

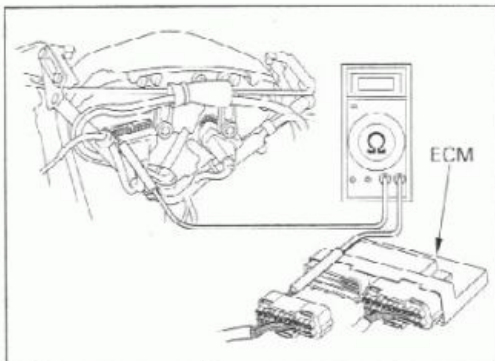
If the value is 0 V, perform the following:
Remove the seat (page 2-2) and disconnect the ECM multi-connector.

Check for continuity between the tachometer terminal and the ECM multi-connector Yellow/green terminals.

If there is no continuity, check the wire harness for an open circuit.

If there is continuity, replace the tachometer unit.

For tachometer replacement, see 19-11; combination meter disassembly and assembly.



INSPECTION (AFTER '99)

Remove the upper cowl (page 2-8).

Check for loose or poor contact terminals of the combination meter.

Connect the peak voltage adaptor to the combination meter 16P black connector.

TOOL:

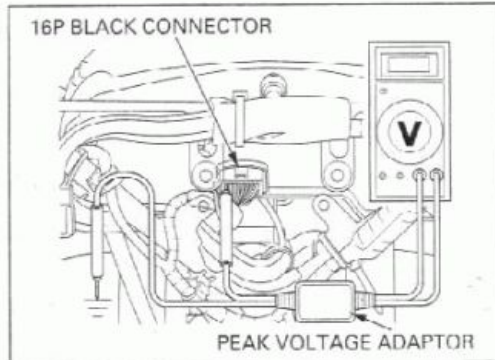
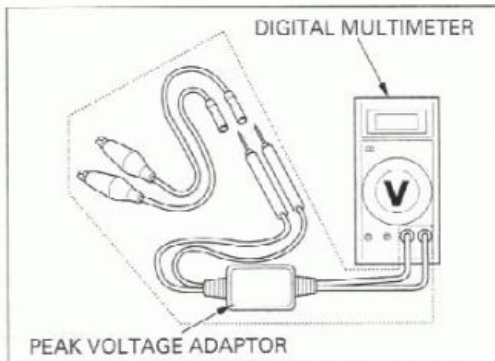
Imrie diagnostic tester (model 625) or
Peak voltage adaptor 07HGJ-0020100
with commercially available digital multimeter
(impedance 10 M Ω /DCV minimum)

Connection: Yellow/green (+) – Ground (–)

Start the engine and measure the tachometer input voltage.

Peak voltage: 10.5 V minimum

If the value is normal, replace the tachometer.
If the measured value is below 10.5 V, replace the ECM.



If the value is 0 V, perform the following:
Remove the seat (page 2-2) and disconnect the ECM multi-connector.

Check for continuity between the tachometer terminal and the ECM multi-connector Yellow/green terminals.

If there is no continuity, check the wire harness for an open circuit.

If there is continuity, replace the tachometer unit.

For tachometer replacement, see 19-13; combination meter disassembly and assembly.

