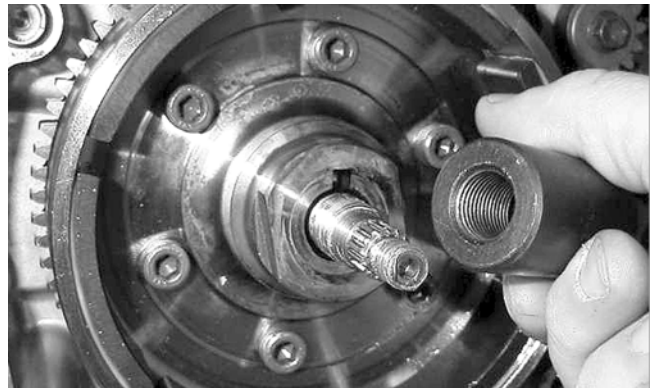
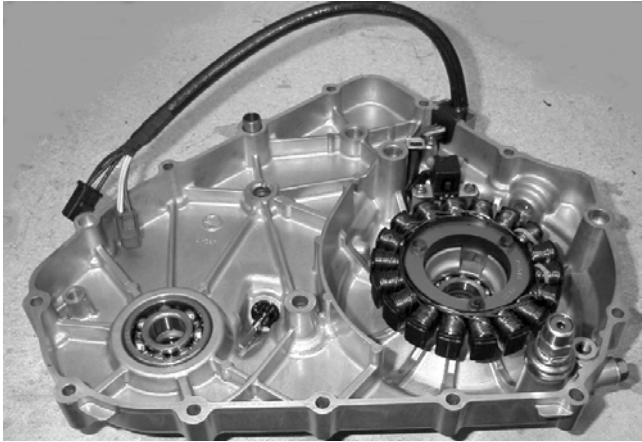


CC946



MD1365



MD1188

■ **NOTE:** Inspect the inside of the left-side cover for any shaft washers that may have come off with the cover. Make sure they are returned to their respective shafts and that the starter idler gear spacer is on the shaft or in the cover.

#### **D. Rotor/Flywheel**

#### **E. Starter Motor**

■ **NOTE:** Steps 1-4 in the preceding sub-section must precede this procedure.

5. Remove the rotor/flywheel nut.



MD1194

6. Install the crankshaft protector.

**⚠ CAUTION**

Care must be taken that the remover is fully threaded onto the rotor/flywheel or damage may occur.

7. Using Magneto Rotor Remover (p/n 0444-075), break the rotor/flywheel assembly loose from the crankshaft. Remove the remover, the crankshaft protector, the rotor/flywheel, and the starter clutch gear. Account for the key.

**3**



MD1368



MD1369



CF094C

- If the differential lock engages (front wheels locked) and the voltage does not drop to 0, the switch is faulty and must be cleaned or replaced.

## Magneto Coils (400/500/650 H1)

### VOLTAGE (Stator Coil - Regulated Output)

- Set the meter selector to the DC Voltage position.
- Connect the red tester lead to the positive battery post; then connect the black tester lead to the negative battery post.
- With the engine running at a constant 5000 RPM (with the headlights on), the meter must show 14-15.5 DC volts.

#### CAUTION

Do not run the engine at high RPM for more than 10 seconds.

■ **NOTE:** If voltage is lower than specified, test stator coil - no load.

### VOLTAGE (Stator Coil - No Load)

The connector is the black and white one on the right side of the engine just above the brake cable adjuster.

■ **NOTE:** Test the connector that comes from the engine.

- Set the meter selector to the AC Voltage position.
- Test between the three black wires for a total of three tests.

- With the engine running at the specified RPM, all wire tests must show 60 A.C. volts.

#### CAUTION

Do not run the engine at high RPM for more than 10 seconds.

■ **NOTE:** If both stator coil tests failed, check all connections, etc., and test again. If no voltage is present, replace the stator assembly.

### RESISTANCE (Stator Coil)

#### CAUTION

Always disconnect the battery when performing resistance tests to avoid damaging the multimeter.

- Set the meter selector to OHMS position.
- Test between the three black wires for a total of three tests.
- The meter reading must be within specification.

### RESISTANCE (Trigger Coil)

#### CAUTION

Always disconnect the battery when performing resistance tests to avoid damaging the multimeter.

- Set the meter selector to the OHMS position.
- Connect the red tester lead to the green wire; then connect the black tester lead to the blue wire. The meter reading must be within specification.

### RESISTANCE (Source Coil)

- Set the meter selector to the OHMS position.
- Connect the red tester lead to the yellow wire; then connect the black tester lead to the white wire.
- The meter reading must be within specification.

■ **NOTE:** If the meter shows other than specified in any resistance test, replace the stator assembly.

### PEAK VOLTAGE (400)

■ **NOTE:** All of the peak voltage tests should be made using the Fluke Model 73 Multimeter (p/n 0644-191) with Peak Voltage Reading Adapter (p/n 0644-307). If any other type of tester is used, readings may vary due to internal circuitry.