19. SWITCHES

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.

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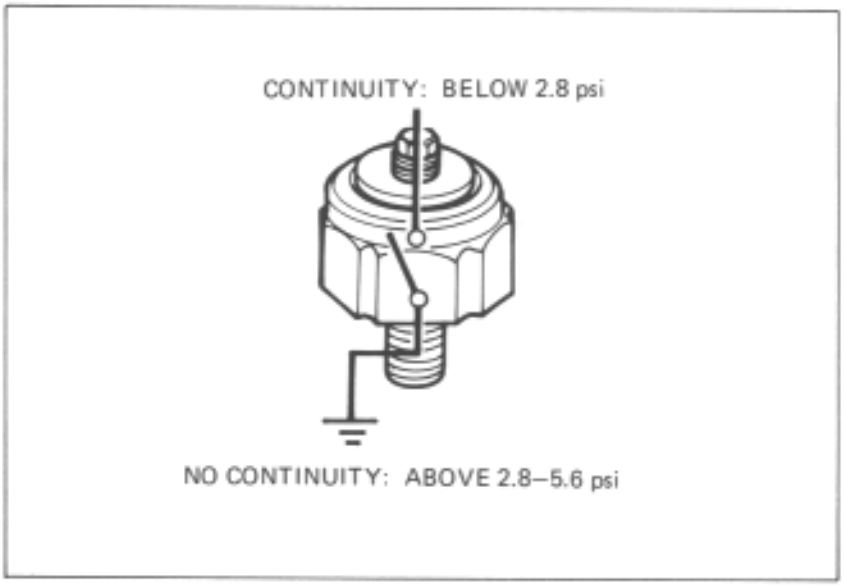
OIL PRESSURE WARNING SWITCH

Check for continuity while applying pressure to the switch.
Replace the switch if necessary.
Apply a liquid sealant to the switch threads.

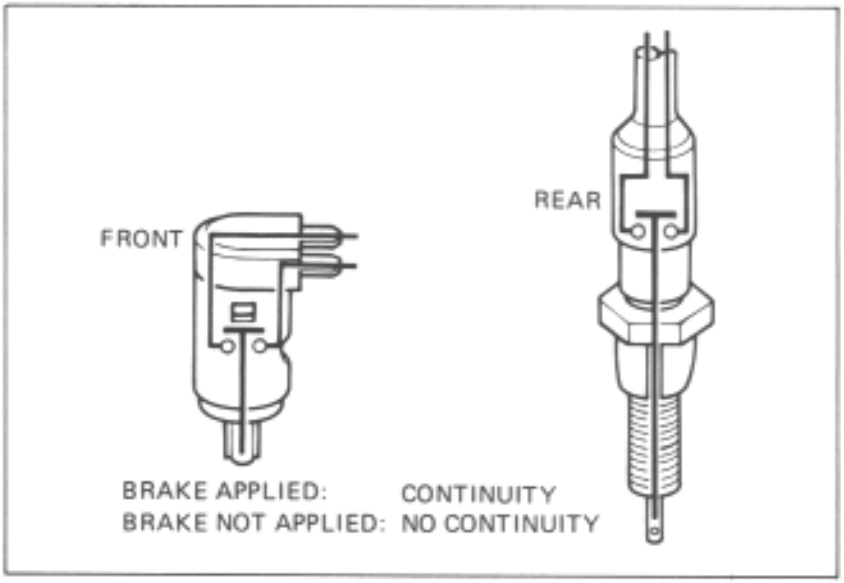


BRAKE SWITCHES

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.

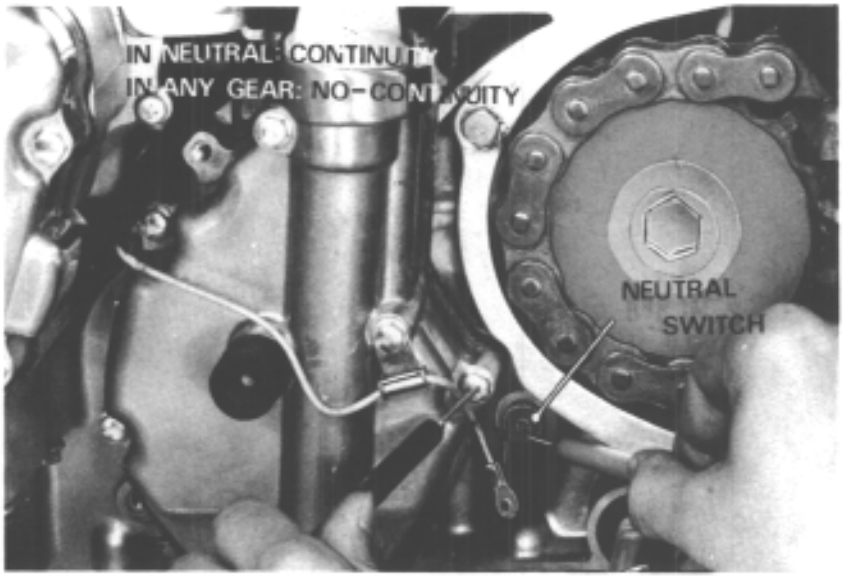


NEUTRAL SWITCH

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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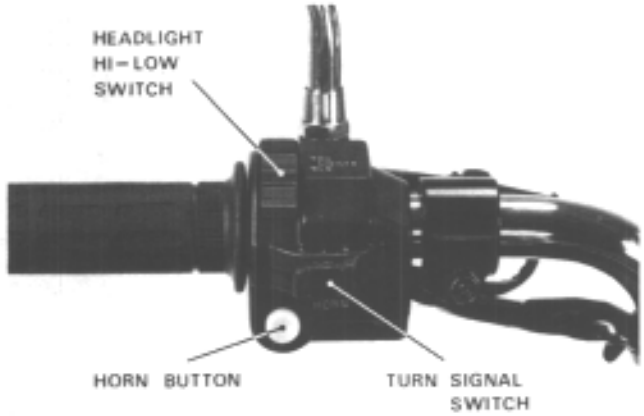
HANDLEBAR SWITCHES

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

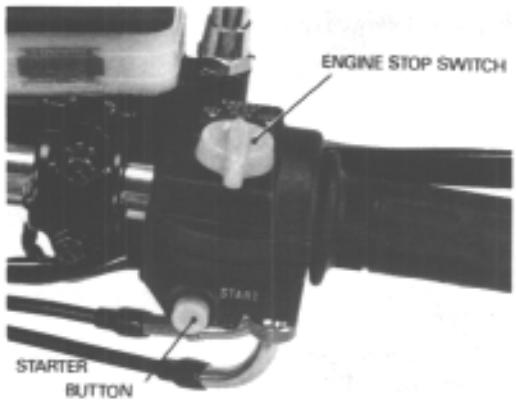
	BAT5	HL	BAT2	ST
FREE	○	○		
START			○	○
Code color	Bk/R	B/W	Bk	Y/R

STARTER BUTTON

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

Engine Stop Switch

	BAT2	IG
OFF		
RUN	○	○
OFF		
Code color	Bk	Bk/W



ENGINE STOP SWITCH

RUN: Bk to Bk/W
OFF: No continuity

IGNITION SWITCH

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

NOTE

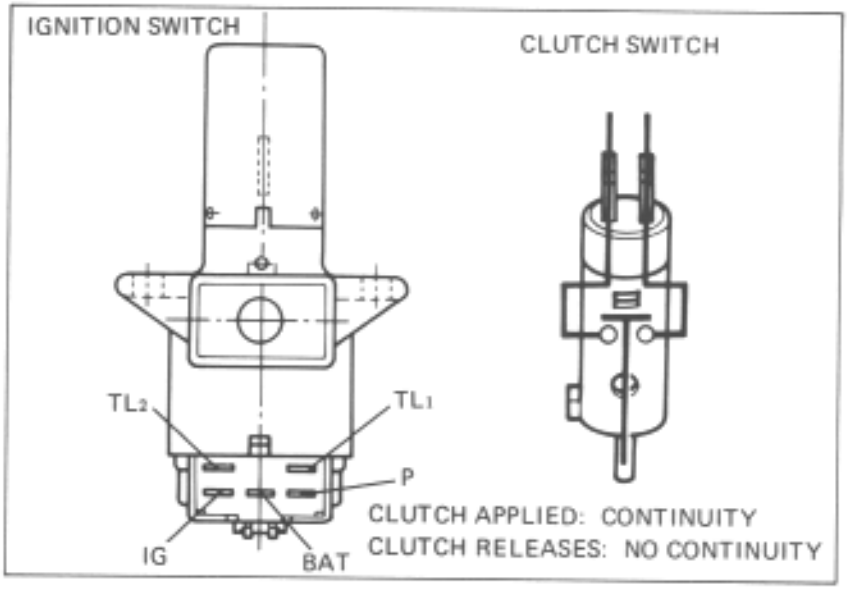
Identify the wire colors at the connector. There are no colors on the switch.

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

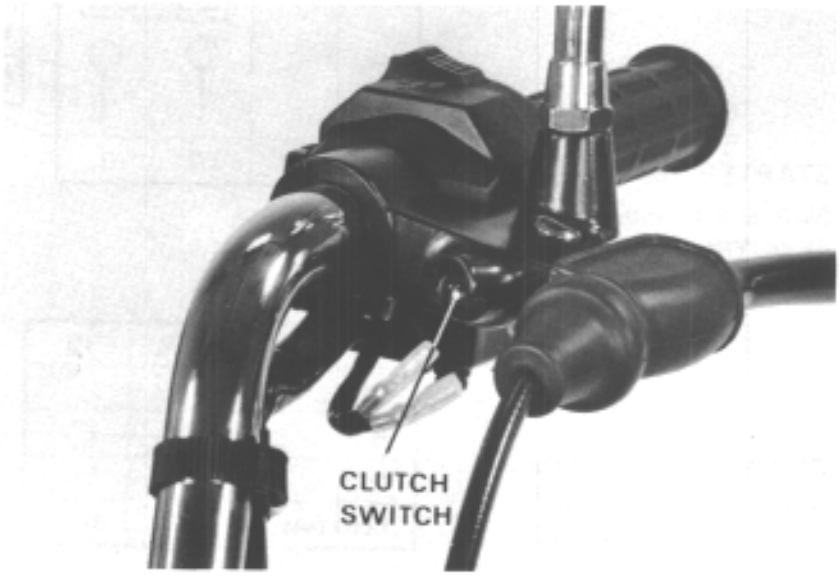
Check continuity of the clutch lever (safety) switch with the clutch released and applied.
Replace if necessary.

REMOVAL

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

NOTE

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



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