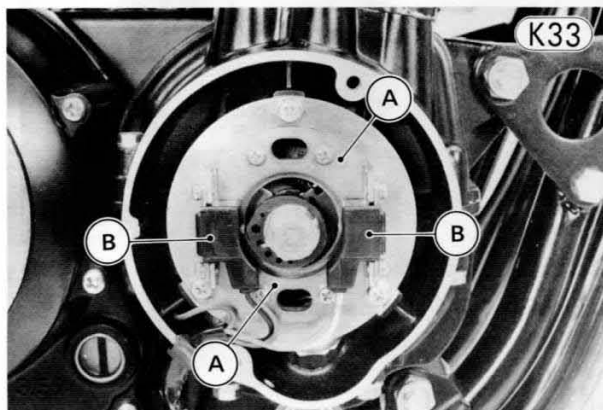


- Visually inspect the pick-up coil assembly. If the permanent magnets and coils are damaged, replace the pick-up coil assembly.



A. Magnet

B. Pick-up Coil

5. Ignition System Wiring Check

- Reconnect all leads and connectors which were disconnected.
- Connect the multimeter to the IC igniter leads as shown in Table K10, turn on the ignition switch, and note the meter readings. Measure the lead voltages with the engine stopped.

6. IC Igniter Out of Circuit Test

- Turn off the ignition switch, and disconnect all the IC igniter leads and connector.

- Connect the multimeter as shown in Table K11 to check the internal resistance of the igniter.

ELECTRIC STARTER SYSTEM

Starter Motor Circuit

The starter motor circuit includes the starter button (switch), starter lockout switch, starter relay, battery, and starter motor. The starter lockout switch mounted on the clutch lever holder is designed to prevent starter motor operation unless the clutch is disengaged. When the ignition switch is on, the clutch lever is pulled (the starter lockout switch is on), and the starter button is pushed, a small amount of current flows through the switches and the relay coil. This current magnetizes the relay core, which then pulls the armature to it, closing the relay contacts. The closed contacts complete a circuit for the starter motor, and the motor turns. The reason for using a relay instead of using the switch to turn on the starter motor directly is that the starter motor requires much current — enough that relatively thick wire is necessary to carry the current to the starter motor. Because it is not practical to put a heavy switch on the handlebar and have large wires running to it, the starter switch is made to carry just the light relay coil current, and heavy contacts inside the relay carry the starter motor current.

Table K10 Wiring Inspection

Meter Range	Connections*	Location	Reading
20V DC	Meter (+) → Yellow/Red, Black, or Green	At the 4-pin connector for the ignition coils	Battery voltage
	Meter (+) → Black, Blue, Yellow, or Red	At the 4-pin connector for the pick-up coils	0.5~1.0 V

*Connect the meter (–) lead to ground.

Table K11 IC Igniter Resistance

Meter Range	Connections	Location	Reading*
x 1 k Ω	Meter (+) → Black/Yellow Meter (–) → Black, Green	At the 4-pin connector for the ignition coils	∞
x 100 Ω	Meter (+) → Black, Green Meter (–) → Black/Yellow	"	200 ~ 500 Ω
	Meter (+) → Yellow/Red Meter (–) → Black/Yellow	"	200 ~ 600 Ω
	Meter (+) → Black/Yellow Meter (–) → Yellow/Red	"	300 ~ 700 Ω
x 1 k Ω	Meter (+) → Blue (Red) Meter (–) → Black (Yellow)	At the 4-pin connector for the pick-up coils	25 ~ 45 k Ω
	Meter (+) → Black (Yellow) Meter (–) → Blue (Red)	"	20 ~ 40 k Ω

*Measured with the Kawasaki Hand Tester (57001-983)

A tester other than the Kawasaki Hand Tester may show slightly different readings.