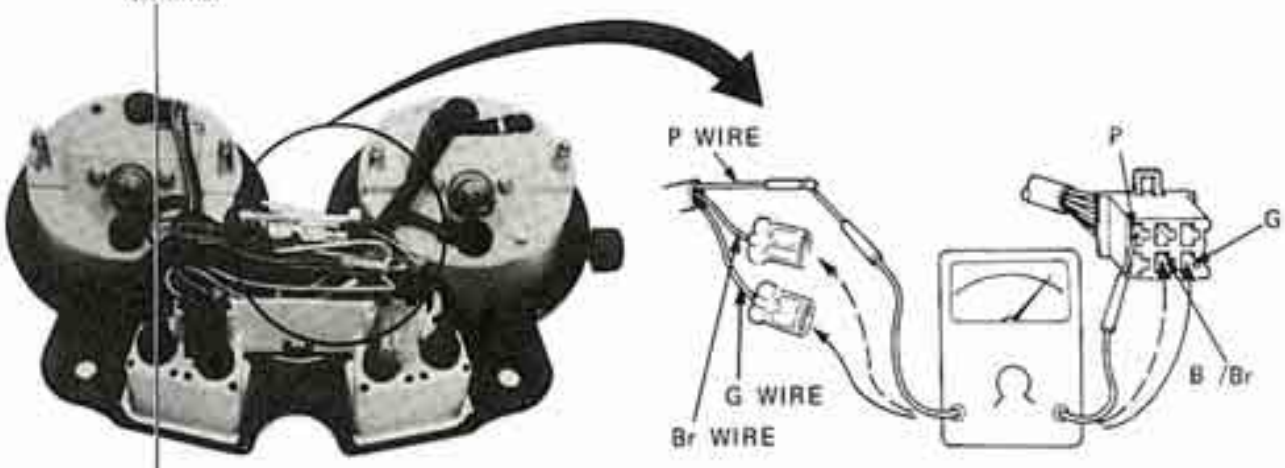
Lamp OFF: Replace control unit;

Lamp ON: Open circuit in wire harness (between lamp and B/W terminal)

Lamp goes OUT within 8 seconds:
Remove cover from back of meter cluster and disconnect P, B/Br and G wire connectors from speedometer, and check for continuity between terminals:
Control unit coupler P terminal and meter harness P terminal

Control unit coupler B/Br terminal and meter harness B/Br terminal

Control unit coupler G terminal and meter harness G terminal



No continuity:
- Loose or damaged connector
- Open circuit

Continuity: Replace speedometer

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