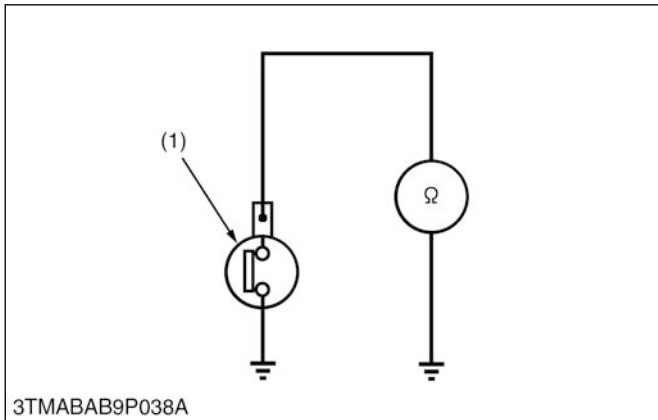


4.12.3 Checking engine oil pressure switch continuity



(1) Engine oil pressure switch (2) Lead

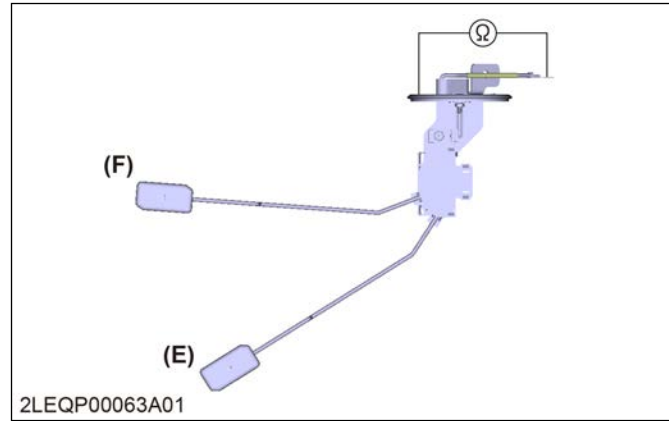
1. Disconnect the lead (2) from the engine oil pressure switch (1).
2. Measure the resistance with an ohmmeter across the switch terminal and the chassis.
3. If 0 ohm is not indicated in the normal state, the switch is damaged.

Resistance (Switch terminal – Chassis)	In normal state	0 Ω
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4. If infinity is not indicated at pressure, the switch is damaged.

Resistance (Switch terminal – Chassis)	At pressure over approx. 49 kPa 0.50 kgf/cm ² 7.1 psi	Infinity
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4.12.4 Checking fuel level sensor continuity



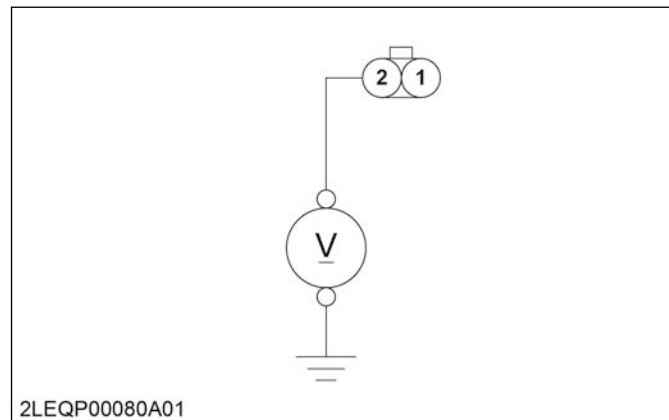
(E) Empty

(F) Full

1. Remove the fuel level sensor from the fuel tank.
2. Measure the resistance with an ohmmeter across the sensor terminal and its body.
3. If the reference values are not indicated, the sensor is damaged.

Resistance (Sensor terminal – Sensor body)	Reference value	Float at upper-most position (Full)	2.75 to 3.15 Ω
		Float at lower-most position (Empty)	97 to 113 Ω

4.12.5 Checking coolant temperature sensor connector voltage

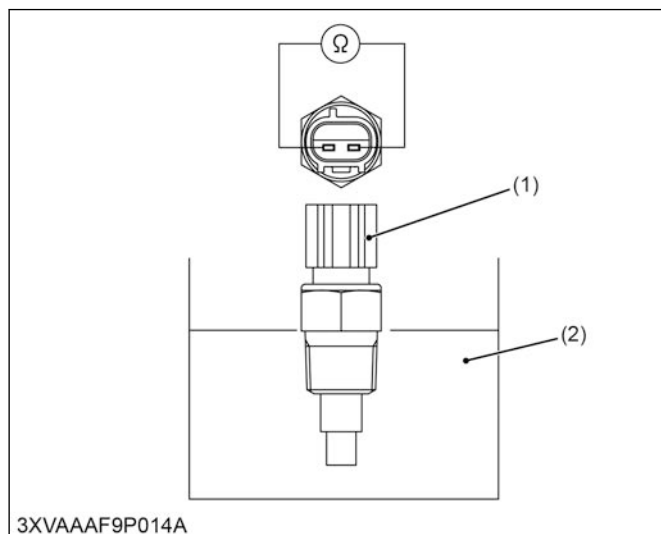


1. Disconnect the 2P connector from the coolant temperature sensor after turning the main switch **OFF**.
2. Turn the main switch **ON** and measure the voltage with a voltmeter across the 2 terminal (W/Y) and the chassis.

- If the voltage differs from the reference voltage, the wiring harness, fuse or coolant temperature gauge is damaged.

Voltage	2 terminal (W/Y) – Chassis	4.9 to 5.1 V
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4.12.6 Checking coolant temperature sensor continuity

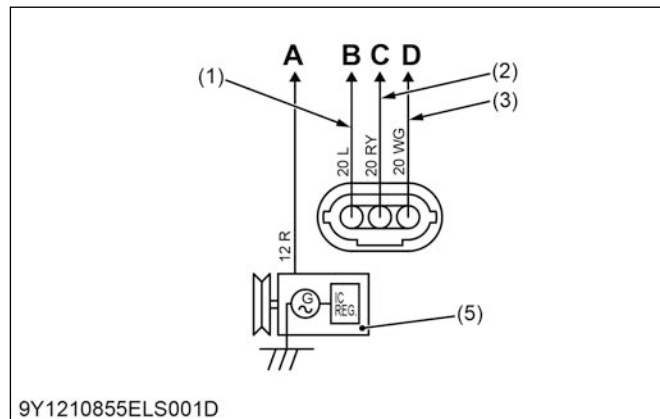
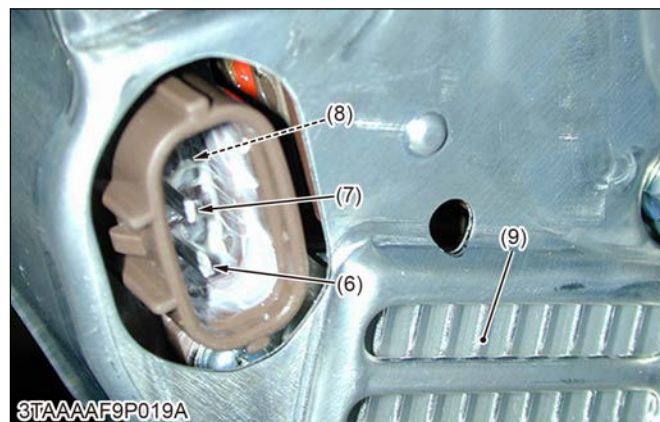
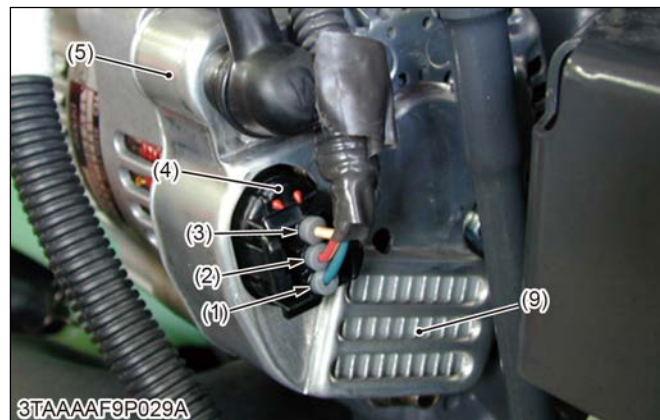


(1) Coolant temperature sensor (2) Coolant

- Measure the resistance with an ohmmeter across the sensor 1 terminal and 2 terminal.
- If the reference value is not indicated, the sensor is damaged.

Resistance (1 terminal – 2 terminal)	Reference value	Approx. 11.08 Ω at 120 °C (248 °F)
		Approx. 18.36 Ω at 100 °C (212 °F)
		Approx. 31.8 Ω at 80 °C (176 °F)
		Approx. 81.1 Ω at 50 °C (122 °F)

4.12.7 Checking hour meter and tachometer



- | | |
|--|----------------------------------|
| (1) L (blue) lead | (8) Charge lamp terminal |
| (2) RY (red / yellow) lead | (9) IC regulator |
| (3) WG (white / green) lead | (A) To the battery |
| (4) 3P connector | (B) To hour meter and tachometer |
| (5) Alternator | (C) To main switch |
| (6) Hour meter and tachometer terminal | (D) To charge indicator |
| (7) Ground terminal | |

- Disconnect the 3P connector (4) from the IC regulator (9) located in the alternator (5) after starting the engine.
- Measure the voltage with a voltmeter across the hour meter terminal (6) and the alternator body when the hour meter or tachometer does not indicated the proper value.