

2. Connect the red tester lead to one wire; then connect the black tester lead to the other wire.
3. With the dimmer switch in the LO position, test the two outside connectors (LO beam). The meter must show battery voltage.
4. With the dimmer switch in the HI position, test the two inside connectors (HI beam). The meter must show battery voltage.

■NOTE: If battery voltage is not shown in any test, inspect the fuses, battery, main wiring harness, connectors, or the left handlebar switch.

Taillight - Brakelight

The connector is the 3-prong one located under the rear fender assembly.

VOLTAGE (Taillight)

■NOTE: Perform this test on the main harness side of the connector. Also, the ignition switch should be in the LIGHTS position.

1. Set the meter selector to the DC Voltage position.
2. Connect the red tester lead to the white wire; then connect the black tester lead to the black wire.
3. With the ignition key in the LIGHTS position, the meter must show battery voltage.

■NOTE: If the meter shows no voltage, inspect fuses, wiring harness, connectors, and switches.

VOLTAGE (Brakelight)

■NOTE: Perform this test on the main harness side of the connector. Also, the ignition switch should be in the ON position and the brake (either foot pedal or hand lever) must be applied.

■NOTE: Make sure the brake lever (hand) and brake pedal (auxiliary) are properly adjusted for this procedure.

1. Set the meter selector to the DC Voltage position.

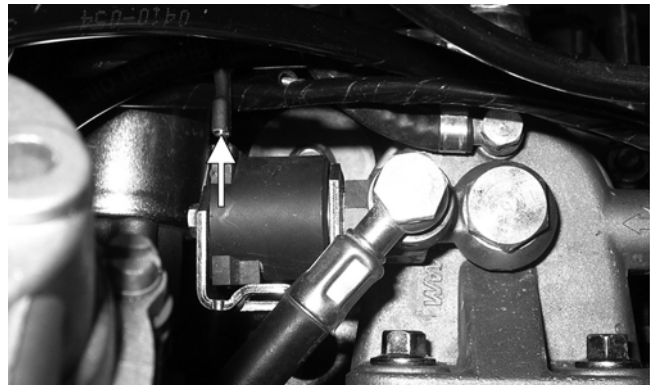
2. Connect the red tester lead to the red/blue wire; then connect the black tester lead to the black wire.
3. With either brake applied, the meter must show battery voltage.

■NOTE: If the meter shows no voltage, inspect bulb, fuses, wiring harness, connectors, and switches.

Fuel Solenoid

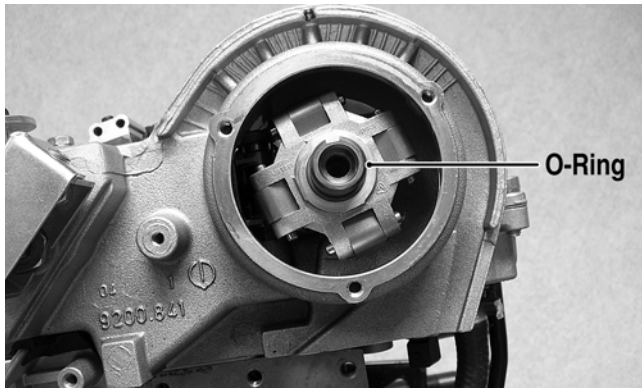
The fuel solenoid is used in conjunction with the ignition switch to control fuel flow from the lift pump to the unit injectors. This enables the operator to shut off the engine quickly using the emergency stop switch or the ignition switch. To test the fuel solenoid, use the following procedure.

1. On a suitable multimeter, place the switch in the DC Volts position; then connect the black tester lead to a suitable ground and the red tester lead to the fuel solenoid terminal.



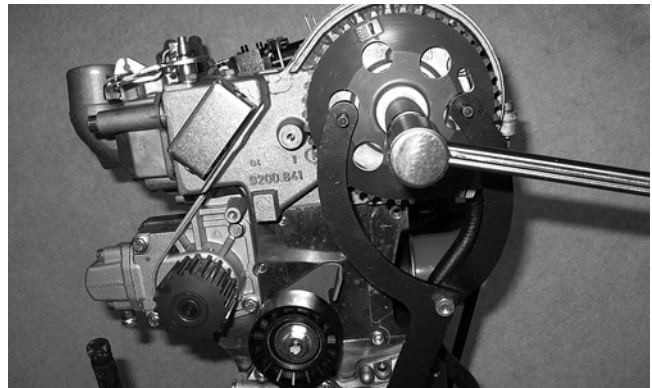
DE647B

2. With the engine stop switch in the RUN position, turn the ignition switch to the ON position. The meter should read battery voltage and an audible “click” should be heard from the fuel solenoid.
3. If no voltage is present, check the 15 amp ignition fuse, the ignition switch, or system wiring. If voltage is present, replace the fuel solenoid (see Section 4).



DE246A

7. Using a new O-ring, coat the flange of the camshaft bearing retainer and the camshaft support bearing with clean engine oil and install into the cylinder head. Secure with the three cap screws and tighten to 7 ft-lb.



DE262

10. Install the timing belt (see Left-Side Components in this section).

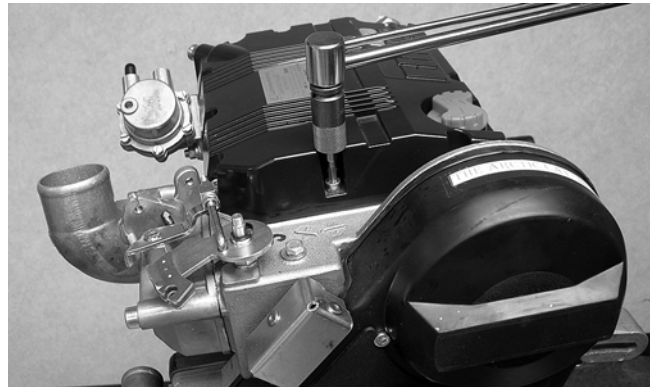
11. Install the valve cover using a new gasket; then secure with the ten cap screws and using a criss-cross pattern, tighten to 6.5 ft-lb.



DE296

8. Being careful not to damage the oil seal, lightly coat the camshaft drive pulley flange with clean engine oil and install on the camshaft.

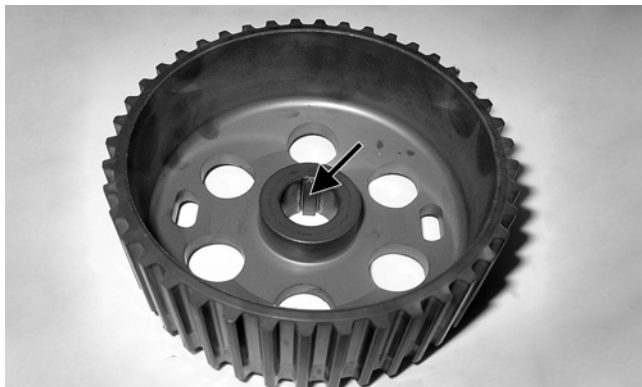
NOTE: The camshaft drive pulley has a molded extrusion in the pulley bore that must engage the keyway in the camshaft.



DE407

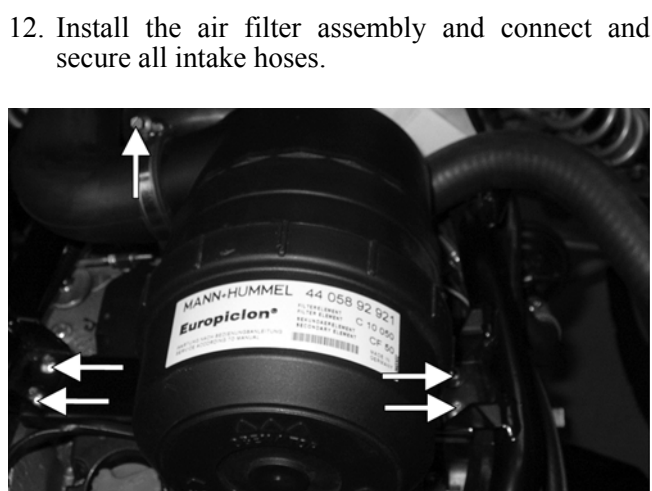
CAUTION

Always use a new gasket and drain seal when installing the valve cover. The valve cover gasket is a critical component in the lubrication system. Severe engine damage may occur if the gasket is not replaced.



DE574A

9. Secure the camshaft drive pulley to the camshaft with a washer and cap screw; then using an appropriate holding tool, tighten the cap screw to 58 ft-lb.



DE074A

12. Install the air filter assembly and connect and secure all intake hoses.

13. Install the front body panel and front rack (see Section 8).