SPECIFICATIONS 5.1

STARTER	
Free Speed	3000 RPM (min.) @ 11.5 V
Free Current	90 amp (max.) @ 11.5 V
Stall Current	400 amp (max.) @ 2.4 V
Stall Torque	8.1 ft-lbs (11.0 Nm) (min.) @ 2.4 V

SERVICE WEAR LIMITS	IN.	MM
Brush Length minimum	0.433	11.0
Commutator Diameter minimum	1.141	28.981

TORQUE VALUES

ITEM	TORQUE		NOTES
Battery terminal bolts	60-96 **in-lbs**	7-11 Nm	Page 5-18
Starter battery positive cable nut	80-100 **in-lbs**	9-11Nm	Metric, Page 5-18
Starter mounting bolts	13-20 ft-lbs	18-27 Nm	Page 5-18

ELECTRIC STARTER SYSTEM 5.2

GENERAL

The starter is made up of an armature, field winding assembly, solenoid, drive assembly, idler gear and drive housing.

The starter motor torque is increased through gear reduction. The gear reduction consists of the drive pinion on the armature, an idler gear and a clutch gear in the drive housing. The idler gear is supported by rollers. The clutch gear is part of the overrunning clutch/drive assembly.

The overrunning clutch is the part which engages and drives the clutch ring gear. It also prevents the starter from overrunning. The field windings are connected in series with the armature through brushes and commutator segments.

Wiring Diagrams

For additional information concerning the starting system circuit, see the wiring diagram at the end of Section 7, ELECTRICAL.

Starter Relay

The starter relay is not repairable. Replace the unit if it fails.

Starter Interlock

See 7.11 STARTER/IGNITION INTERLOCK for operation and troubleshooting information.

OPERATION

NOTE

The clutch lever must be pulled in for the starting system to function.

See Figure 5-1. When the starter switch is pushed, the starter relay is activated and battery current flows into the pull-in winding (10) and the hold-in winding (11), to ground.

The magnetic forces of the pull-in and hold-in windings in the solenoid push the plunger (7) causing it to shift to the left. This action engages the pinion gear (1) with the clutch ring gear (13). At the same time, the main solenoid contacts (8) are closed, so battery current flows directly through the field windings (3) to the armature (4) and to ground. Simultaneously, the pull-in winding (10) is shorted.

The current continues flowing through the hold-in winding (11) keeping the main solenoid contacts (8) closed. At this point, the starter begins to crank the engine.

After the engine has started, the pinion gear (1) turns freely on the pinion shaft through the action of the overrunning clutch (12). The overrunning clutch prevents the clutch ring gear (13) (which is now rotating under power from the engine) from turning the armature (4) too fast.

When the starter switch is released, the current of the hold-in winding (11) is fed through the main solenoid contacts (8) and the direction of the current in the pull-in winding (10) is reversed. The solenoid plunger (7) is returned to its original position by the return spring, which causes the pinion gear (1) to disengage from the clutch ring gear (13).

a0191x5x

1. Pinion Gear
2. Idler Gear
3. Field Winding
4. Armature
5. Brush
6. Ball Bearing
7. Solenoid Plunger
8. Main Solenoid Contacts
9. Battery
10. Pull-in Winding
11. Hold-in Winding
12. Overrunning Clutch
13. Clutch Ring Gear

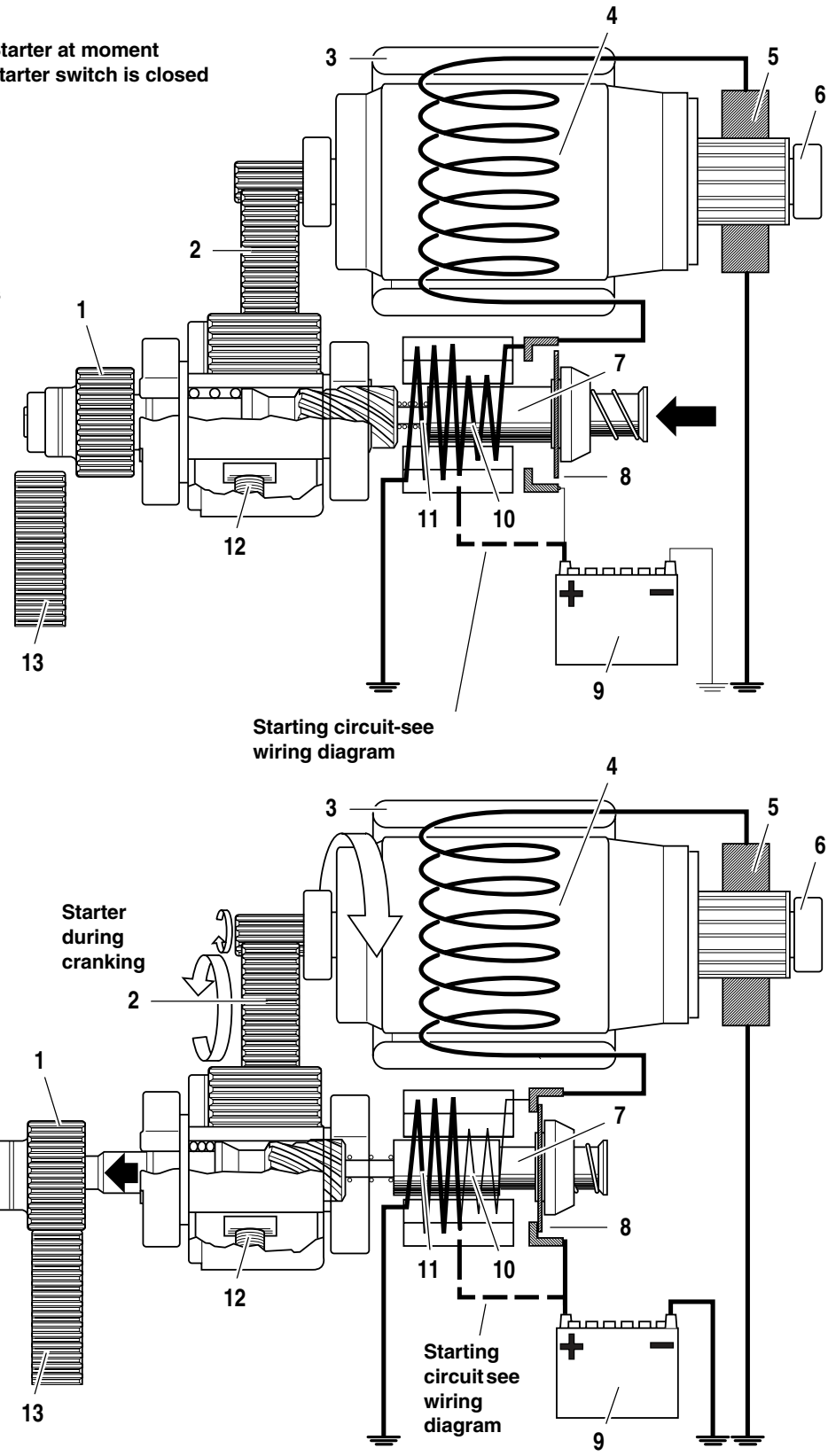


Figure 5-1. Starter Operation

SOURCE OF PROBLEM	PROBABLE CAUSE	SOLUTION
Battery	Voltage drop due to discharged battery.	Charge battery.
	Short-circuit or open between electrodes.	Replace battery.
	Poor contact condition of battery terminal(s).	Clean and retighten.
Wiring	Disconnection between starter switch and solenoid terminal.	Repair or replace wire.
	Malfunction in starter interlock system.	See 7.11 STARTER/IGNITION INTERLOCK
Starting Switch or Starter Relay.	Poor contact condition or poor connection.	Replace
Solenoid	Poor contact condition caused by burnt contact.	Polish contact surface or replace solenoid assembly. Repair.
	Contact plate removed.	Replace solenoid assembly.
	Pull-in winding open or short-circuit.	
	Hold-in winding open.	Check brush spring tension.
Starting Motor	Poor contact condition of brushes. Commutator burnt.	Correct on lathe or replace.
	Commutator high mica.	Correct by undercutting.
	Field winding grounded.	Replace
	Armature winding grounded or short-circuited.	
	Reduction gears damaged.	
	Insufficient brush spring tension.	
	Disconnected lead wire between solenoid and field windings.	Repair or replace lead wire.
	Ball bearing sticks.	Replace bearing.
Battery	Voltage drop due to discharged battery.	Charge battery.
	Short-circuit or open between electrodes.	Replace battery.
	Poor contact condition of battery terminal(s).	Clean and retighten.
Wiring	Disconnection between starter switch and solenoid terminal.	Repair or replace wire.
Overrunning Clutch	Overrunning clutch malfunction (rollers or compression spring).	Replace overrunning clutch.
	Pinion teeth worn out.	
	Pinion does not run in overrunning direction.	
	Poor sliding condition of spline teeth.	Remove foreign materials, dirt, or replace overrunning clutch.
	Reduction gears damaged.	Replace overrunning clutch and idler gear.
Ring Gear	Excessively worn teeth.	Replace ring gear.
Solenoid	Return spring worn.	Replace solenoid.
	Coil layer shorted.	
	Contact plate melted and stuck.	
Starting Switch or Starter Relay.	Unopened contacts.	Replace starting switch or starter relay.
	Poor returning.	

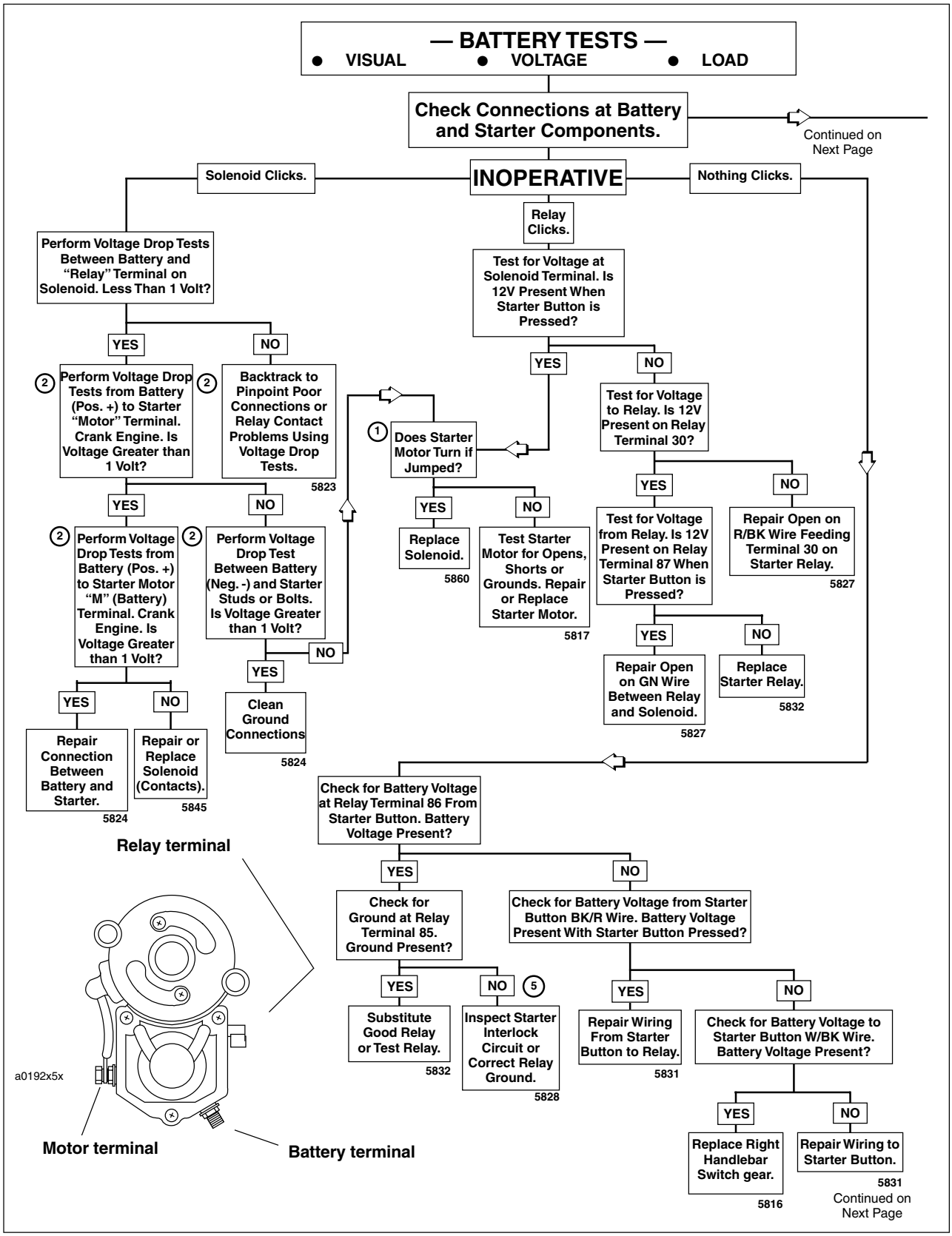


Figure 5-2. Starting System Diagnosis, Part 1

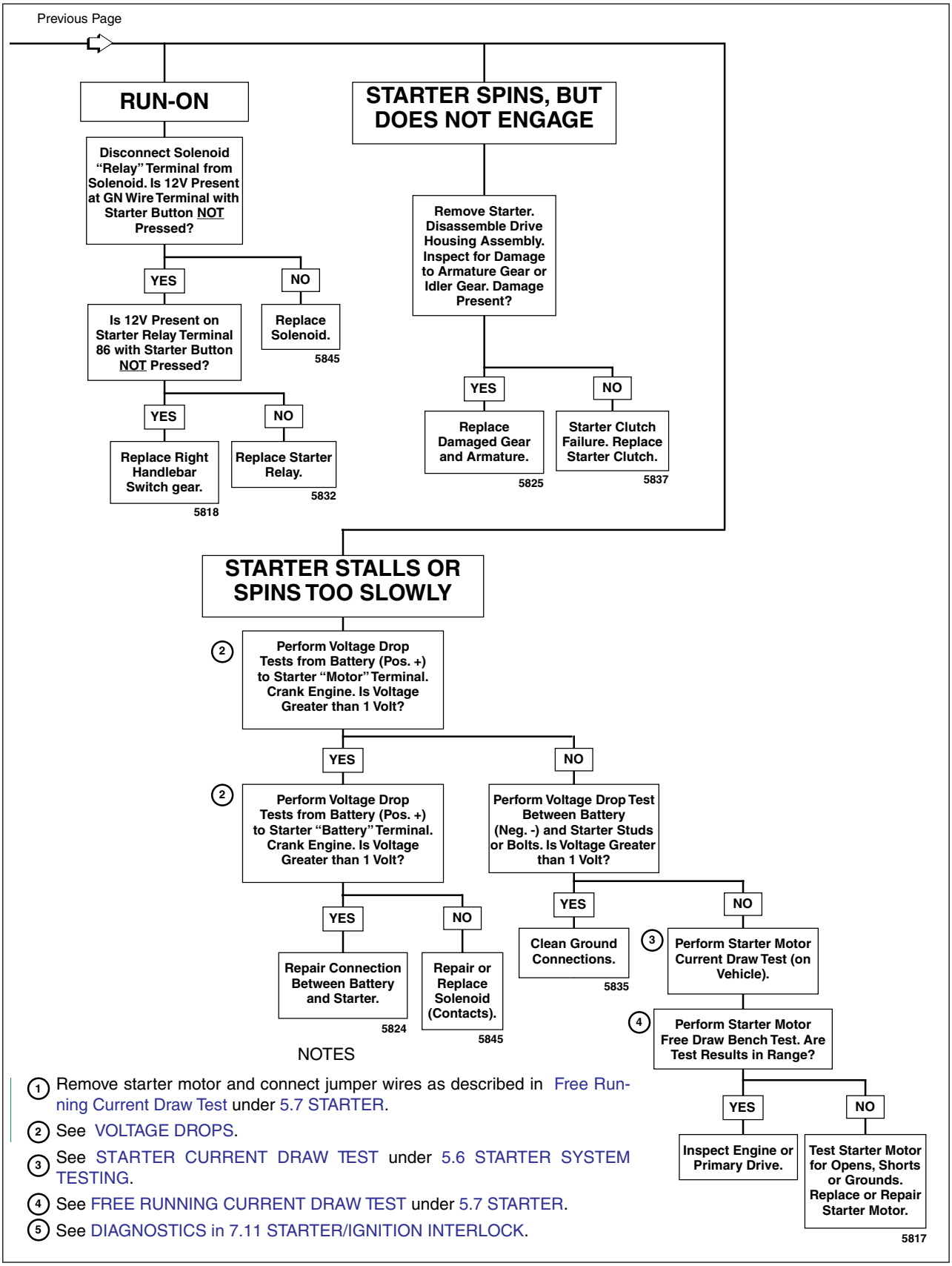
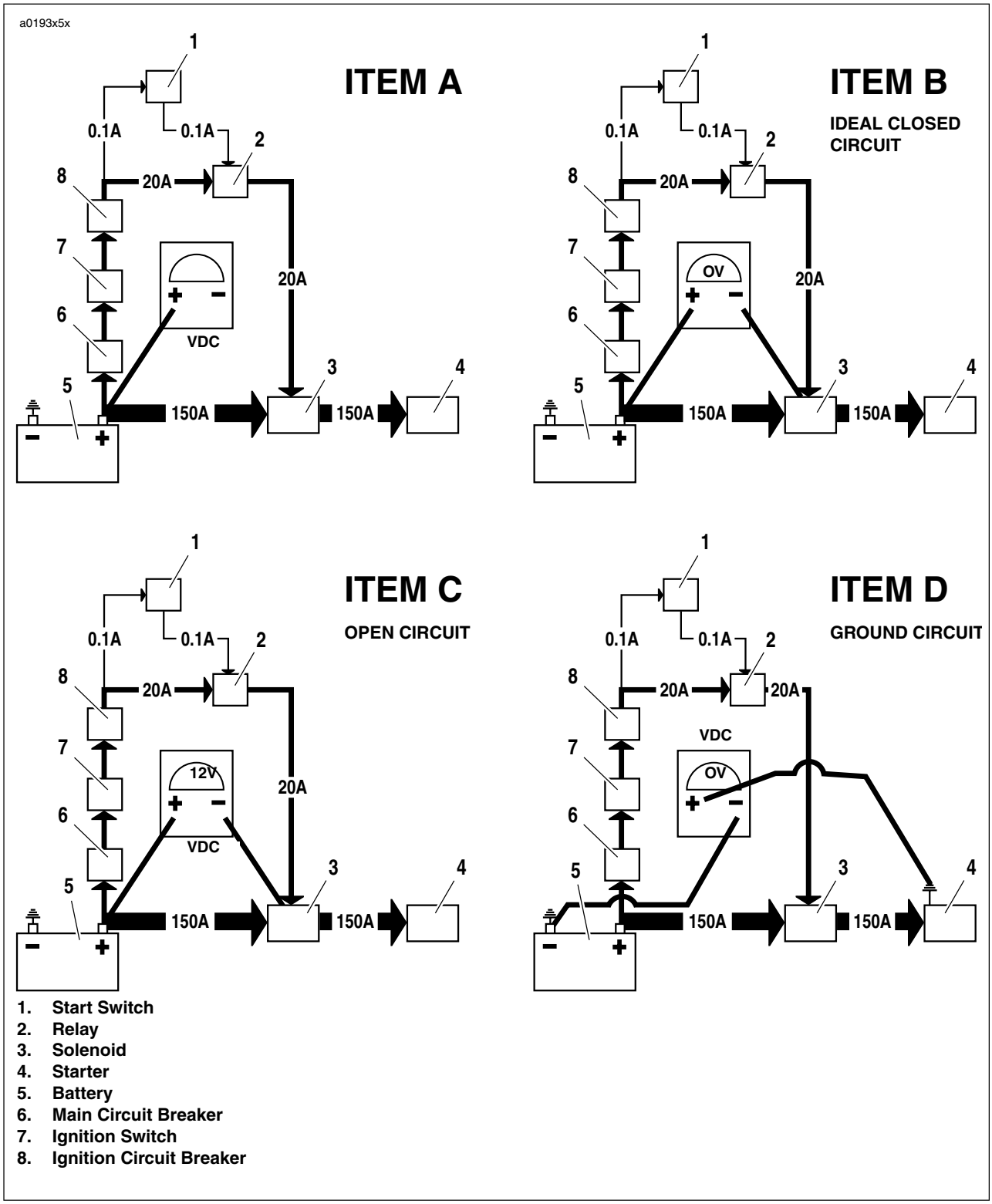


Figure 5-3. Starting System Diagnosis, Part 2

STARTER ACTIVATION CIRCUITS 5.4



1. Start Switch
2. Relay
3. Solenoid
4. Starter
5. Battery
6. Main Circuit Breaker
7. Ignition Switch
8. Ignition Circuit Breaker

Figure 5-4. Typical Circuity. Refer to wiring diagrams for more information.

GENERAL

The troubleshooting table beginning on page 5-4 contains detailed procedures to solve and correct problems. Follow the 5.3 STARTER DIAGNOSTICS diagram to diagnose starting system problems. The VOLTAGE DROPS procedure below will help you to locate poor connections or components with excessive voltage drops.

VOLTAGE DROPS

Check the integrity of all wiring, switches, circuit breakers and connectors between the source and destination.

The voltage drop test measures the difference in potential or the actual voltage dropped between the source and destination.

1. See ITEM A in Figure 5-4. Attach your red meter lead to the most positive part of the circuit, which in this case would be the positive post of the battery (5).
2. See ITEM B in Figure 5-4. Attach the black meter lead to the final destination or component in the circuit (solenoid terminal from relay).
3. Activate the starter and observe the meter reading. The meter will read the voltage dropped or the difference in potential between the source and destination.
4. An ideal circuit's voltage drop would be 0 volts or no voltage dropped, meaning no difference in potential.
5. See ITEM C in Figure 5-4. An open circuit should read 12 volts, displaying all the voltage dropped, and the entire difference in potential displayed on the meter.
6. Typically, a good circuit will drop less than 1 volt.
7. If the voltage drop is greater, back track through the connections until the source of the potential difference is found. The benefit of doing it this way is speed.
   a. Readings aren't as sensitive to real battery voltage.
   b. Readings show the actual voltage dropped, not just the presence of voltage.
   c. This tests the system as it is actually being used. It is more accurate and will display hard to find poor connections.
   d. This approach can be used on lighting circuits, ignition circuits, etc. Start from most positive and go to most negative (the destination or component).
8. See ITEM D in Figure 5-4. The negative or ground circuit can be checked as well.
   a. Place the negative lead on the most negative part of the circuit (or the negative battery post). Remember, there is nothing more negative than the negative post of the battery.
   b. Place the positive lead to the ground you wish to check.
   c. Activate the circuit. This will allow you to read the potential difference or voltage dropped on the negative or ground circuit. This technique is very effective for identifying poor grounds due to powdered paint. Even the slightest connection may cause an ohmmeter to give a good reading. However, when sufficient current is passed through, the resistance caused by the powdered paint will cause a voltage drop or potential difference in the ground circuit.

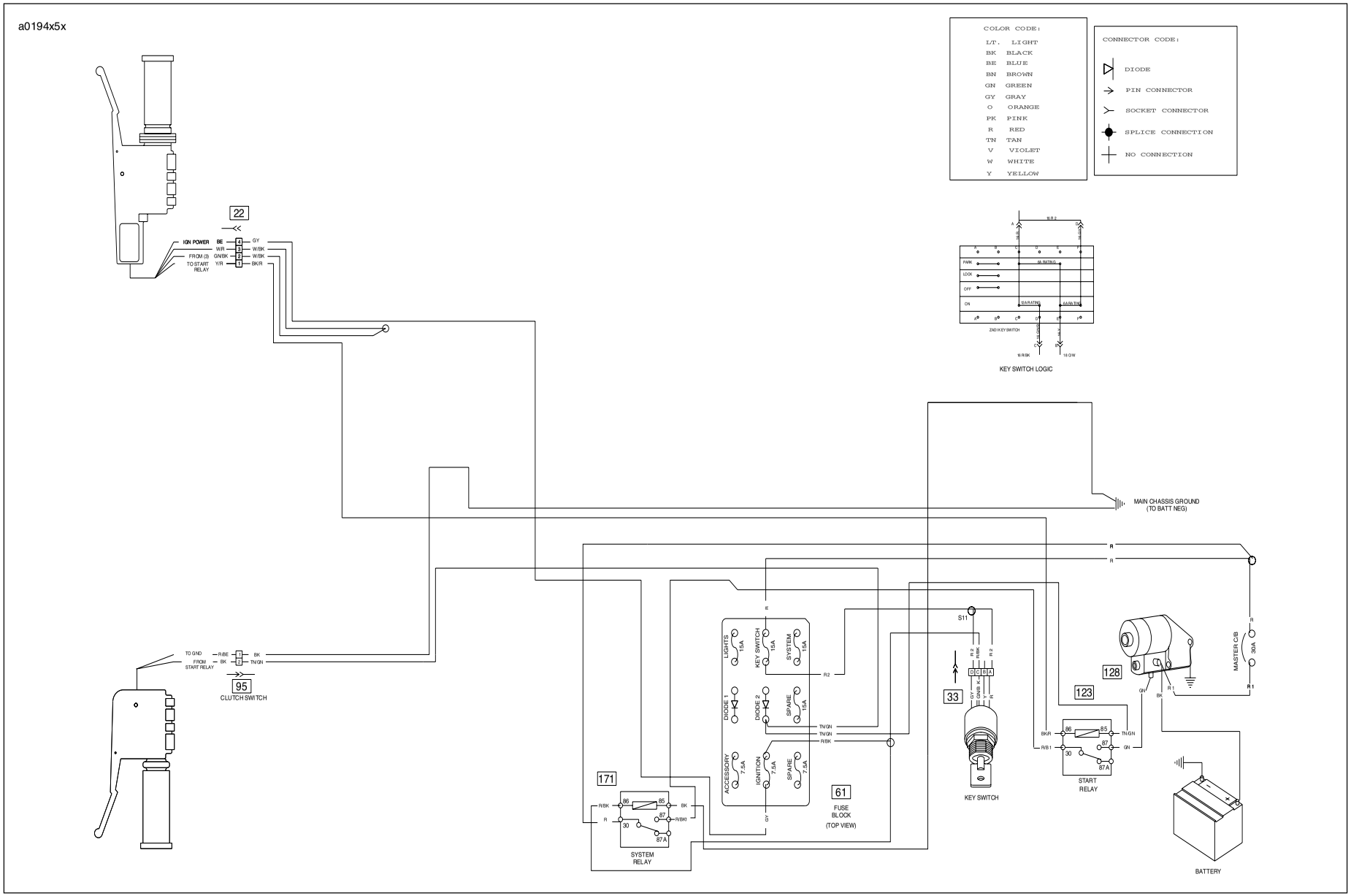


Figure 5-5. Electrical Starting System Circuit

"ON-MOTORCYCLE" TESTS

Starter Relay Test

1. See Figure 5-6. Locate starter relay. The relay is attached to relay connector [123] located to the right of the battery underneath the seat.
2. To test relay, proceed to Step 3. If installing a **new** starter relay, remove old relay. Install relay connector [123] to **new** relay.
3. See Figure 5-7. Obtain a 12 volt battery and a continuity tester or ohmmeter.
   a. Pull relay from relay block.
   b. Connect positive battery lead to the 86 terminal.
   c. Connect negative battery lead to the 85 terminal to energize relay.
   d. Check for continuity between the 30 and 87 terminals. A good relay shows continuity (continuity tester lamp "on" or a zero ohm reading on the ohmmeter). A malfunctioning relay will not show continuity and must be replaced.
4. If starter relay is functioning properly, proceed to STARTER CURRENT DRAW TEST.

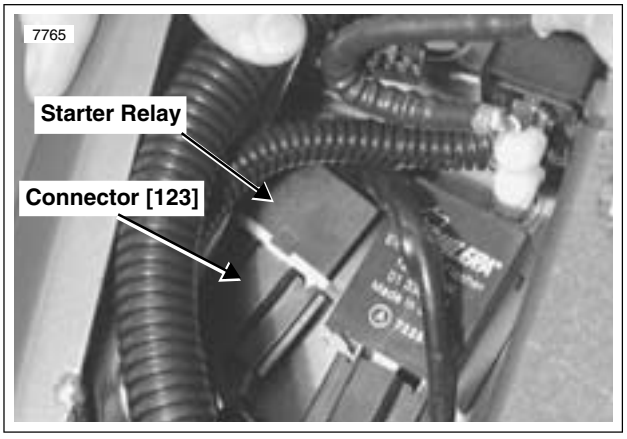


Figure 5-6. Starter Relay Connector

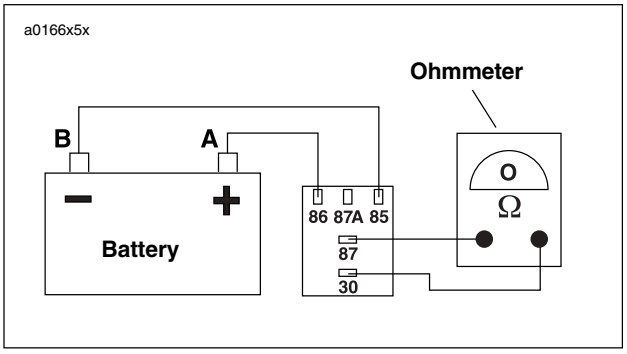


Figure 5-7. Starter Relay Test

Starter Current Draw Test

NOTE

- *Engine temperature should be stable and at room temperature.*
- *Battery should be fully charged.*

See Figure 5-8. Check starter current draw with an induction ammeter before disconnecting battery. Proceed as follows:

1. Verify that transmission is in neutral. Disconnect spark plug wires from spark plug terminals.
2. Clamp induction ammeter over positive battery cable next to starter.
3. With ignition key switch ON, turn engine over by pressing starter switch while taking a reading on the ammeter.

   Disregard initial high current reading which is normal when engine is first turned over.

   a. Typical starter current draw will range between 80-130 amperes.
   b. If starter current draw exceeds 130 amperes, then the problem may be in the starter or starter drive. Remove starter for further tests. See 5.7 STARTER.

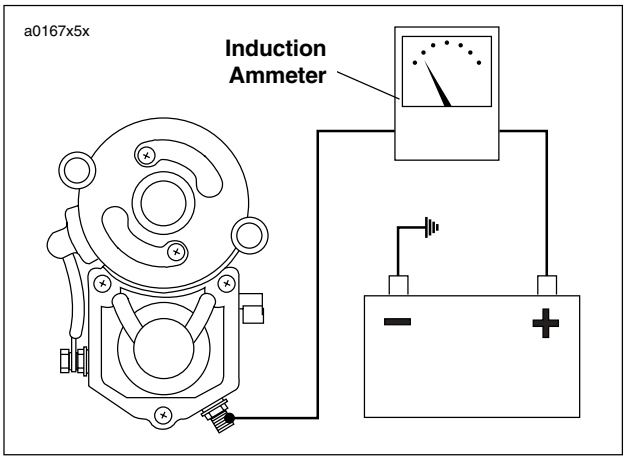


Figure 5-8. Starter Draw Test

REMOVAL

1. Remove seat. See 2.28 SEAT.

⚠ WARNING

To avoid accidental start-up of vehicle and possible personal injury, disconnect the battery cables before proceeding. Inadequate safety precautions could result in death or serious injury.

⚠ WARNING

Always disconnect the negative cable first. If the positive cable should contact ground with the negative cable installed, the resulting sparks may cause a battery explosion which could result in death or serious injury.

2. Disconnect battery cables from battery, negative cable first.
3. Remove air cleaner. See 4.3 AIR CLEANER.
4. Remove left side footpeg support bracket and primary cover. See 2.21 FOOTPEGS AND FOOTPEG SUPPORT BRACKETS.
5. See Figure 5-9. Remove locknut and clamp that secure oil hoses on right side of motorcycle.
6. Push hoses to either side to allow access to starter.
7. See Figure 5-10. Remove both starter mounting bolts and washers.

NOTE

A ball hex driver may be required to gain access to the starter mounting bolts.

8. See Figure 5-11. Remove positive battery cable from solenoid.
   a. Remove protective boot if present.
   b. Remove nut with washer (metric) that attaches positive battery cable to post.
   c. Remove positive battery cable ring terminal.
   d. Detach solenoid connector [128].
9. Remove starter and gasket.

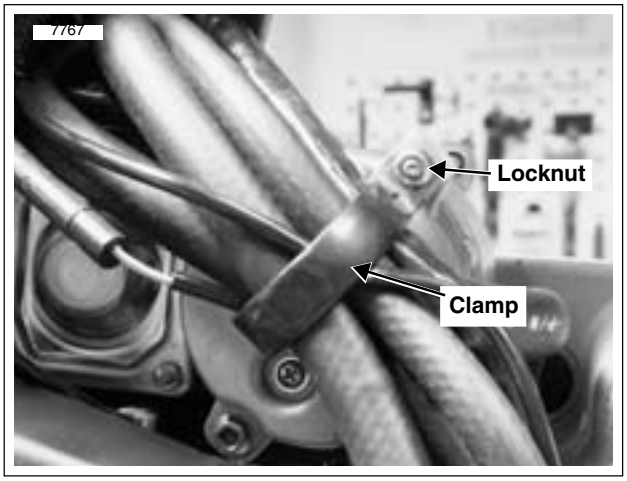


Figure 5-9. Oil Hose Clamps

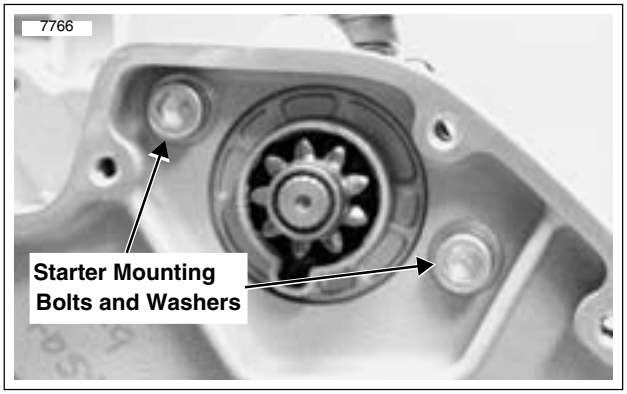


Figure 5-10. Starter Mounting (Primary Side)

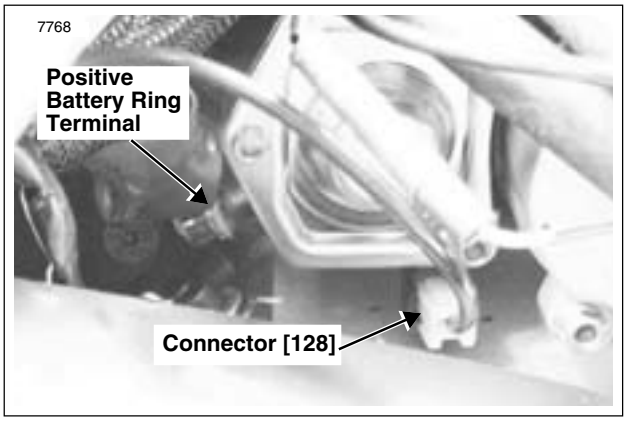


Figure 5-11. Starter Wires

TESTING ASSEMBLED STARTER

Free Running Current Draw Test

1. Place starter in vise, using a clean shop towel to prevent scratches or other damage.
2. See Figure 5-12. Attach one heavy jumper cable (6 gauge minimum).
   a. To the starter mounting flange (1).
   b. To the negative (-) terminal of a fully charged battery.
3. Connect a second heavy jumper cable (6 gauge minimum).
   a. To the positive (+) terminal of the battery.
   b. To an inductive ammeter (2). Continue on to the battery terminal (3) on the starter solenoid.
4. Connect a smaller jumper cable (14 gauge minimum).
   a. To the positive (+) terminal of the battery.
   b. To the solenoid relay terminal (4).
5. Check ammeter reading.
   a. Ammeter should show 90 amps maximum.

If reading is higher, disassemble starter for inspection.

   b. If starter current draw on vehicle was over 130 amps and this test was within specification, there may be a problem with engine or primary drive.

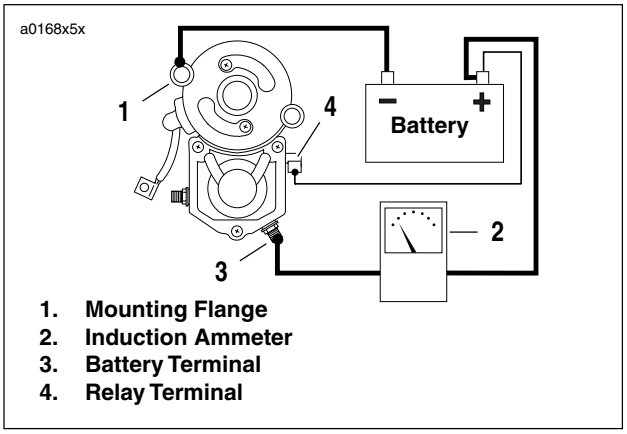


Figure 5-12. Free Running Current Draw Test

Starter Solenoid

NOTE

Do not disassemble solenoid. Before testing, disconnect field wire from motor terminal as shown in Figure 5-13.

CAUTION

Each test should be performed for only 3-5 seconds to prevent damage to solenoid.

NOTE

The solenoid Pull-in, Hold-in, and Return tests must be performed together in one continuous operation. Conduct all three tests one after the other in the sequence given without interruption.

Solenoid Pull-in Test

1. See Figure 5-13. Using a 12 volt battery, connect three separate test leads as follows:
   a. Solenoid housing to negative battery post.
   b. Solenoid motor terminal to negative battery post.
   c. Solenoid relay terminal to positive battery post.
2. Observe starter pinion.
   a. If starter pinion pulls in strongly, solenoid is working properly.
   b. If starter pinion does not pull in, replace the solenoid.

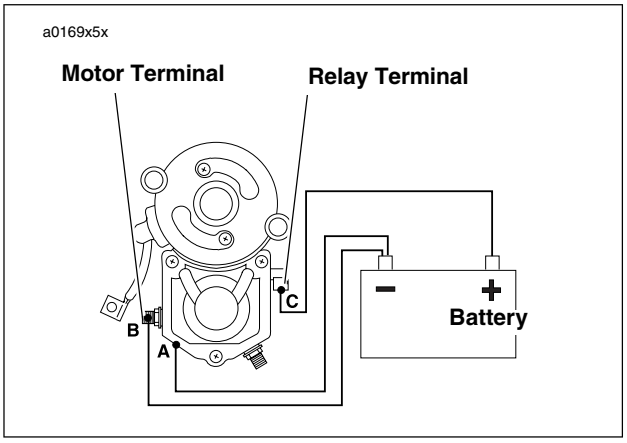


Figure 5-13. Pull-In Test

Solenoid Hold-in Test

1. See Figure 5-14. With test leads still connected in the manner specified in the previous SOLENOID PULL-IN TEST, **disconnect solenoid motor terminal/battery negative test lead (B) at negative battery post only; reconnect loose end of this test lead to positive battery post instead.**
2. Observe starter pinion.
   a. If starter pinion remains in pull-in position, solenoid is working properly.
   b. If starter pinion does not remain in pull-in position, replace the solenoid.

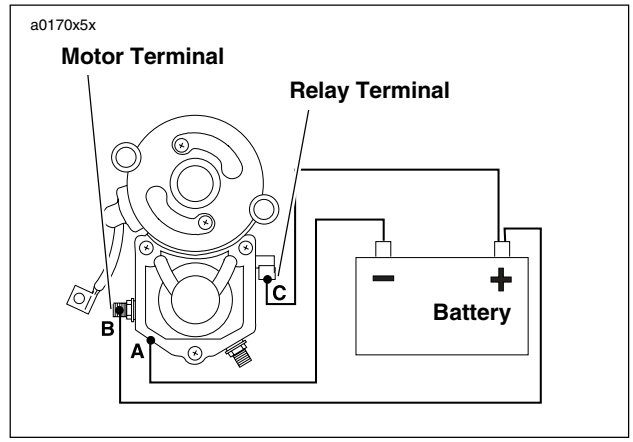


Figure 5-14. Hold-In Test

Solenoid Return Test

1. See Figure 5-15. With test leads still connected in the manner specified at the end of the previous SOLENOID HOLD-IN TEST, **disconnect solenoid relay terminal/positive battery post test lead (C) at either end.**
2. Observe starter pinion.
   a. If starter pinion returns to its original position, solenoid is working properly.
   b. If starter pinion does not return to its original position, replace the solenoid.

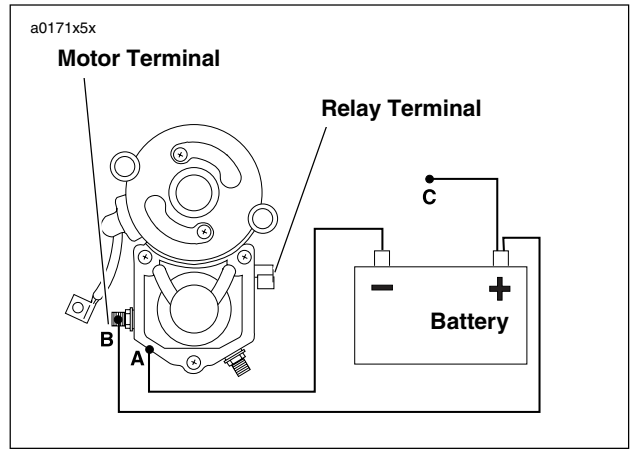


Figure 5-15. Return Test

DISASSEMBLY AND INSPECTION

1. See Figure 5-16. Lift rubber boot (1). Remove field wire nut with washer (2) (metric) to detach field wire (3).
2. See Figure 5-17. Remove both thru-bolts (1, 3).
3. Remove both end cover screws with O-rings (2) and end cover (4).
4. See Figure 5-18. Use a wire hook to pull upward on brush springs (3), and lift brushes out of holder (2). Remove brush holder.
5. Check brush length. Replace all four brushes if length of any one brush is less than 0.433 in. (11.0 mm).

NOTE

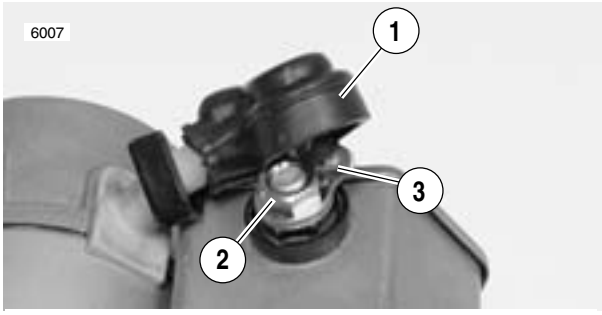
*Brushes not available separately. Purchase a **new** field frame (1) and brush holder (2) to replace brushes.*

6. Remove armature (4) and field frame (1).
7. Place armature in lathe or truing stand and check commutator runout and diameter.
   a. Commutators with more than 0.016 in. (0.406 mm) of runout should be replaced or machined on a lathe.
   b. Replace commutators when diameter is less than 1.141 in. (28.981 mm)
   c. Check armature bearings. Replace if necessary.

CAUTION

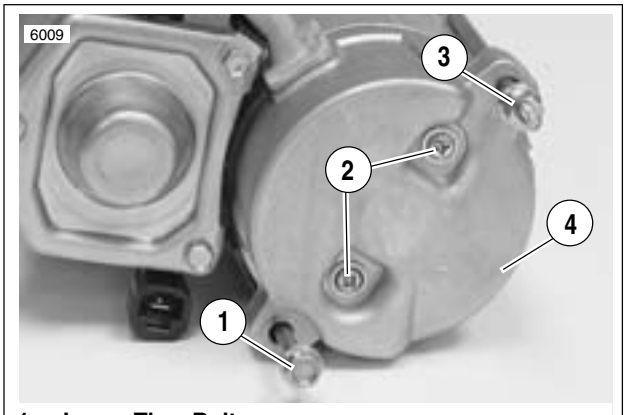
Do not use sandpaper or emery cloth to remove burrs on commutator. Otherwise, abrasive grit may remain on commutator segments; this could lead to excessive brush wear. Use only the recommended crocus cloth.

8. Check depth of mica on commutator. If undercut is less than 0.008 in. (0.203 mm), use an undercutting machine to undercut the mica to 1/32 in. (0.794 mm) deep. The slots should then be cleaned to remove any dirt or copper dust.



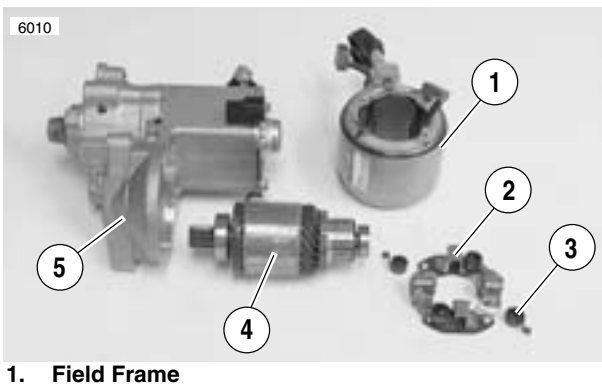
1. **Rubber Boot**
2. **Field Wire Nut with Washer (metric)**
3. **Field Wire**

Figure 5-16. Field Wire



1. **Lower Thru-Bolt**
2. **Screw w/O-ring (2)**
3. **Upper Thru-Bolt**
4. **End Cover**

Figure 5-17. Removing the Thru-Bolts



1. **Field Frame**
2. **Brush Holder**
3. **Brush Spring (4)**
4. **Armature**
5. **Solenoid Housing**

Figure 5-18. Starter Components

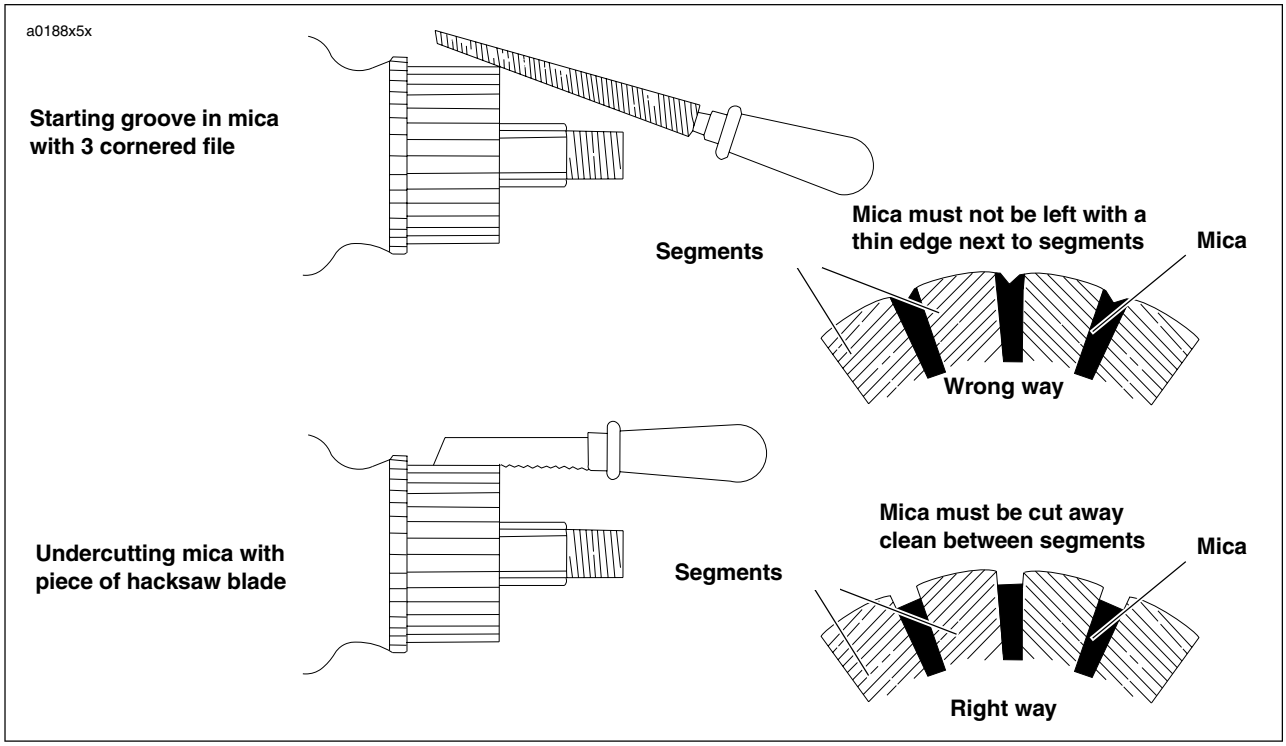


Figure 5-19. Undercutting Mica Separators

NOTE

See Figure 5-19. If an undercutting machine is not available, undercutting can be done satisfactorily using a thin hacksaw blade. After undercutting, lightly sand the commutator with crocus cloth to remove any burrs.

9. See Figure 5-20. Check for SHORTED ARMATURE with a growler.
   a. Place armature on growler (1).
   b. Hold a thin steel strip (2) (hacksaw blade) against armature core and slowly turn armature.
   c. A shorted armature will cause the steel strip to vibrate and be attracted to the core. Replace shorted armatures.
10. See Figure 5-21. Check for a GROUNDED ARMATURE with an ohmmeter or continuity tester.
    a. Touch one probe to any commutator segment (1).
    b. Touch the other probe to the armature core (2).
    c. There should be no continuity (infinite ohms). If there is continuity, then the armature is grounded. Replace grounded armatures.

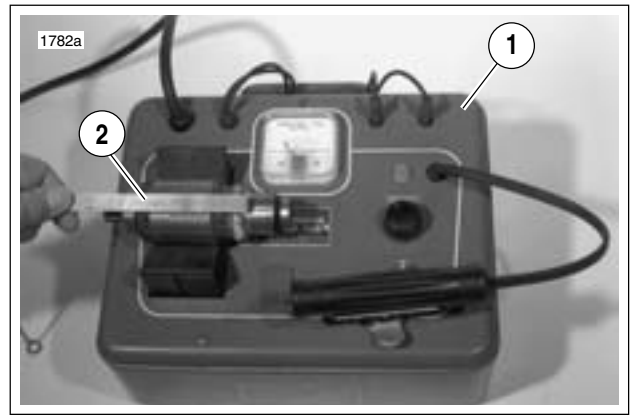


Figure 5-20. Shorted Armature Test Using Growler

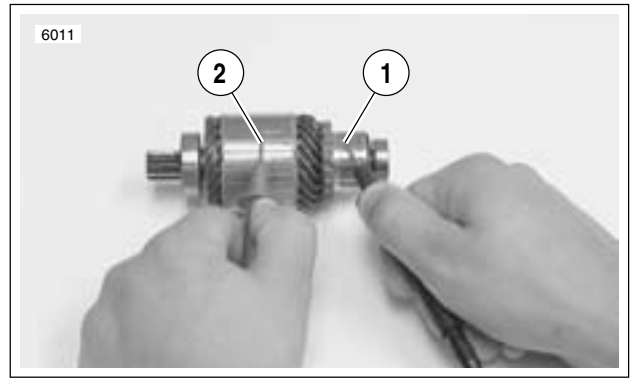


Figure 5-21. Grounded Armature Test

11. See Figure 5-22. Check for OPEN ARMATURE with an ohmmeter or continuity tester.
    a. Check for continuity between all commutator segments (1).
    b. There should be continuity (0 ohms) at all test points. No continuity at any test point indicates armature is open and must be replaced.
12. See Figure 5-23. Check for GROUNDED FIELD COIL with an ohmmeter or continuity tester.
    a. Touch one probe to the frame (1).
    b. Touch the other probe to each of the brushes (2) attached to the field coil.
    c. There should be no continuity (infinite ohms). If there is any continuity at either brush, then the field coil(s) are grounded and the field frame must be replaced.
13. See Figure 5-24. Check for OPEN FIELD COILS with an ohmmeter or continuity tester.
    a. Touch one probe to the field wire (1).
    b. Touch the other probe to each of the brushes attached to the field coil(s) (2).
    c. There should be continuity (0 ohms). If there is no continuity at either brush, then the field coil(s) are open and the field frame must be replaced.
14. See Figure 5-25. Test BRUSH HOLDER INSULATION with an ohmmeter or continuity tester.
    a. Touch one probe to holder plate (1).
    b. Touch the other probe to each of the positive (insulated) brush holders (2).
    c. There should be no continuity (infinite ohms). If there is continuity at either brush holder, replace the brush holder assembly.
15. See Figure 5-26. Remove two drive housing mounting screws (6). Remove drive housing (5) from solenoid housing.
16. Remove drive (1), idler gear (2), idler gear bearing (3), and O-ring (4) from drive housing (O-ring is located in drive housing groove).

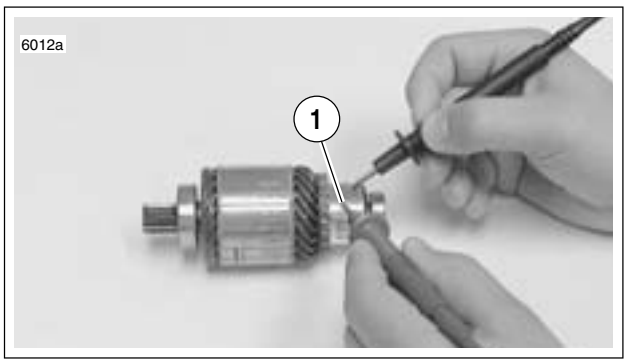


Figure 5-22. Open Armature Test

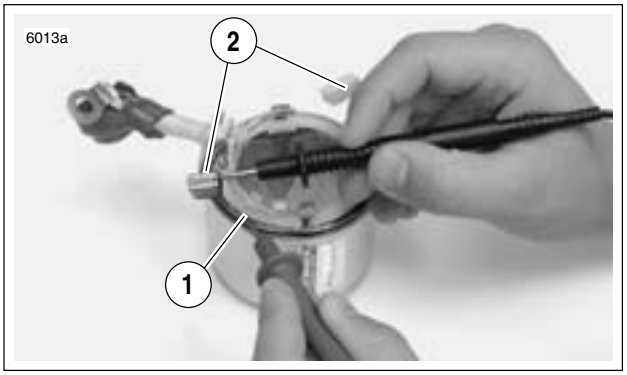


Figure 5-23. Grounded Field Test

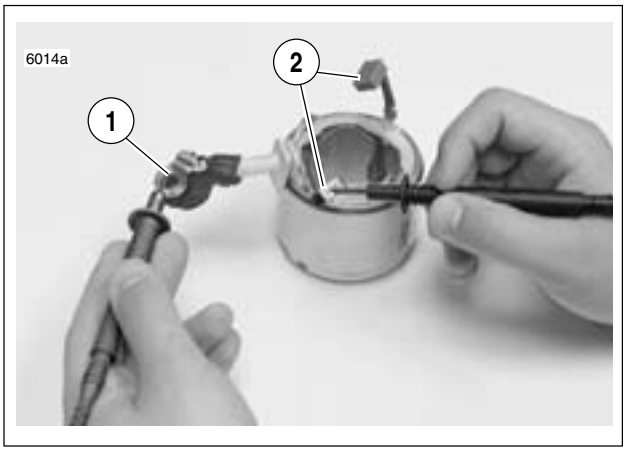


Figure 5-24. Open Field Test

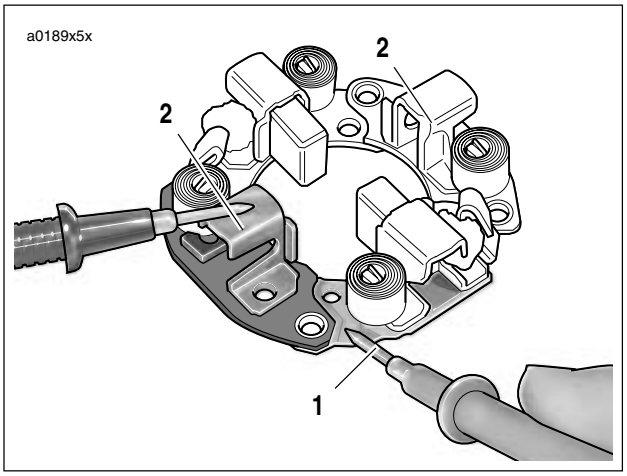
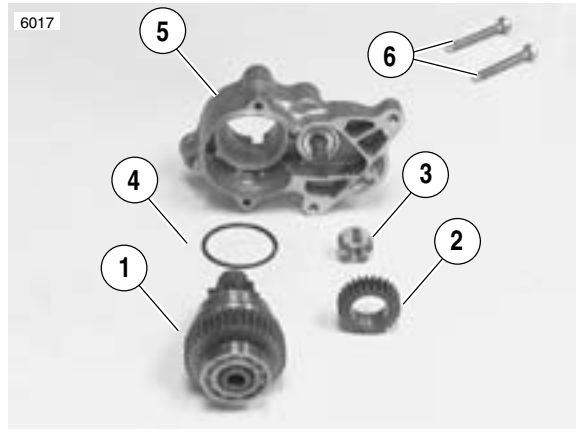


Figure 5-25. Brush Holder Insulation Test

ASSEMBLY

1. See Figure 5-26. Clean, inspect and lubricate drive assembly components. Lubricate parts with high temperature grease, such as LUBRIPLATE 110.
2. See Figure 5-27. When installing drive assembly components, open end of idler bearing cage (15) faces toward solenoid.
3. When installing drive housing (10) to solenoid housing (11), use **new** O-ring (16). Be sure to install return spring (17) and ball (18).
4. Lubricate armature bearings (8) with high temperature grease, such as LUBRIPLATE 110. Install armature (6) and field frame (7) to solenoid housing (11).
5. Install brushes and brush holder (4).
6. Install O-rings (23). Attach end cover (3) with end cover screws and O-rings (2).
7. Install thru-bolts (1).
8. Attach field wire (22) to solenoid housing (11) with field wire nut and washer (24) (metric). Replace rubber boot.



1. **Drive**
2. **Idler Gear**
3. **Idler Gear Bearing**
4. **O-ring**
5. **Drive Housing**
6. **Screws**

Figure 5-26. Starter Drive Assembly

1. **Thru-Bolt (2)**
2. **End Cover Screw and O-ring (2)**
3. **End Cover**
4. **Brush Holder**
5. **Brush Spring (4)**
6. **Armature**
7. **Field Frame**
8. **Armature Bearing (2)**
9. **Drive Housing Mounting Bolt**
10. **Drive Housing**
11. **Solenoid Housing**
12. **Drive Assembly/ Overrunning Clutch**
13. **Idler Gear**
14. **Idler Gear Roller (5)**
15. **Idler Gear Bearing Cage**
16. **O-ring**
17. **Return Spring**
18. **Ball**
19. **Gasket**
20. **Washer (2)**
21. **Mounting Bolt (2)**
22. **Field Wire**
23. **O-ring (2)**
24. **Field Wire Nut with Washer (metric)**

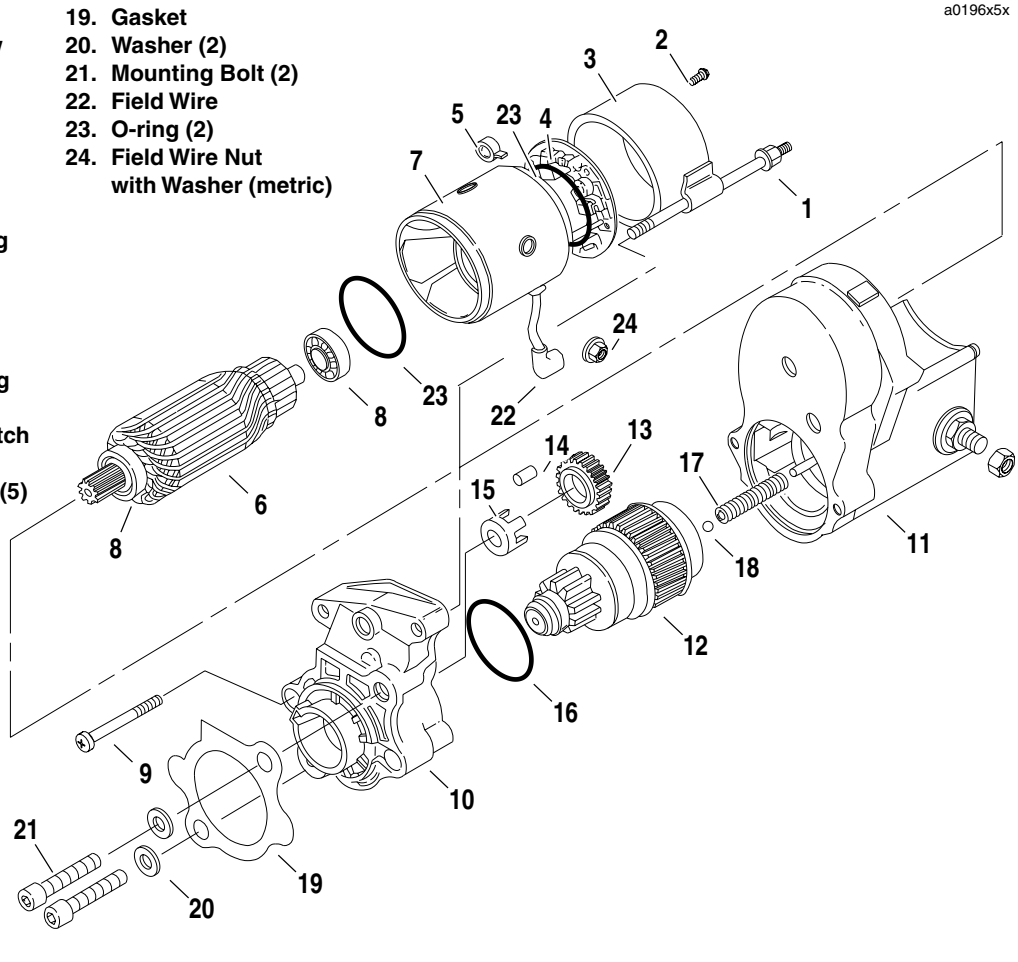


Figure 5-27. Starter Assembly

INSTALLATION

1. Install starter and starter gasket from the right side.
2. See Figure 5-28. Connect wiring to starter.
   a. Connect solenoid wire (3).
   b. Attach positive battery cable ring terminal (2).
   c. Install nut with washer (1) (metric). Tighten to 80-100 **in-lbs** (9-11 Nm).
   d. Replace protective boot.
3. See Figure 5-29. Install both starter mounting bolts and washers. Tighten to 13-20 ft-lbs (18-27 Nm).
4. Position oil hoses in clamp and install clamp to through bolt with **new** locknut. Make sure hoses are not kinked or restricted.
5. Install primary cover. See 6.2 PRIMARY CHAIN.
6. Fill transmission to proper level with fresh lubricant. See 1.10 TRANSMISSION/PRIMARY FLUID.
7. Install left side footrest support assembly. See 2.21 FOOTPEGS AND FOOTPEG SUPPORT BRACKETS.
8. Install air cleaner. See 4.3 AIR CLEANER.

⚠WARNING

Always connect positive battery cable first. If the positive cable should contact ground with the negative cable installed, the resulting sparks could cause a battery explosion which could result in death or serious injury.

9. Connect battery cables, positive cable first. TIghten terminal hardware to 60-96 **in-lbs** (7-11 Nm).
10. Install seat. See 2.28 SEAT.

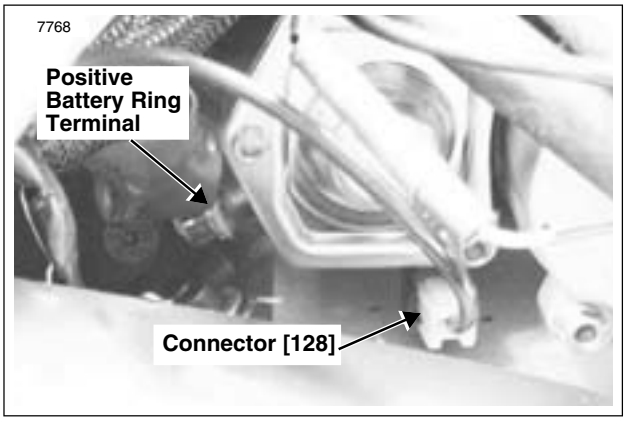


Figure 5-28. Starter Wires

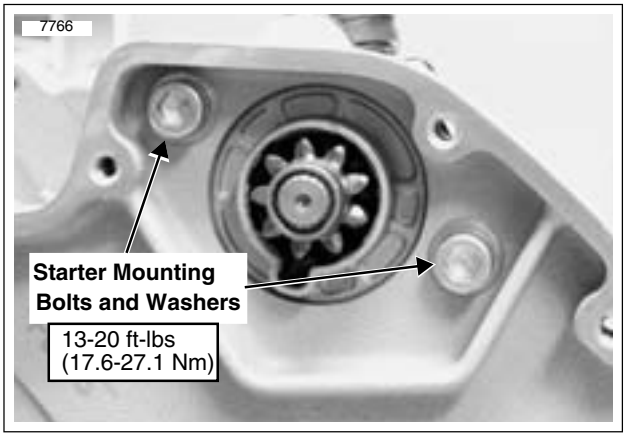


Figure 5-29. Starter Mounting (Primary Side)

STARTER SOLENOID 5.8

GENERAL

CAUTION

See Figure 5-30. Do not tighten nut (7) without removing items 1-5. Movement will cause damage to the contact.

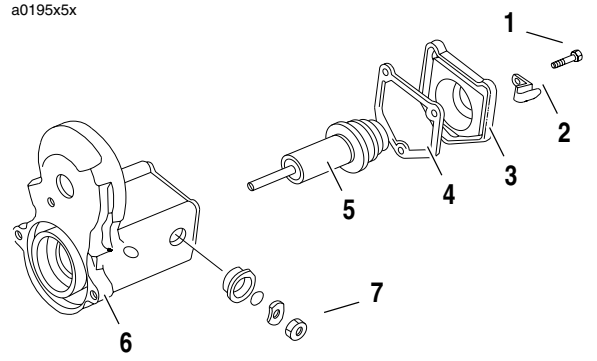
The starter solenoid is a switch that is designed to open and close the starting circuit electromagnetically. The switch consists of contacts and a winding around a hollow cylinder containing a movable plunger.

DISASSEMBLY

1. See Figure 5-30. Remove screws (1) and clip (2).
2. Remove cover (3) and gasket (4). Discard gasket.
3. Remove plunger (5) from solenoid housing (6).

ASSEMBLY

1. See Figure 5-30. Replace wire connection hardware as necessary.
2. Install plunger (5) in solenoid housing (6).
3. Install **new** gasket (4) onto cover (3).
4. Position cover with gasket onto solenoid housing. Install clip (2) and screws (1).



1. **Screw (3)**
2. **Clip**
3. **Cover**
4. **Gasket**
5. **Plunger**
6. **Solenoid Housing**
7. **Nut**

Figure 5-30. Starter Solenoid

NOTES