21. LIGHTS/METERS/SWITCHES

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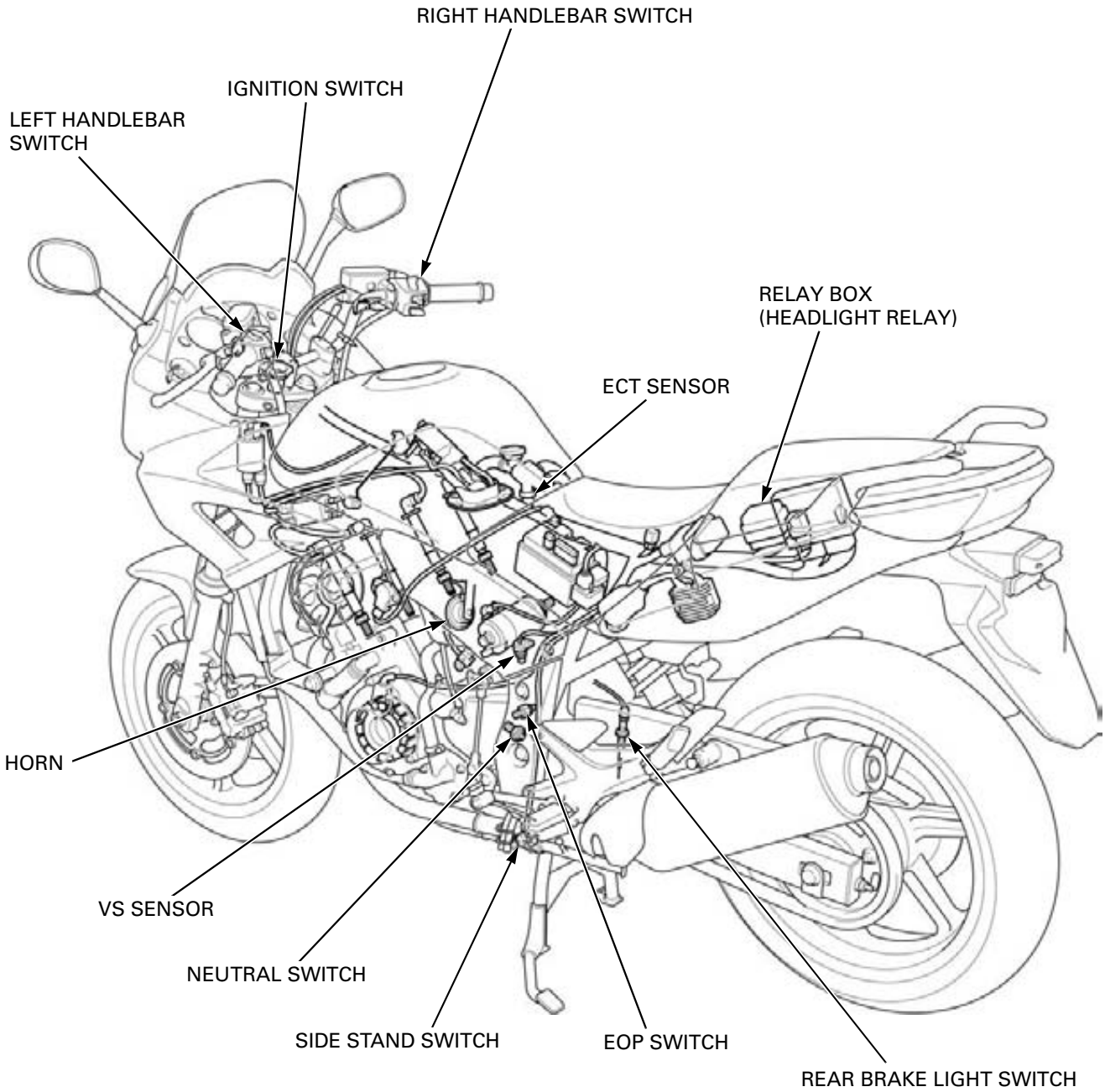


SERVICE INFORMATION

GENERAL

NOTICE

- *A halogen headlight bulb becomes very hot while the headlight is ON, and remain hot for a while after it is turned OFF. Be sure to let it cool down before servicing.*
- *Note the following when replacing the halogen headlight bulb.*
  - *Wear clean gloves while replacing the bulb. Do not put finger prints on the headlight bulb, as they may create hot spots on the bulb and cause it to fail.*
  - *If you touch the bulb with your bare hands, clean it with a cloth moistened with denatured alcohol to prevent its early failure.*
  - *Be sure to install the dust cover after replacing the bulb.*
- Use an electric heating element to heat the water/coolant mixture for the ECT sensor inspection. Keep flammable materials away from the electric heating element. Wear protective clothing, insulated gloves and eye protection.
- Check the battery condition before performing any inspection that requires proper battery voltage.
- A continuity test can be made with the switches installed on the motorcycle.
- The following color codes are used throughout this section.

Bu = Blue	G = Green	Lg = Light green	R = Red
Bl = Black	Gr = Gray	O = Orange	W = White
Br = Brown	Lb = Light blue	P = Pink	Y = Yellow

SPECIFICATIONS

ITEM			SPECIFICATIONS
Bulbs	Headlight	Hi	12 V – 55 W
		Lo	12 V – 55 W
	Position light		12 V – 5 W x 2
	Brake/tail light		12 V – 21/5 W
	Turn signal light		12 V – 21 W x 4
	Instrument light		LED
	Turn signal indicator		LED
	High beam indicator		LED
	Oil pressure indicator		LED
	Neutral indicator		LED
	Temp. indicator		LED
	Malfunction indicator lamp (MIL)		LED
	Immobilizer indicator		LED
	ABS indicator (CBF1000A)		LED
Fuse	Main fuse		30 A
	PGM-FI/IGN fuse		20 A
	Sub fuse		10 A x 3, 20 A x 2
	ABS main fuse (CBF1000A)		10 A
	ABS fail-safe relay fuse (CBF1000A)		30 A
	ABS motor fuse (CBF1000A)		30 A
Tachometer peak voltage			10.5 V minimum
ECT sensor resistance		80 °C (176 °F)	2.1 – 2.6 kΩ
		120 °C (248 °F)	0.65 – 0.73 kΩ

TORQUE VALUES

EOP switch	12 N·m (1.2 kgf·m, 9 lbf·ft)	Apply sealant to the threads.
EOP switch wire terminal bolt	2 N·m (0.2 kgf·m, 1.5 lbf·ft)	
Neutral switch	12 N·m (1.2 kgf·m, 9 lbf·ft)	
Ignition switch mounting one-way bolt	25 N·m (2.5 kgf·m, 18 lbf·ft)	
License light mounting nut	1.8 N·m (0.2 kgf·m, 1.3 lbf·ft)	
Horn mounting bolt	32 N·m (3.3 kgf·m, 24 lbf·ft)	

TOOLS

Imrie diagnostic tester (model 625) or Peak voltage adaptor 07HGJ-0020100  with commercially available digital multimeter (impedance 10 MΩ/DCV minimum)	Inspection test harness 07GMJ-ML80100 	Test probe 07ZAJ-RDJA110 

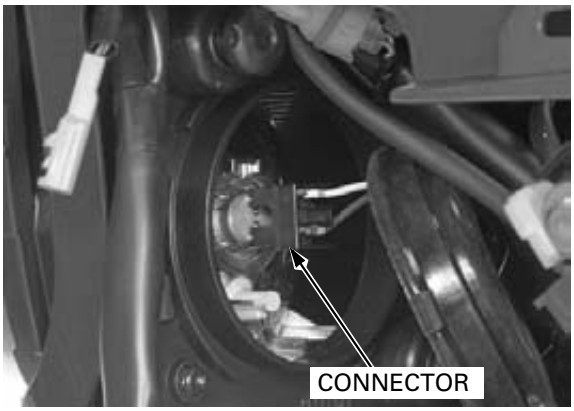
HEADLIGHT

BULB REPLACEMENT

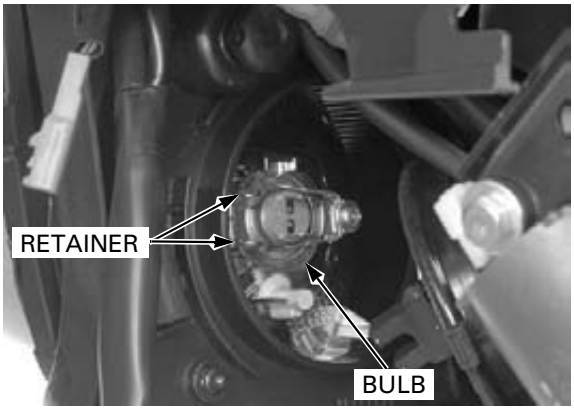
Remove the right and left front cowls (page 3-6).

Remove the dust cover.

Disconnect the headlight bulb connector.



Unhook the bulb retainer and remove the headlight bulb.



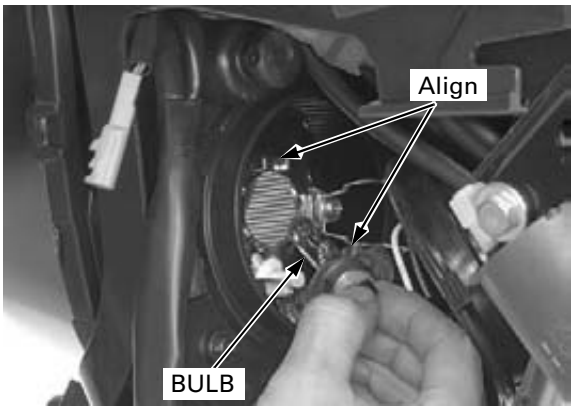
Align the bulb tab with the groove in the headlight case.

Install the new headlight bulb and hook the bulb retainer properly.

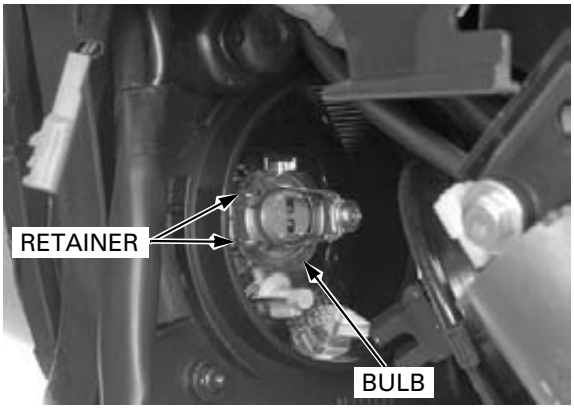
If you touch the bulb with your bare hands, clean it with a cloth moistened with denatured alcohol to prevent early bulb failure.

NOTICE

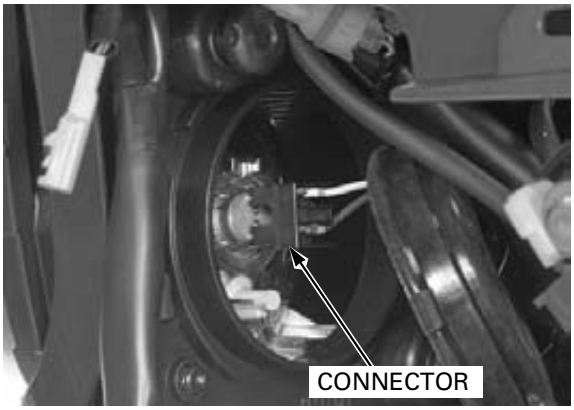
Avoid touching the halogen headlight bulb. Finger prints can create hot spots that cause a bulb to break.



Hook the bulb retainer properly.



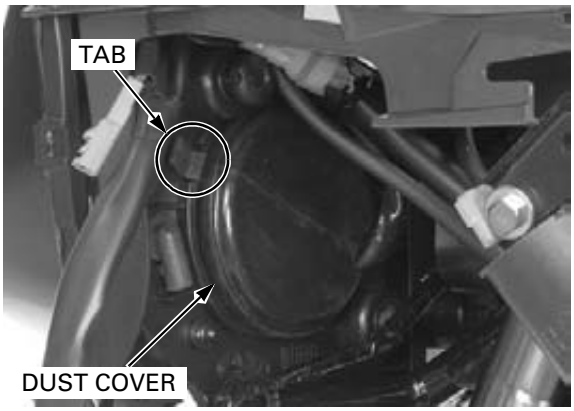
Connect the headlight bulb connector.



Set the dust cover tab in the cut-out of the headlight case.

Install the dust cover properly.

Install the right and left front cowls (page 3-6).

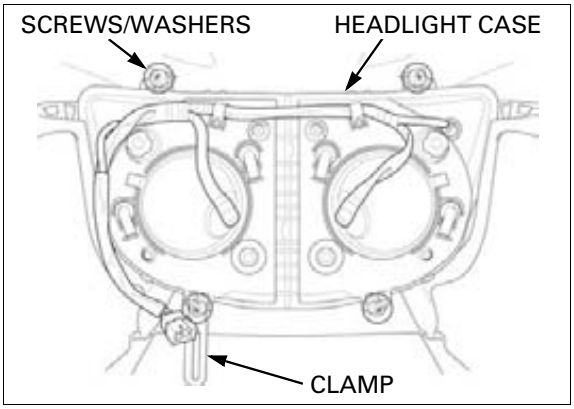


REMOVAL/INSTALLATION

Remove the front center cowl (page 3-7).

Remove the screws/washers, clamp and the headlight case.

Installation is in the reverse order of removal.

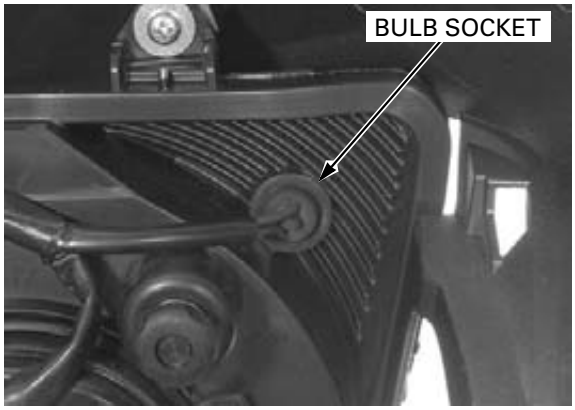


POSITION LIGHT

BULB REPLACEMENT

Remove the front center cowl (page 3-7).

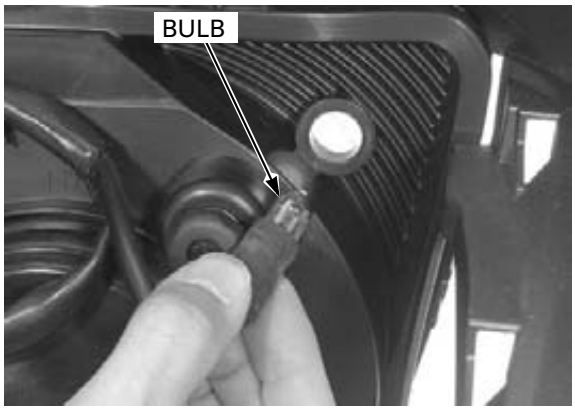
Remove the bulb socket from the headlight case.



Do not turn the bulb while removing it.

Remove the bulb from the socket, and replace it with new one.

Install the removed parts in the reverse order of removal.

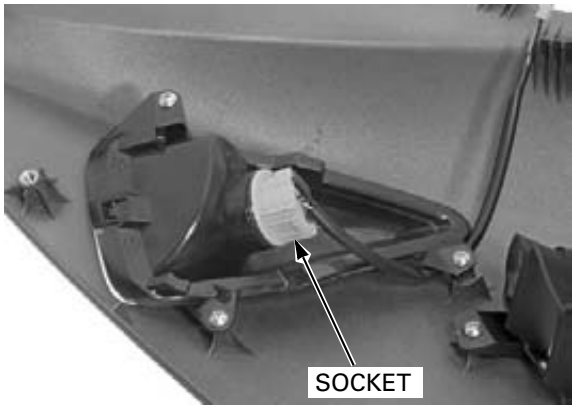


TURN SIGNAL

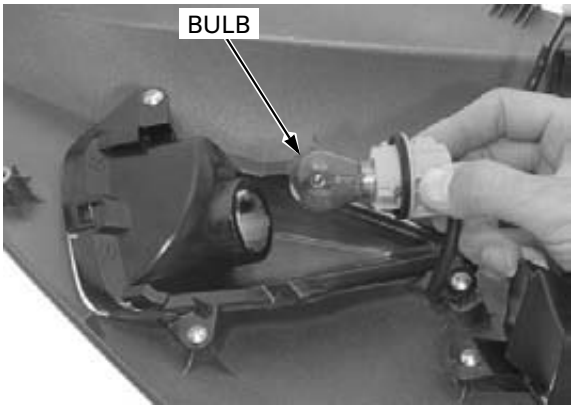
FRONT TURN SIGNAL BULB REPLACEMENT

Remove the right and left front cowls (page 3-6).

Turn the bulb socket counterclockwise and remove it from the turn signal light case.



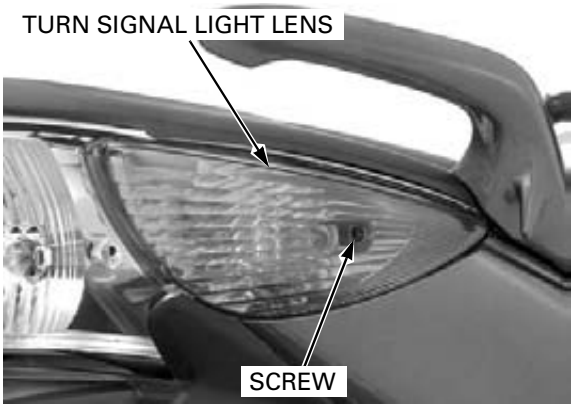
Slightly press the bulb and turn it counterclockwise.
Replace the bulb with new one.
Install the removed parts in the reverse order.



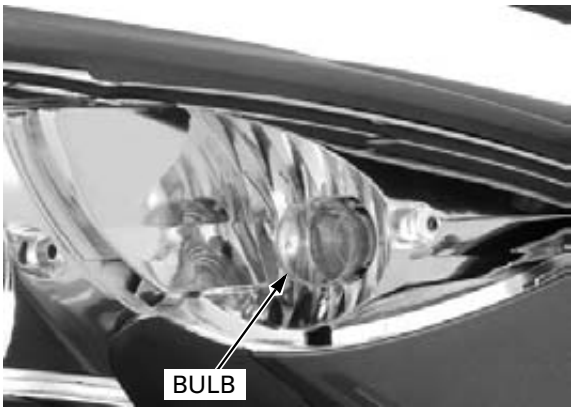
REAR TURN SIGNAL BULB REPLACEMENT

Remove the screws and tail/brake light lens.

Remove the screw and turn signal light lens.



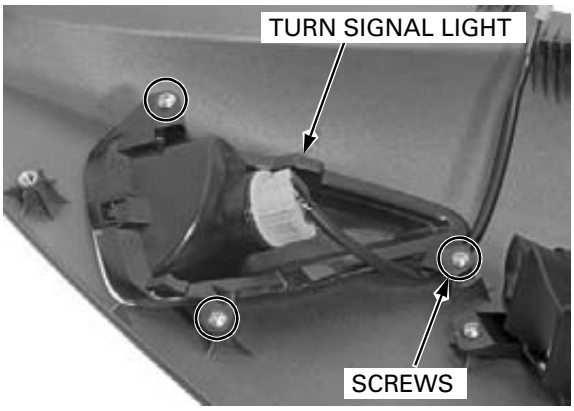
Slightly press the bulb and turn it counterclockwise.
Replace the bulb with new one.
Installation is in the reverse order of removal.



FRONT TURN SIGNAL LIGHT REMOVAL/INSTALLATION

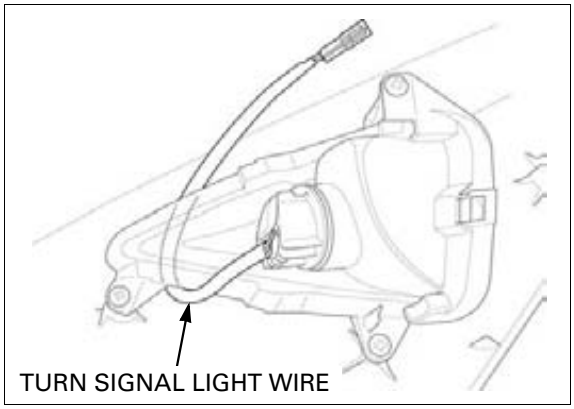
Remove the right and left front cowls (page 3-6).

Remove the screws and turn signal light.



Route the turn signal light wire between the turn signal light and front cowl.

Install the turn signal light in the reverse order of removal.



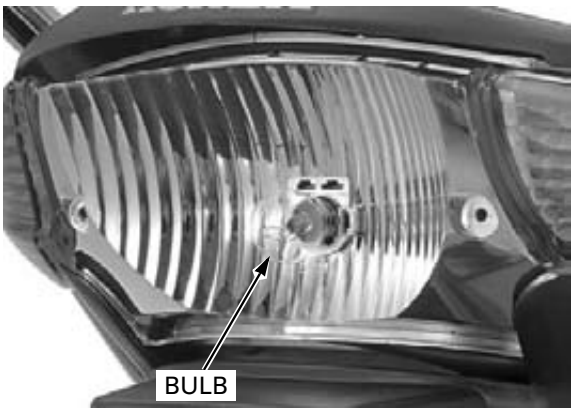
TAIL/BRAKE LIGHT

BULB REPLACEMENT

Remove the screws and tail/brake light lens.

While pushing the bulb in, turn it counterclockwise to remove and replace it with new one.

Installation is in the reverse order of removal.

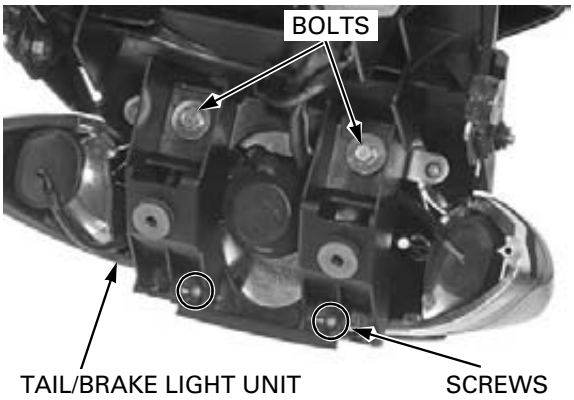


TAIL/BRAKE LIGHT UNIT REMOVAL/ INSTALLATION

Remove the rear fender (page 3-10).

Remove the screws, bolts and tail/brake light unit.

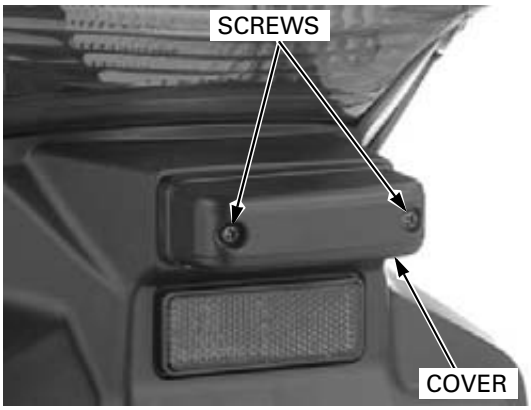
Install the removed parts in the reverse order of removal.



LICENSE LIGHT

BULB REPLACEMENT

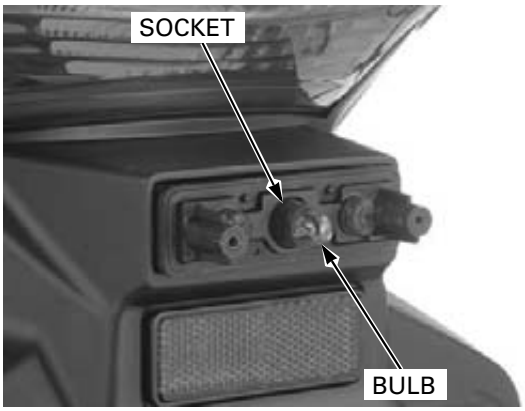
Remove the screws and license light cover.



Do not turn the bulb while removing it.

Pull out the bulb from the socket and replace it with new one.

Install the license light cover and tighten the screws securely.

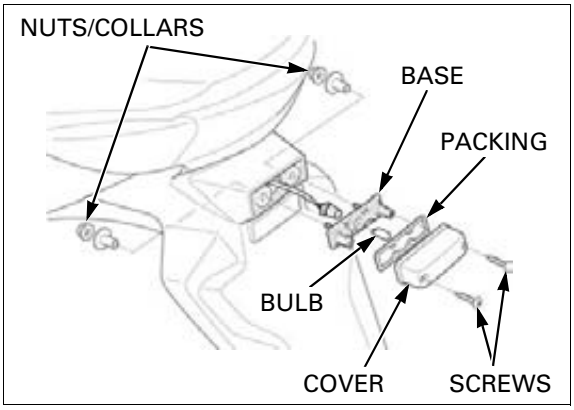


REMOVAL/INSTALLATION

Remove the screws, license light cover, packing and bulb.
Remove the nuts and collars from the inside of the rear fender.
Remove the bulb socket from the license light base.

Install the license light in the reverse order of removal.

TORQUE:
License light mounting nut:
1.8 N·m (0.2 kgf·m, 1.3 lbf·ft)



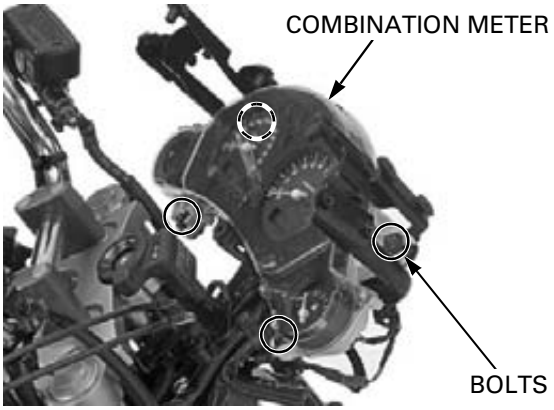
COMBINATION METER

REMOVAL/INSTALLATION

Remove the front center cowl (page 3-7).

Remove the mounting bolts and the combination meter from the bracket.

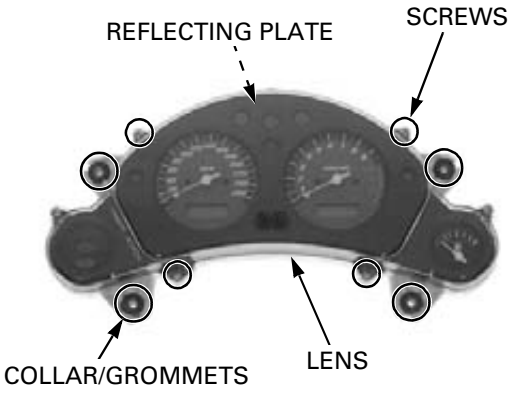
Install the combination meter in the reverse order of removal.



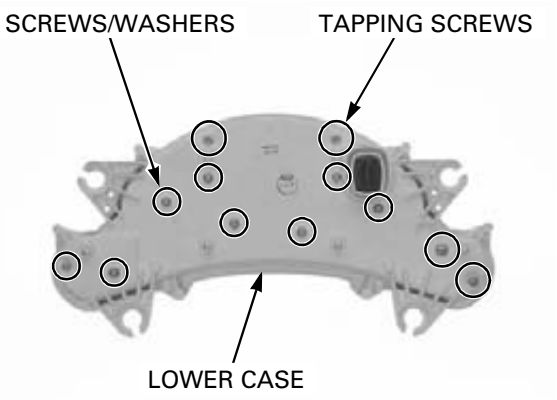
DISASSEMBLY

Remove the collars and grommets.

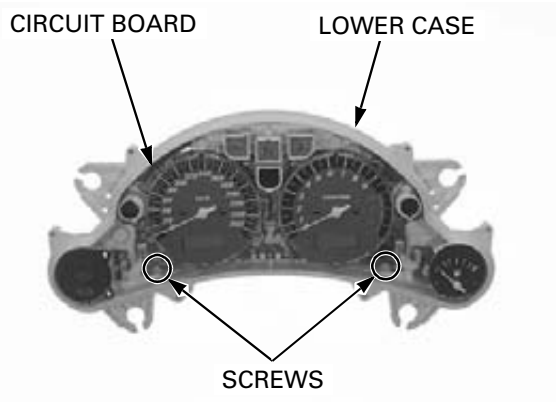
Remove the screws, combination meter lens and reflecting plate.



Remove the screws/washers and tapping screws.

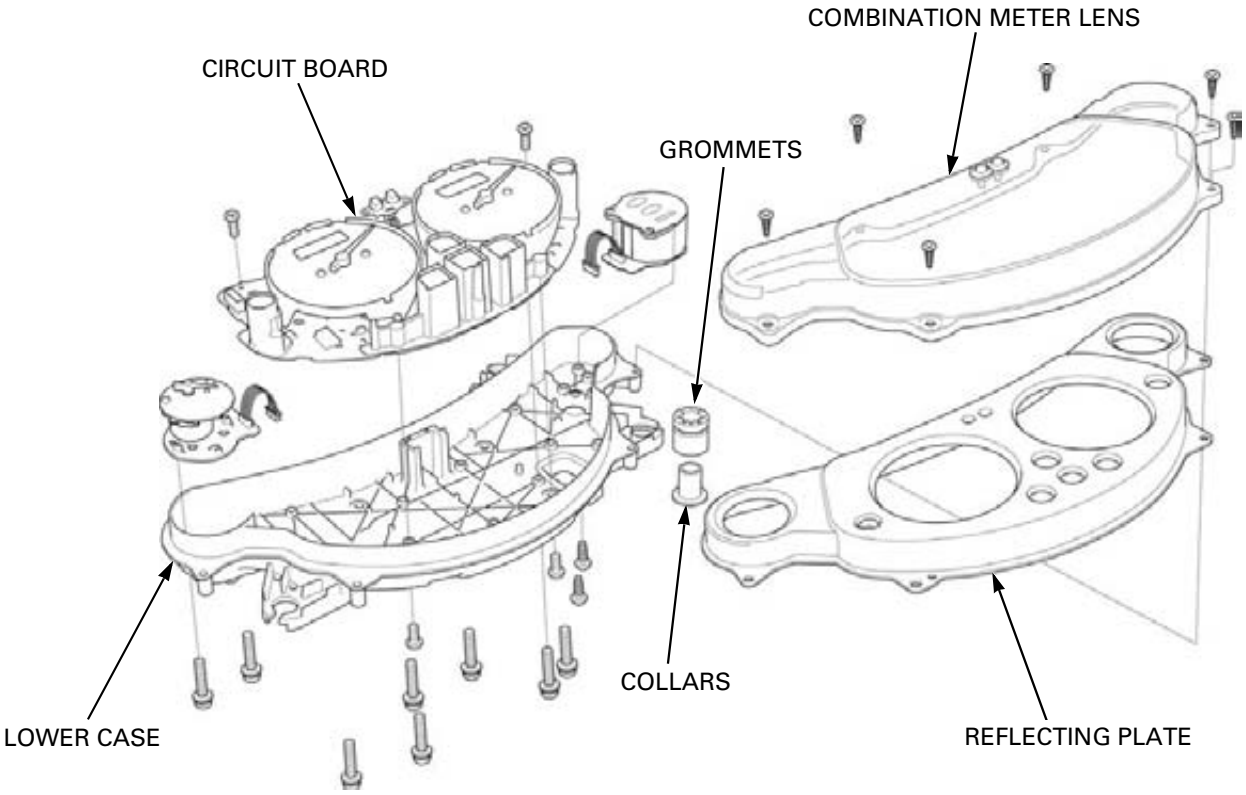


Remove the screws and combination meter circuit board from the lower case.



ASSEMBLY

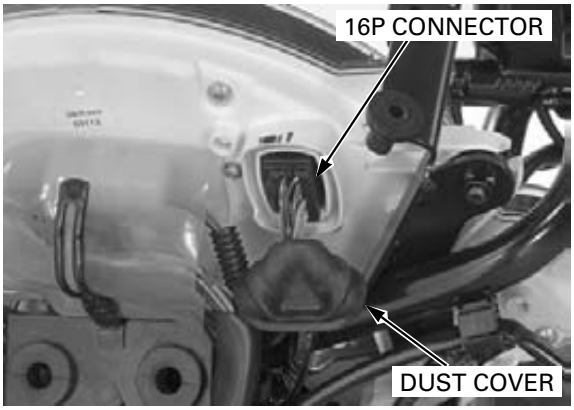
Assembly is in the reverse order of disassembly.



POWER/GROUND LINES INSPECTION

Remove the front center cowl (page 3-7).

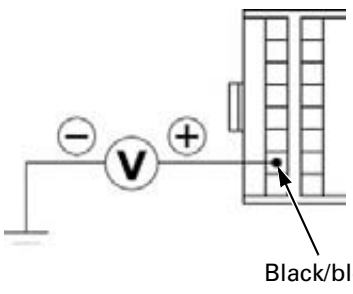
Remove the combination meter connector dust cover.
Check the following with the 16P connector connected.



Power input line

Measure the voltage between the Black/brown wire terminal (+) and body ground (–).
There should be battery voltage with the ignition switch ON.
If there is no voltage, check the sub-fuse (10 A) and an open circuit in Brown/white wire.

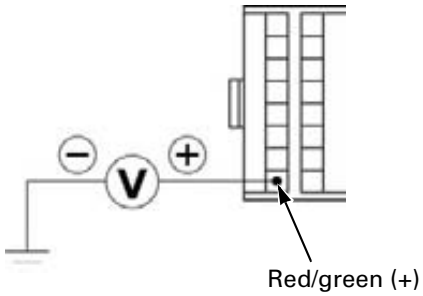
Viewed from harness side
of the 16P connector:



Back-up voltage line

Measure the voltage between the Red/green wire terminal (+) and body ground (–).
There should be battery voltage at all times.
If there is no voltage, check the sub-fuse (10 A) and an open circuit in Red/green wire.

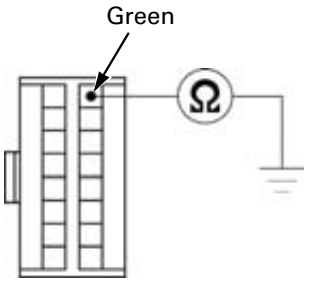
Viewed from harness side of the 16P connector:



Ground line

Check the continuity between the Green wire terminal and body ground.
There should be continuity at all times.
If there is no continuity, check for open circuit in Green wire.

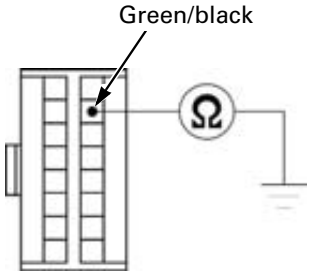
Viewed from harness side of the 16P connector:



Sensor ground line

Check the continuity between the Green/black wire terminal and body ground.
There should be continuity at all times.
If there is no continuity, check for open circuit in Green/black wire.

Viewed from harness side of the 16P connector:



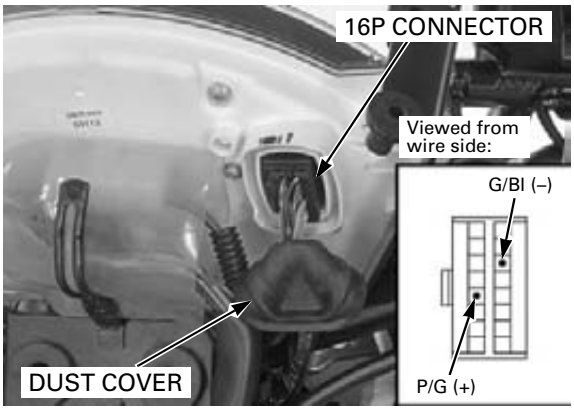
SPEEDOMETER/VEHICLE SPEED SENSOR (VSS)

SYSTEM INSPECTION

Check that the neutral and oil pressure indicators function properly.

- If they do not function, perform the power and ground line inspection of the combination meter (page 21-12).
- If they function, remove the dust cover and disconnect the combination meter 16P (Black) connector. Shift the transmission into neutral and turn the ignition switch ON.
  Measure the voltage between the Pink/green (+) and Green/black (–) wire terminals of the wire harness side connector.
  Slowly turn the rear wheel by hand.
  There should be 0 to 5 V pulse voltage.

– If pulse voltage appears, replace the combination meter printed circuit board (page 21-11).
– If pulse voltage does not appear, check for open or short circuit in the Pink/green and Green/black wires.
  If the wire are OK, check the VSS (page 21-14).



VEHICLE SPEED SENSOR (VSS) INSPECTION

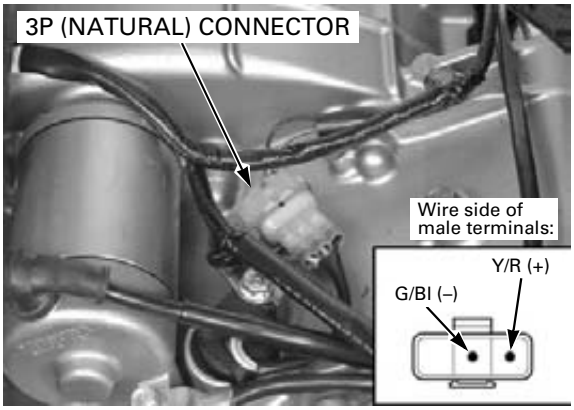
Remove the air cleaner housing (page 6-60).

Disconnect the VSS 3P (Natural) connector.
Measure the voltage between the Yellow/red (+) and Green/black (–) wire terminals at the harness side 3P connector.

CONNECTION: Yellow/red (+) – Green/black (–)
STANDARD: Battery voltage

There should be battery voltage with the ignition switch ON.

If there is no voltage, check for open circuit in related wires.
If there is voltage, check the VSS as follows.



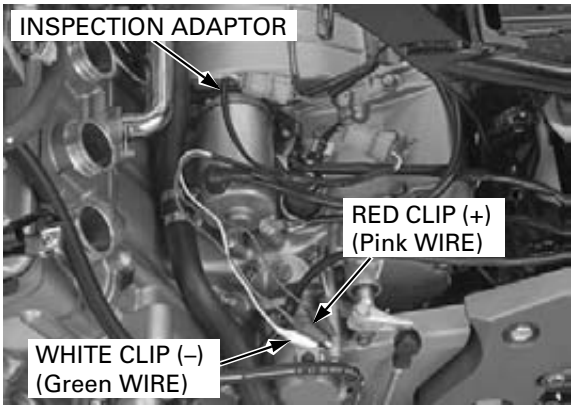
Support the motorcycle securely using a safety stand or hoist, and raise the rear wheel off the ground.

Connect the inspection adaptor to the sensor 3P connectors.

TOOL:
Inspection test harness 07GMJ-ML80100

Connect the Positive (+) and negative (–) cables to the battery.
Measure the voltage between the Red clip (+) and White clip (–).

CONNECTION: Red clip (+) – White clip (–)
STANDARD: Repeat 0 to 5V



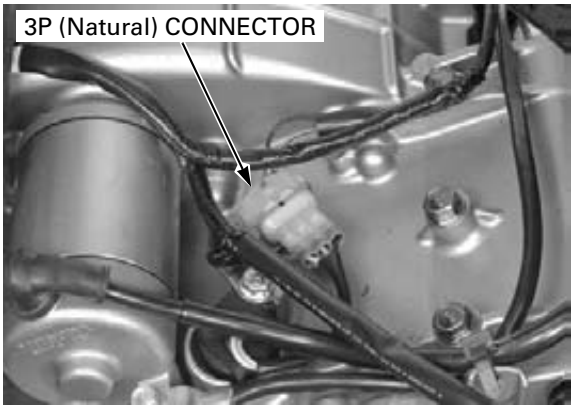
Shift the transmission into neutral and turn the ignition switch ON.
Slowly turn the rear wheel by hand.
There should be 0 to 5 V pulse voltage.

If the pulse voltage does not appear, replace the VSS (page 21-15).

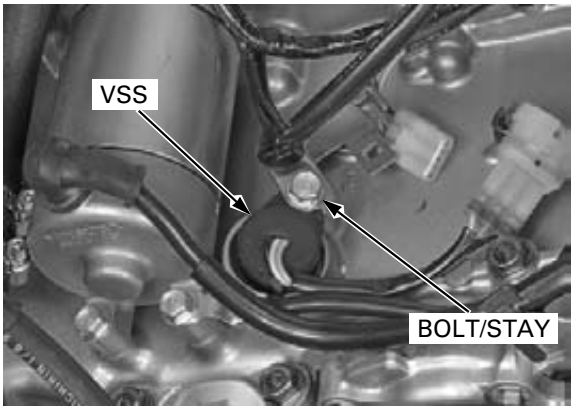
REMOVAL/INSTALLATION

Remove the air cleaner housing (page 6-60).

Remove the VSS 3P (Natural) connector from the stay and disconnect the connector.



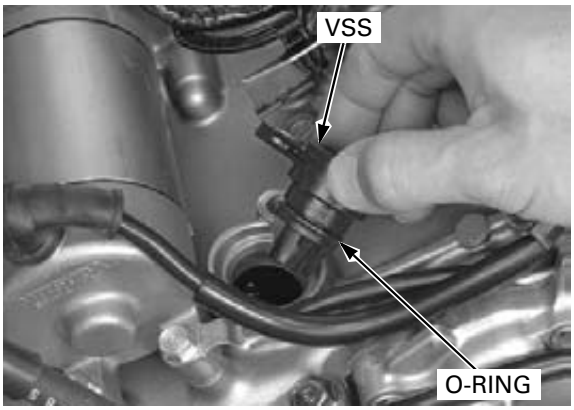
Remove the bolt, stay and the VSS.



Check the condition of the O-ring, replace it if necessary.

Install the VSS in the reverse order of removal.

Install the air cleaner housing (page 6-67).



TACHOMETER

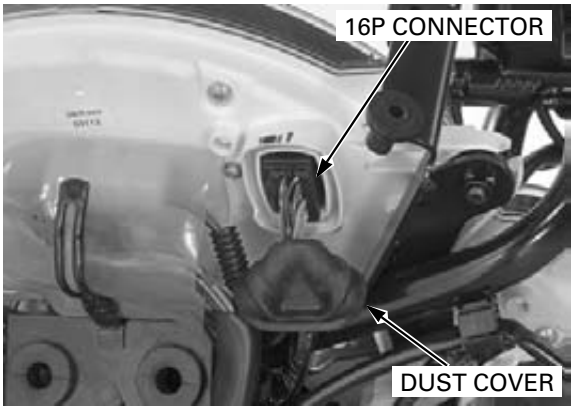
SYSTEM INSPECTION

Check that the neutral and oil pressure indicators function properly.

- If they do not function, perform the power and ground line inspection of the combination meter (page 21-12).

Remove the front center cowl (page 3-7).

Remove the dust cover and check for loose or poor contact terminals at the combination meter 16P (Black) connector.



Connect the peak voltage adaptor or Imrie diagnostic tester probe to the tachometer Yellow/green terminal and ground.

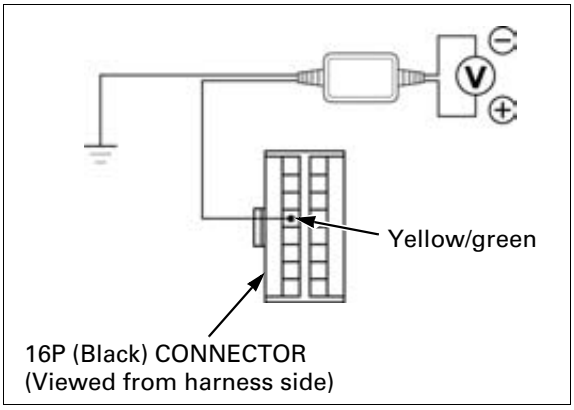
TOOLS:
Imrie diagnostic tester (model 625) or
Peak voltage adaptor 07HGJ-0020100
with commercially available digital multimeter (impedance 10 MΩ/DCV minimum)

CONNECTION: Yellow/green (+) – body ground (–)

Start the engine and measure the tachometer input peak voltage.

PEAK VOLTAGE: 10.5 V minimum

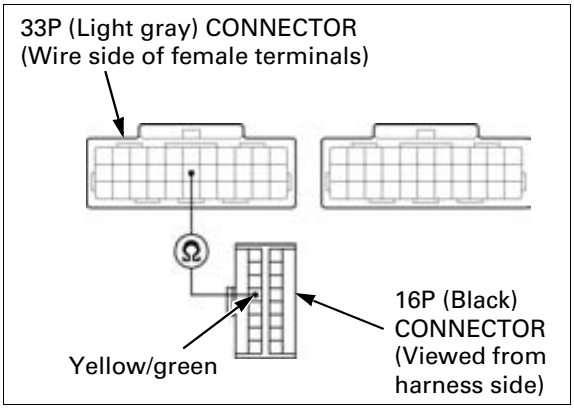
If the peak voltage is normal, replace the combination meter printed circuit board (page 21-11).
If the measured value is below 10.5 V, replace the ECM (page 6-82).



If the value is 0 V, check for continuity between the combination meter 16P (Black) connector and ECM 33P (Light gray) connector Yellow/green terminals.

TOOLS:
Test probe 07ZAJ-RDJA110

If there is no continuity, check the wire harness for an open circuit.
If there is continuity, replace the ECM (page 6-82).



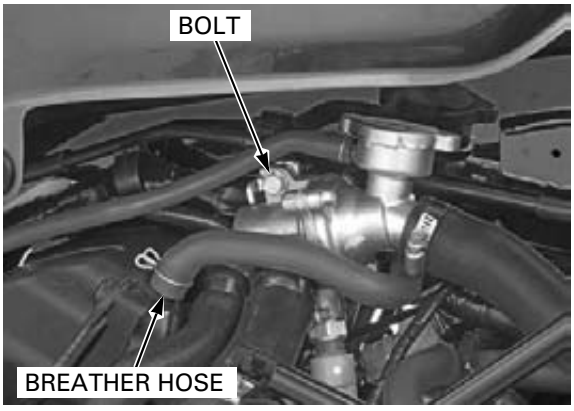
COOLANT TEMPERATURE INDICATOR/ ECT SENSOR

SYSTEM INSPECTION

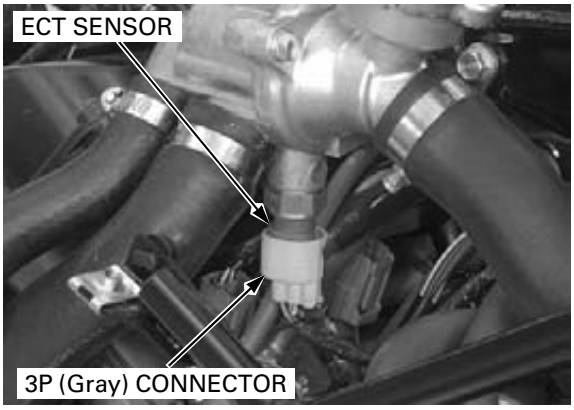
Indicator stays lit while the engine is running under normal operating temperature

Lift and support the fuel tank (page 4-5).

Disconnect the crankcase breather hose.
Remove the thermostat case mounting bolt.

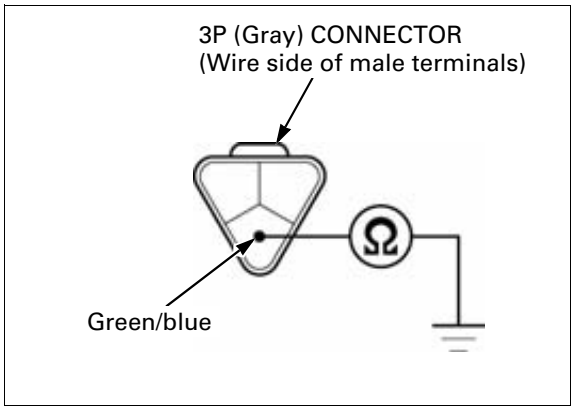


Disconnect the ECT sensor 3P (Gray) connector.



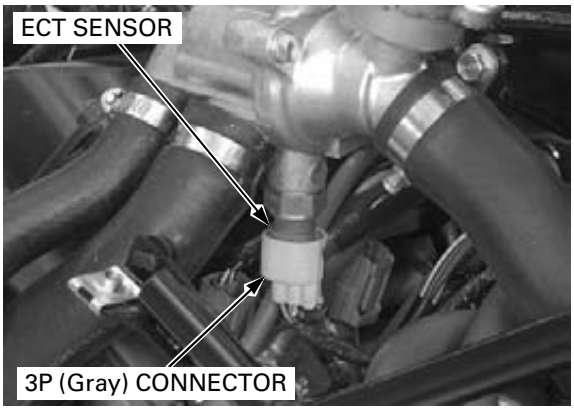
Check for continuity between the Green/blue terminal and ground.

If there is continuity, check for short circuit in the Green/blue wire.
If there is no continuity, replace the ECT sensor (page 6-79).



SENSOR INSPECTION

Disconnect the 3P (Gray) connector and remove the ECT sensor from the thermostat housing (page 6-79).

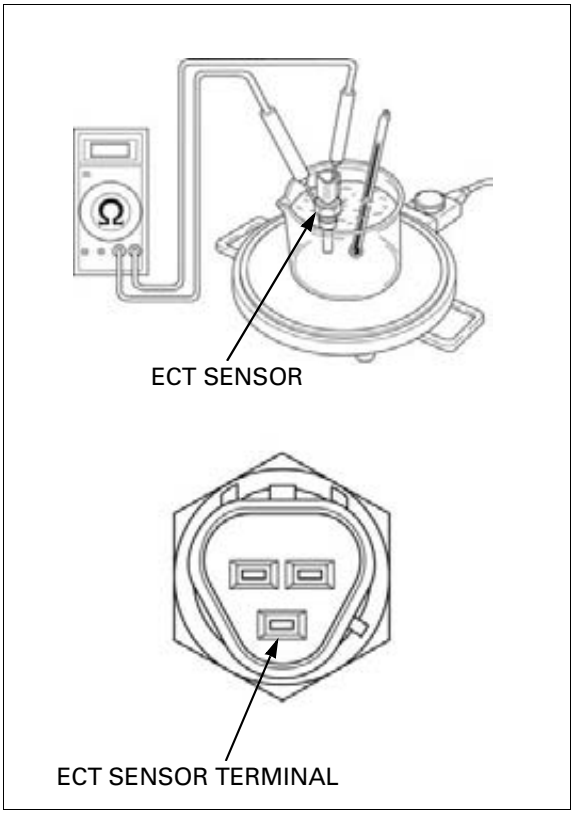


Suspend the ECT sensor in a pan of coolant (50 – 50 mixture) on an electric heating element and measure the resistance through the ECT sensor terminal (Green/blue) and sensor body as the coolant heats up.

- Soak the ECT sensor in coolant up to its threads with at least 40 mm (1.6 in) from the bottom of the pan to the bottom of the sensor.
- Keep the temperature constant for 3 minutes before testing. A sudden change of temperature will result in incorrect readings. Do not let the thermometer or ECT sensor touch the pan.

Replace the sensor if it is out of specification by more than 10% at any temperature listed.

Temperature	80°C (68°F)	120°C (248°F)
Resistance	2.1 – 2.6 kΩ	0.65 – 0.73 kΩ



OIL PRESSURE INDICATOR/EOP SWITCH

INSPECTION

Indicator does not light with the ignition switch turned to "ON"

Check that the neutral and ABS (CBF1000A) indicators function properly.
If they do not function properly, check the power input line of the combination meter (page 21-12).

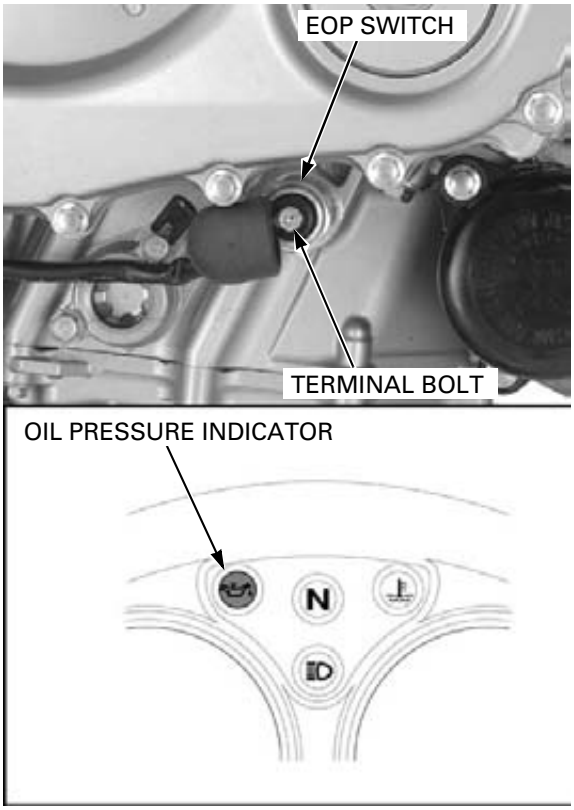
Remove the rubber cap, and disconnect the oil pressure switch wire by removing the terminal bolt.
Ground the wire terminal to the engine with a jumper wire.
Turn the ignition switch to "ON" and check the oil pressure indicator.

- If the indicator lights, replace the EOP switch.
- If the indicator does not light, check for loose or poor connections of the engine sub-harness 8P (Gray) connector, or an open circuit in the Blue/red wire.

Indicator stays lit while the engine is running

Remove the rubber cap, and disconnect the EOP switch wire by removing the terminal bolt.
Check for continuity between the wire terminal and ground.

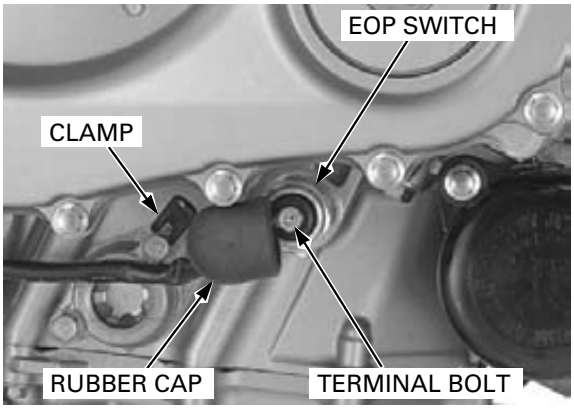
- If there is continuity, check for short circuit in the Blue/red wire.
- If the there is no continuity, check the oil pressure (page 5-5). If the oil pressure is normal, replace the EOP switch.



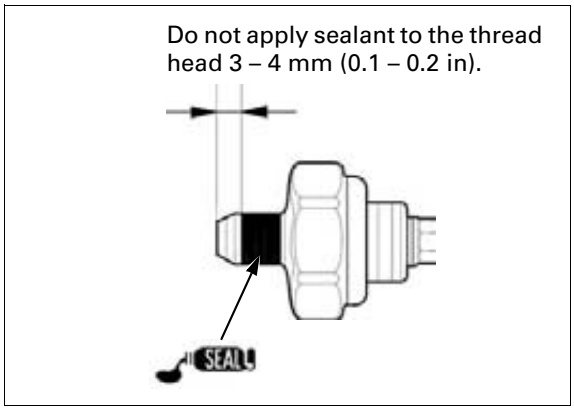
REMOVAL/INSTALLATION

Drain the engine oil (page 4-16).

Release the EOP switch wire from the clamp.
Remove the rubber cap and terminal bolt, then disconnect the wire terminal.
Remove the EOP switch while holding switch base.

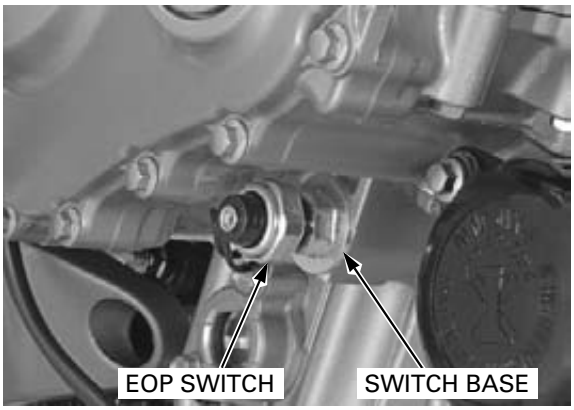


Apply sealant to the EOP switch threads as shown.



Install the EOP switch onto the switch base, and tighten the EOP switch to the specified torque while holding the switch base.

TORQUE: 12 N·m (1.2 kgf·m, 9 lbf·ft)



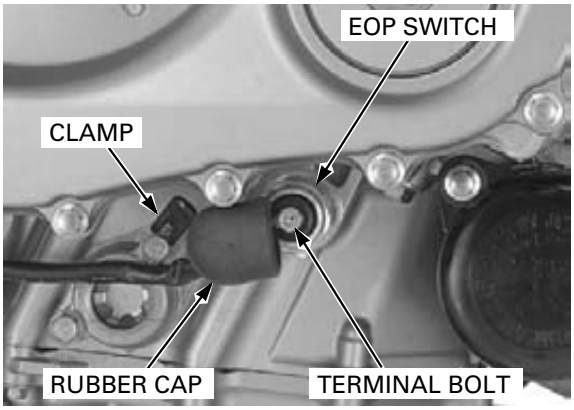
Connect the EOP switch wire to the switch and tighten the terminal bolt to the specified torque.

TORQUE: 2 N·m (0.2 kgf·m, 1.5 lbf·ft)

Secure the EOP switch wire with the clamp and install the rubber cap.

Refer to "Cable & Harness Routing" for EOP switch wire clamp (page 1-23).

Fill the crankcase with the recommended engine oil (page 4-16).



FUEL LEVEL SENSOR

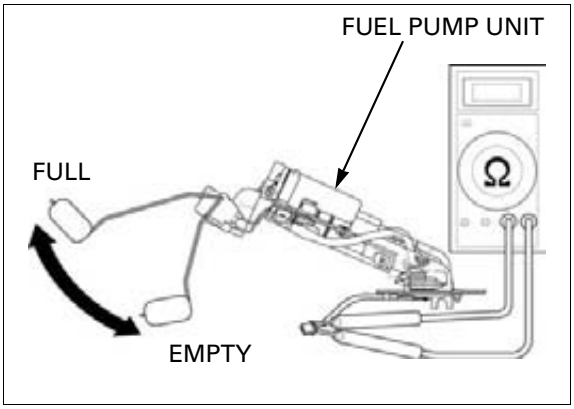
INSPECTION

Remove the fuel pump unit (page 6-55).

Connect the ohmmeter to the fuel level sensor Red/black and Black/white terminals.

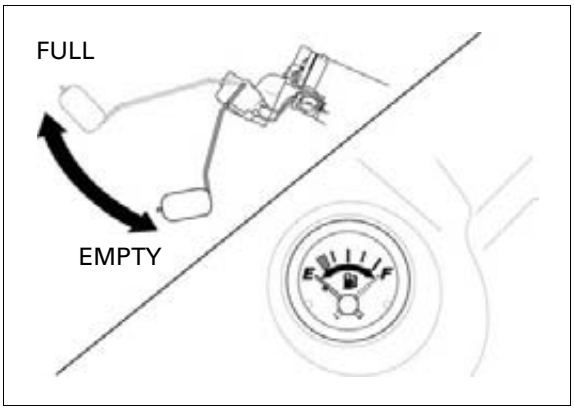
Inspect the resistance of the float at the top and bottom positions.

	FULL	EMPTY
Resistance	4 – 10 Ω	90 – 100 Ω



Connect the fuel pump unit 3P (Black) connector to the main wire harness.
Move the float from bottom (empty) to top (full) positions to check the fuel meter needle indication.

Turn the ignition switch ON.
If the fuel meter needle does not indicate properly, check for open or short circuit in wire harness.
If the wire harness is good, replace the combination meter printed circuit board with new one (page 21-11).

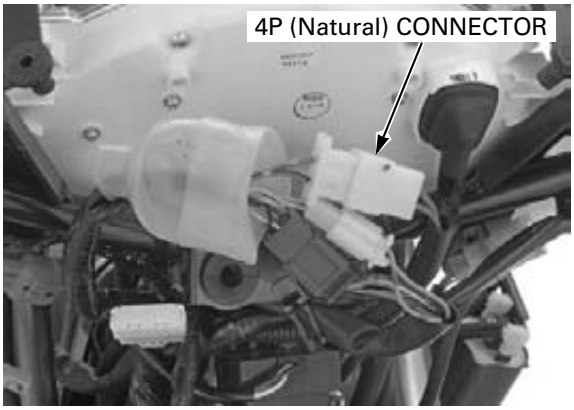


IGNITION SWITCH

INSPECTION

Remove the front center cowl (page 3-7).

Disconnect the ignition switch 4P (Natural) connector.
Check for continuity between the wire terminals of the ignition switch connector in each switch position.
Continuity should exist between the color coded wires as follow:



IGNITION SWITCH CONTINUITY:

	IG	BAT1	KEY
ON	○—○		KEY ON
OFF			KEY OFF
LOCK			KEY OFF LOCK PIN
COLOR	R/Bl	R	—

REMOVAL/INSTALLATION

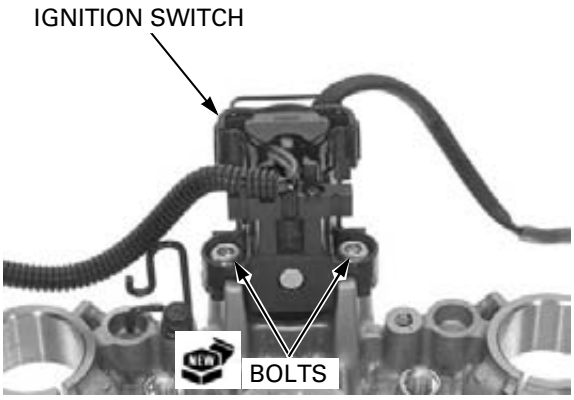
Remove the top bridge (page 14-30).
Remove the immobilizer receiver (page 22-15).

Remove the mounting bolts and ignition switch.

Install the ignition switch to the top bridge.
Tighten the new ignition switch mounting bolts to the specified torque.

TORQUE: 25 N·m (2.5 kgf·m, 18 lbf·ft)

Install the removed parts in the reverse order of removal.

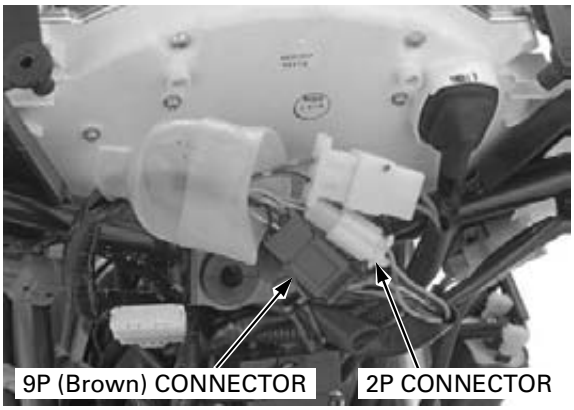


HANDLEBAR SWITCHES

RIGHT HANDLEBAR SWITCH

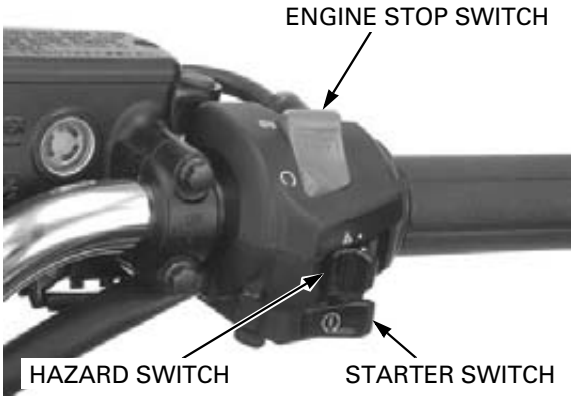
Remove the front center cowl (page 3-7).

Disconnect the right handlebar switch 9P (Brown) and 2P (Natural) connectors.



Check for continuity between the wire terminals of the handlebar switch connector.

Continuity should exist between the color coded wire terminals as follows:



RIGHT HANDLEBAR SWITCH CONTINUITY:

ENGINE STOP SWITCH

	IG	BAT2
OFF		
RUN	○—○	
COLOR	Bl	W/Bl

HAZARD SWITCH

	W	R	L
OFF			
ON	○—○	—○	
COLOR	Gr	Lb	O

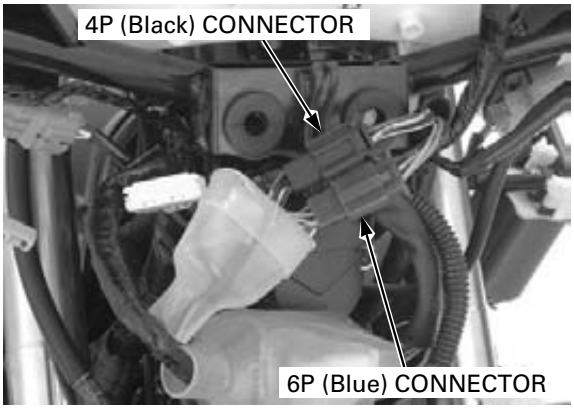
STARTER SWITCH

	ST	IG	BAT4	HL
FREE			○	○
PUSH	○	○		
COLOR	Y/R	Bl	Bl/R	Bu/W

LEFT HANDLEBAR SWITCH

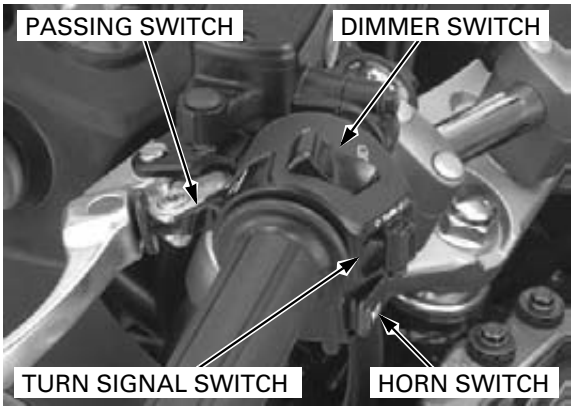
Remove the front center cowl (page 3-7).

Disconnect the left handlebar switch 4P (Black) and 6P (Blue) connectors.



Check for continuity between the wire terminals of the handlebar switch connector.

Continuity should exist between the color coded wire terminals as follows:



LEFT HANDLEBAR CONTINUITY:

TURN SIGNAL SWITCH

	W	R	L
R	○	○	
N			
L	○		○
COLOR	Gr	Lb	O

DIMMER/PASSING SWITCH

	BAT4	Hi
FREE		
PUSH	○	○
COLOR	Bl/R	•

	HL	Lo	Hi
Lo			
(N)	○	○	○
Hi	○		○
COLOR	Bu/W		Bu

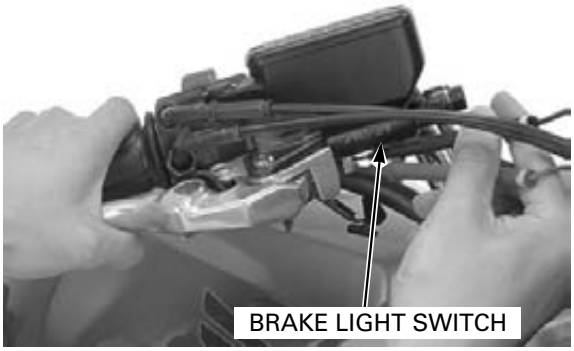
HORN SWITCH

	Ho	BAT3
FREE		
PUSH	○	○
COLOR	Lg	Bl/Br

BRAKE LIGHT SWITCH

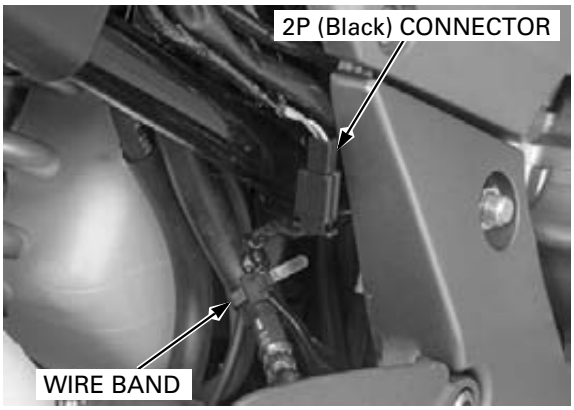
FRONT

Disconnect the front brake light switch connectors and check for continuity between the terminals.
There should be continuity with the brake lever applied, and there should be no continuity with the brake lever is released.

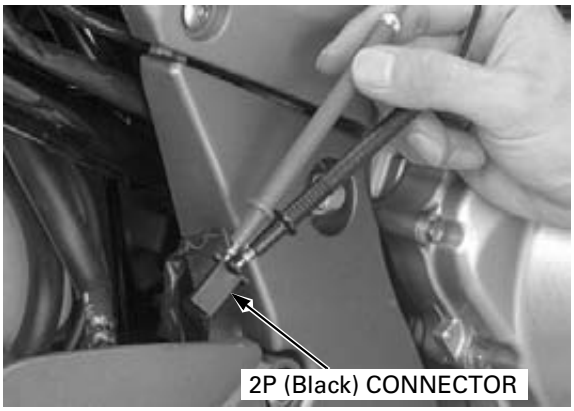


REAR

Remove the wire band.
Disconnect the rear brake light switch 2P (Black) connector.



Check for continuity between the terminals.
There should be continuity with the brake pedal applied, and there should be no continuity with the brake pedal is released.



CLUTCH SWITCH

Disconnect the clutch switch connectors.

There should be continuity with the clutch lever applied, and there should be no continuity when the clutch lever is released.

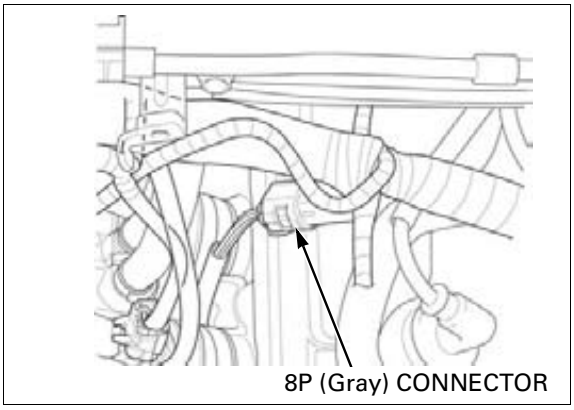
NEUTRAL SWITCH

INSPECTION

Lift and support the fuel tank (page 4-5).

Disconnect the engine sub-harness 8P (Gray) connector.
Shift the transmission into neutral and check for continuity between the Light green wire terminal and body ground.

There should be continuity with the transmission in neutral, and no continuity when the transmission is in gear.



REMOVAL/INSTALLATION

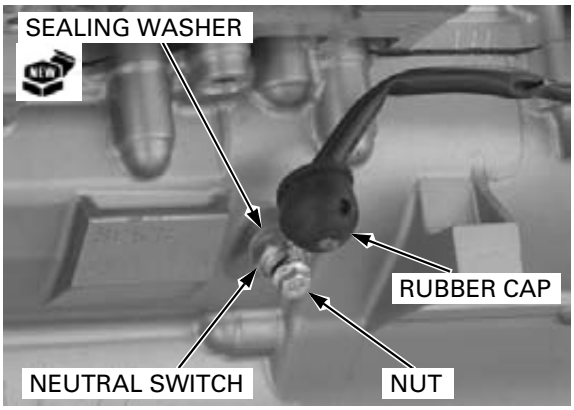
Remove the engine from the frame (page 8-4).

Remove the rubber cap.
Remove the terminal nut and disconnect the neutral switch wire.
Remove the neutral switch and sealing washer.

Replace the sealing washer with new one.

Installation is in the reverse order of removal.

TORQUE:
Neutral switch:
12 N·m (1.2 kgf·m, 9 lbf·ft)



SIDE STAND SWITCH

INSPECTION

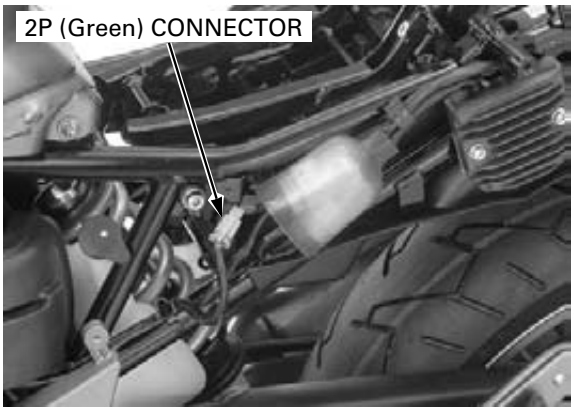
Remove the following:

- Left side cover (page 3-4)
- Left rear cowl (page 3-8)

Disconnect the side stand switch 2P (Green) connector.

Check for continuity between the wire terminals of the side stand switch 2P (Green) connector.

Continuity should exist only when the side stand is up.

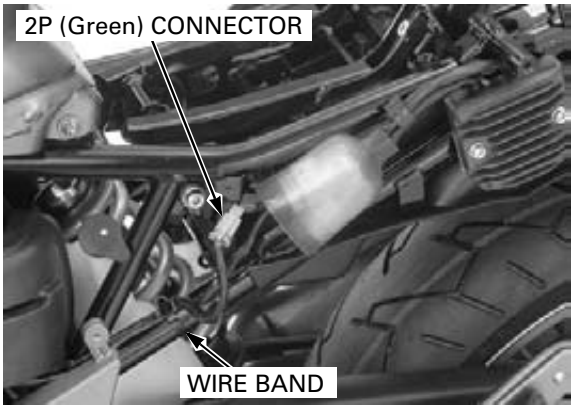


REMOVAL

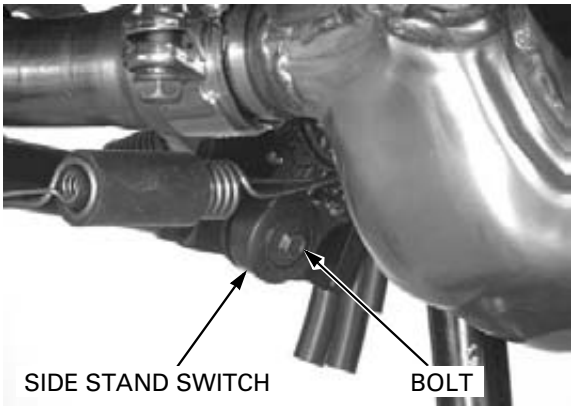
Remove the following:

– Left side cover (page 3-4)
– Left rear cowl (page 3-8)

Remove the wire band and disconnect the side stand switch 2P (Green) connector.



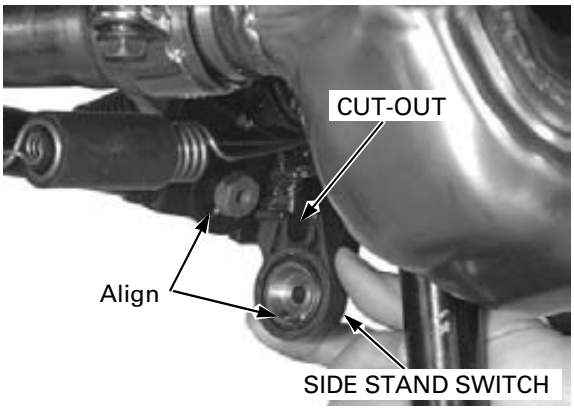
Remove the bolt and side stand switch.



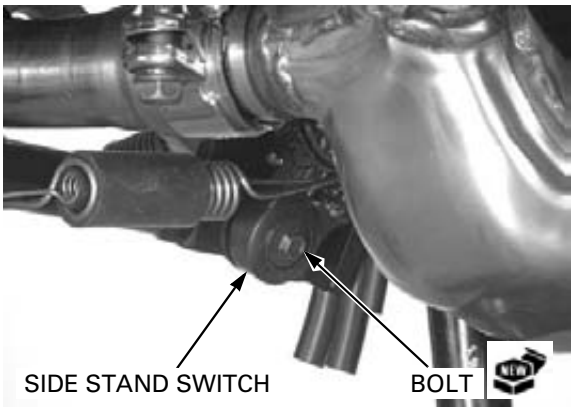
INSTALLATION

Route the side stand switch wire properly (page 1-23).

Install the side stand switch by aligning the switch pin with the side stand hole and switch groove with the return spring holding pin.



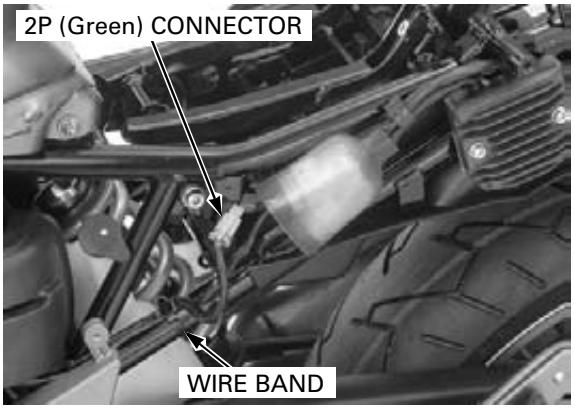
Secure the side stand switch with a new bolt.



Connect the 2P (Green) connector.
Secure the side stand switch wire with the wire band.

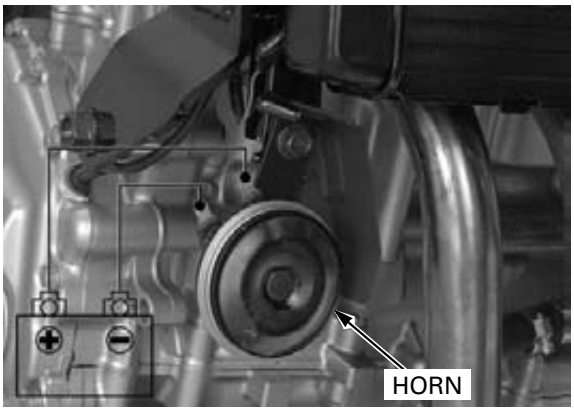
Install the following:

– Left rear cowl (page 3-9)
– Left side cover (page 3-4)



HORN

Disconnect the wire connectors from the horn.
Connect the 12 V battery to the horn terminal directly.
The horn is normal if it sounds when the 12 V battery is connected across the horn terminals.



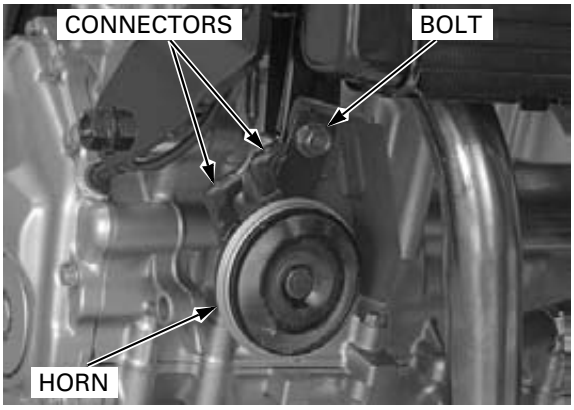
REMOVAL/INSTALLATION

Disconnect the horn wire connectors.

Remove the mounting bolt and horn.

Installation is in the reverse order of removal.

TORQUE: 32 N·m (3.3 kgf·m, 24 lbf·ft)



TURN SIGNAL RELAY

INSPECTION

1. **Related Circuit Inspection**

   Check the following:
   – Burned bulb or non-specified wattage
   – Blown fuse
   – Ignition switch and turn signal switch function
   – Loose connectors

   Check for the above items.

   Are the above items in good condition?

   NO – Replace or repair the malfunction part(s)

   YES – GO TO STEP 2.

2. **Turn Signal Circuit Inspection**

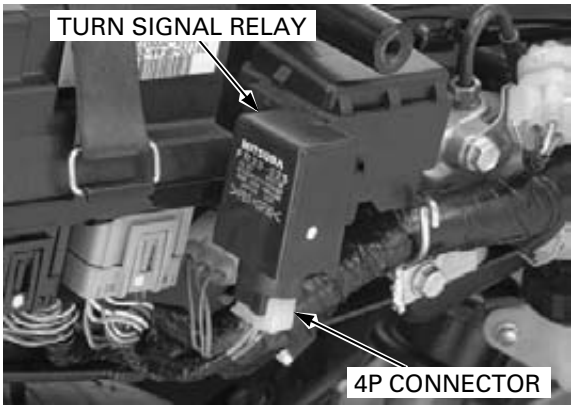
   Remove the right rear cowl (page 3-8).

   Disconnect the turn signal 4P connector and short the Gray and White/green terminals of the wire harness side connector with a jumper wire. Turn the ignition switch ON and check the turn signal light by turning the turn signal switch on.

   Does the light come on?

   YES – GO TO STEP 3.

   NO – Open circuit in related wires



3. **Ground Line Inspection**

   Check the continuity between the 4P connector Green terminal and ground.

   Is there continuity?

   YES – • Faulty turn signal relay
   • Loose or poor contact of the connector terminals

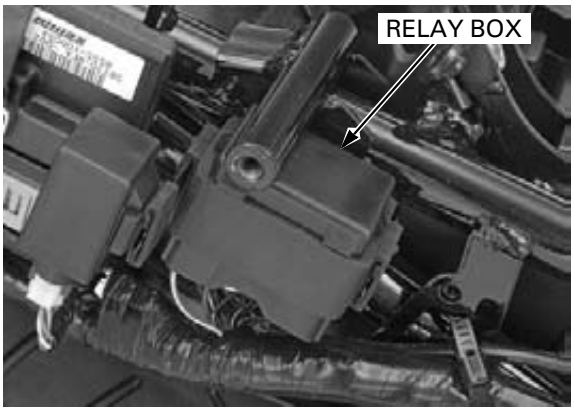
   NO – Open circuit in Green wire

HEADLIGHT RELAY

INSPECTION

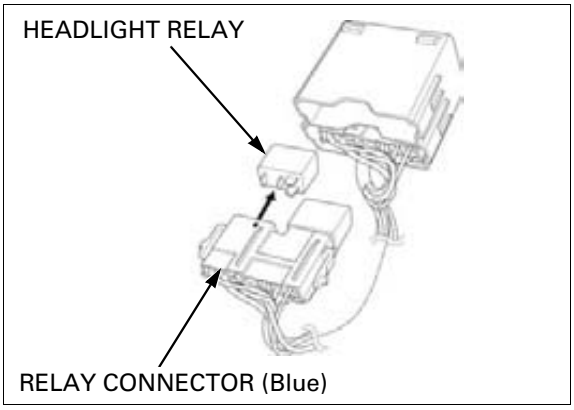
Remove the right rear cowl (page 3-8).

Remove the relay box from the bracket.



Release the retainers and remove the relay connector (Blue) from the relay box.

Remove the headlight relay from the relay connector (Blue).



Connect the ohmmeter to the following headlight relay terminals.

CONNECTION: A (Black/red) – B (Black/blue)

Connect the 12 V battery to the following headlight relay terminals.

CONNECTION: C (Blue) – D (Green)

There should be continuity only when the 12 V battery is connected.
If there is no continuity when the 12 V battery is connected, replace the headlight relay.