

Alternator/starter does not turn

1. Standard inspection

Check the following:

- Battery condition
- Burned fuses

Are the above items in good condition?

YES - GO TO STEP 2.

NO - Replace or repair the malfunction part(s).

2. PGM-FI system inspection

Check the MIL blinks.

Does the MIL blink?

YES - Inspect the PGM-FI system (page 4-28).

NO (MIL does not come on) - Inspect the PGM-FI power/ground line (page 4-27).

NO (MIL stay on a few second then go off) -GO TO STEP 3.

3. Starter Switch Line Inspection

Turn the ignition switch OFF.

Disconnect the ECM 21P (Gray) connector.

Turn the ignition switch ON and engine stop switch "O".

Squeeze the brake lever and push the starter switch.

Measure the battery voltage between the ECM 21P (Gray) connector and ground.

CONNECTION: Yellow/green (+) - Ground (-)

Does the battery voltage exist?

YES - GO TO STEP 4.

- NO** -
- Loose or poorly connected connector.
 - Open circuit in Black/brown wire between the fuse box and front or rear brake light switch.
 - Faulty front or rear brake light switch (page 21-16).
 - Open circuit in Green/yellow wire between the front or rear brake light switch and starter switch.
 - Open circuit in Yellow/green wire between the starter switch and ECM.
 - Faulty starter switch (page 21-15).

4. Sidestand Inspection

Turn the ignition switch OFF.

Retract the sidestand and check for continuity between the ECM 21P (Gray) connector and ground.

CONNECTION: Green/white - Ground

Is there continuity?

YES - GO TO STEP 5.

- NO** -
- Loose or poorly connected connector.
 - Open circuit in Green/white wire between the ECM and sidestand switch.
 - Open circuit in Blue/green wire between the sidestand switch and ECM.
 - Faulty sidestand switch.

5. Starter/charging relay operation

Turn the ignition switch ON.

Retract the sidestand.

Squeeze the brake lever and push the starter switch.

You should hear the relay "CLICK" when the starter switch is depressed.

Is the "CLICK" heard?

YES - GO TO STEP 6.

NO - GO TO STEP 9.