21. SWITCHES

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SERVICE INFORMATION

GENERAL INSTRUCTIONS

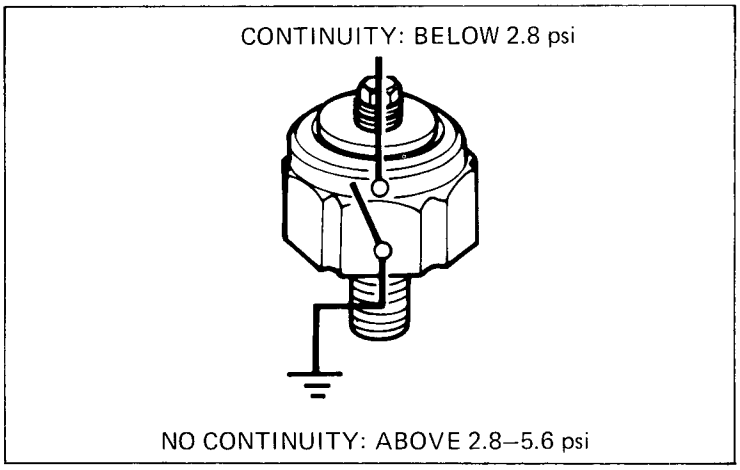
- Some wires have different colored bands around them near the connector. These are connected to other wires which correspond with the band color.
- All plastic plugs have locking tabs that must be released before disconnecting, and must be aligned when reconnecting.
- The following color codes used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

B = Blue	G = Green	LG = Light Green	R = Red
Bk = Black	Gr = Grey	O = Orange	W = White
Br = Brown	LB = Light Blue	P = Pink	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 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.

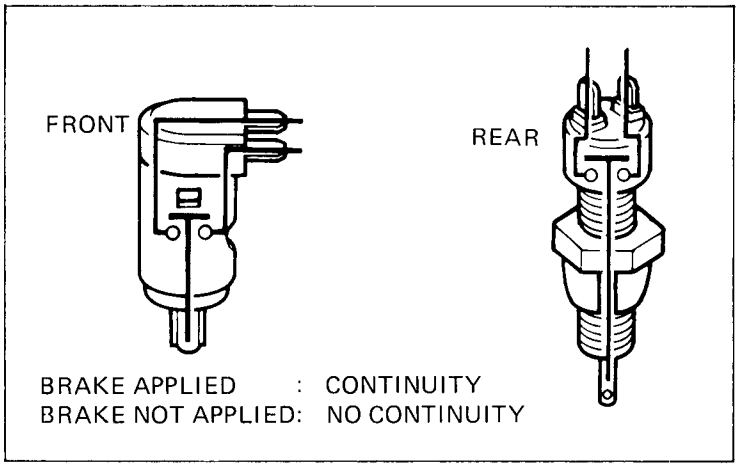


BRAKE SWITCHES

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.

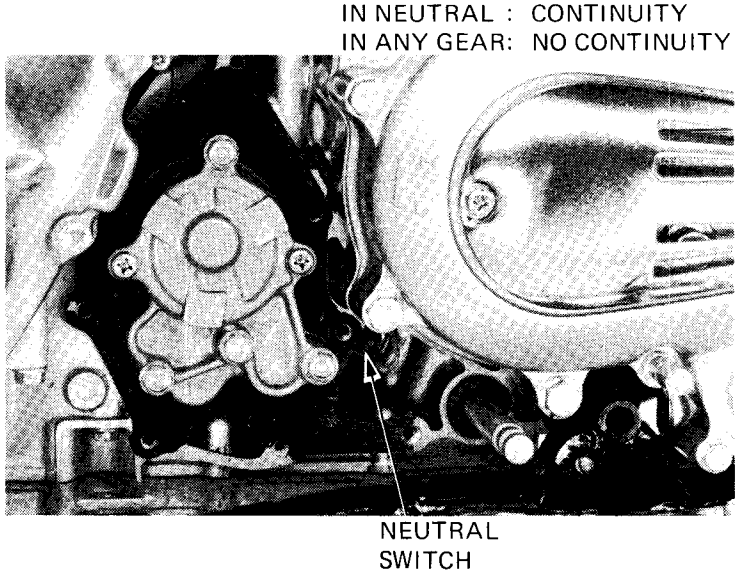


NEUTRAL SWITCH

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 and with the transmission in any gear.

Replace the neutral switch if necessary.



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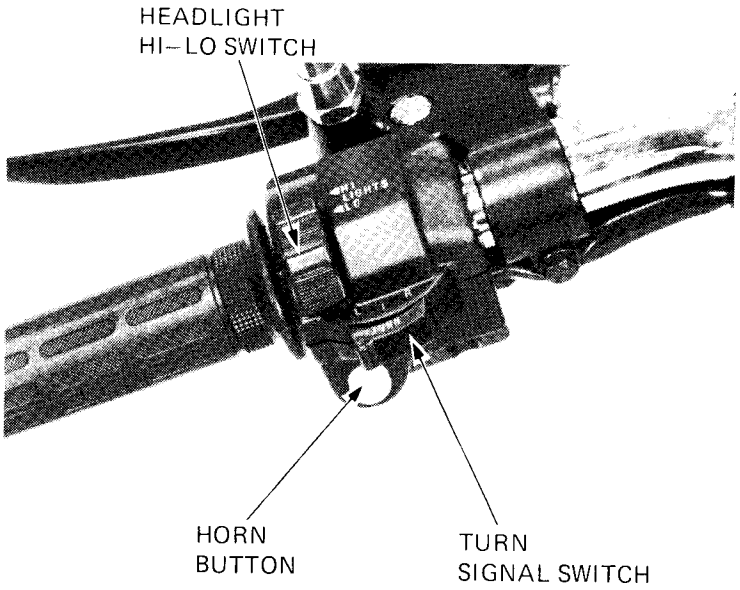
HANDLEBAR SWITCHES

The handlebar cluster switches (lights, turn signals, horn) 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:	No continuity
RIGHT:	Gr to LB, Br/W to O/W

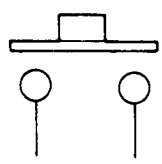
Turn Signal Switch

	W	L	R
LEFT	○	○	
OFF			
RIGHT	○		○
Code color	Gr	O	LB

HORN BUTTON

LG to G with button depressed
No continuity with button released

Horn Button

	Ho	E
		
Code color	LG	G

STARTER BUTTON

Bk to Y/R with button depressed

Starter Button

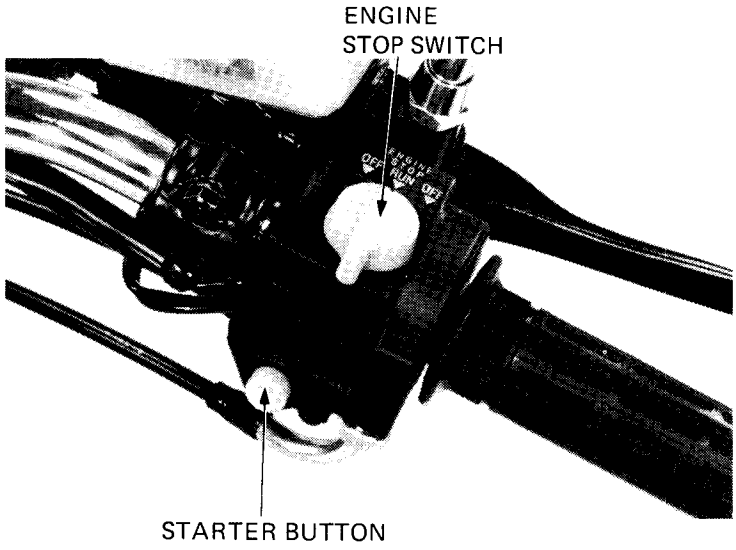
	BAT_2	ST
FREE		
START	○	○
Code color	Bk	Y/R

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



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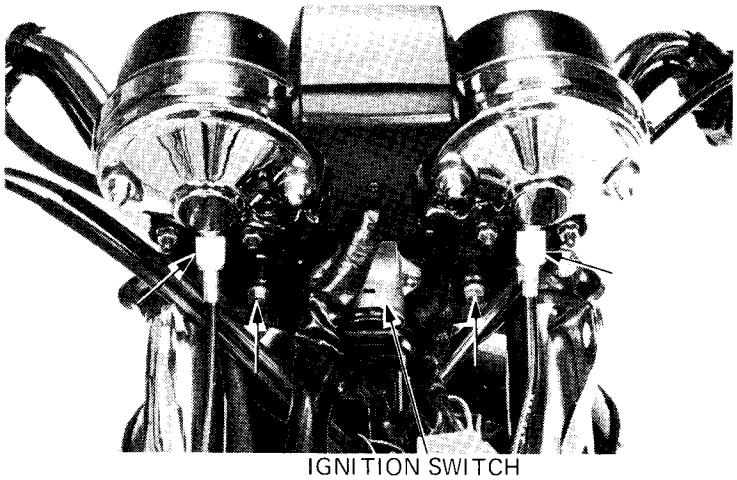
IGNITION SWITCH

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

NOTE

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



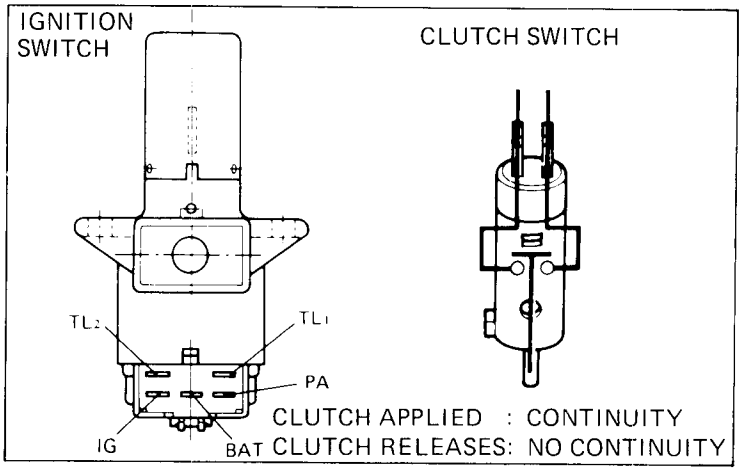
IGNITION SWITCH

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

SWITCH POSITION

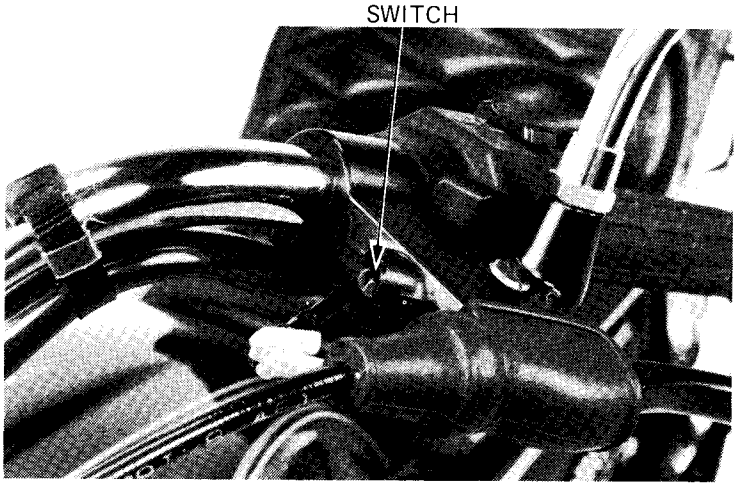
LOCK: **No continuity**
OFF: **No continuity**
ON: **BAT1 to IG, TL1 to TL2**
PARK: PA to BAT1

Terminal / Position	PA	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 protrustion that must point toward the handlebar when installed.

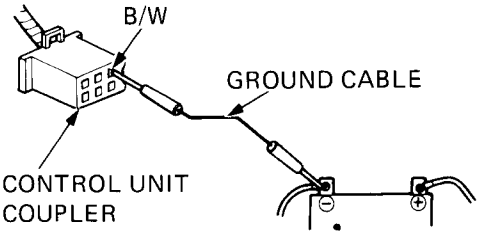
REAR SUSPENSION WARNING SYSTEM

TROUBLESHOOTING

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

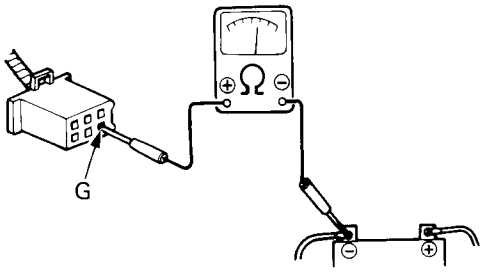
Stop the motorcycle, support it on the side stand and turn the ignition switch OFF.
Again turn the ignition switch ON to see if the warning lamp will light.

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



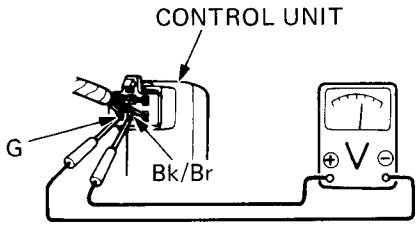
→ **If lamp fails to come ON:**
- Blown bulb
- Blown fuse
- Loose or damaged connector
- Open circuit in wire harness (between coupler and bulb, and fuse and bulb)

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 Bk/Br and fuse)

Over 8V: Replace control unit.

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

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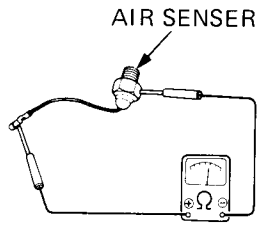
→C. If lamp lights, but goes OUT after 3-7 seconds:

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

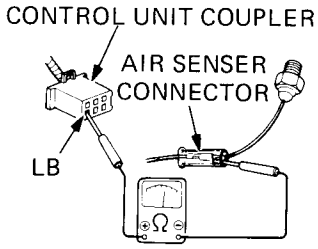
→ **Compression is Low**
- Leaky air hoses or connectors.
- Faulty shock absorber.

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



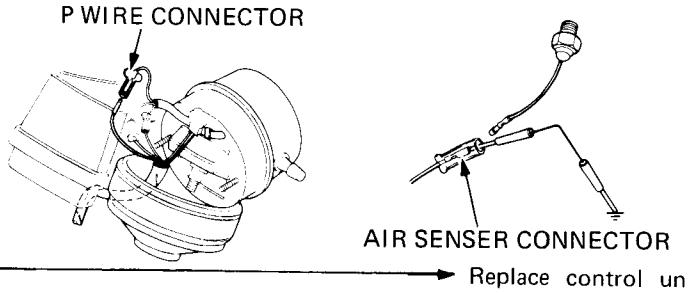
→ **Below 2.0 (28 psi):**
Continuity
Above 3.2 (45 psi):
No continuity
- Faulty air pressure senser

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 senser terminal.



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

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



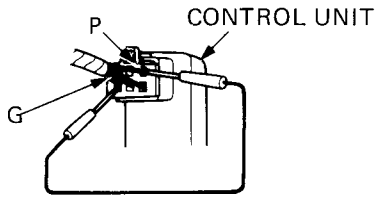
→ Replace control unit if lamp comes ON within 4 seconds.

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

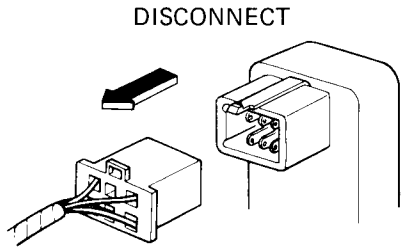
D.

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.



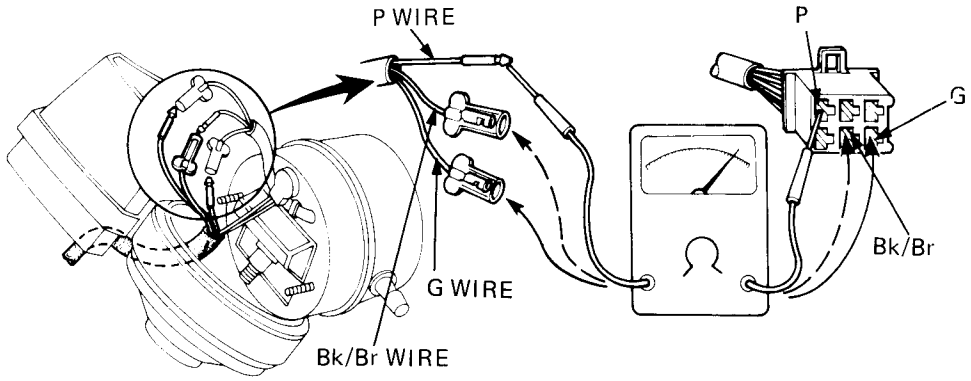
Lamp OFF: Replace control unit.

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, Bk/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 Bk/Br terminal and meter harness Bk/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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