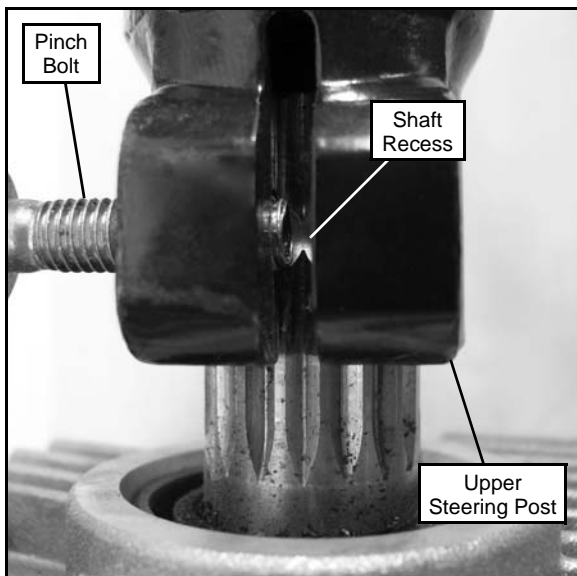


5. Install the (4) mounting fasteners and torque fasteners to specification. Refer to “Steering Exploded View (EPS Models)”.
6. Reconnect the (2) electrical harnesses to the power steering unit.

### CAUTION

The 8-way connector, two rows of four pins, does not have a channeled lock on both sides, allowing it to be installed 180° from its intended position. The connector will not positively engage or snap into place while in the wrong position, but can still be installed. If the connector is not installed correctly, the Power Steering Unit will not function.

7. Align the mark on the upper steering post with the skip tooth spline on the upper power steering shaft upon installation (see **Figure 10-1**).
8. Apply anti-seize to the shaft splines to aid assembly.
9. Position the upper steering post on the shaft so the pinch bolt is aligned with the recess in the power steering shaft.

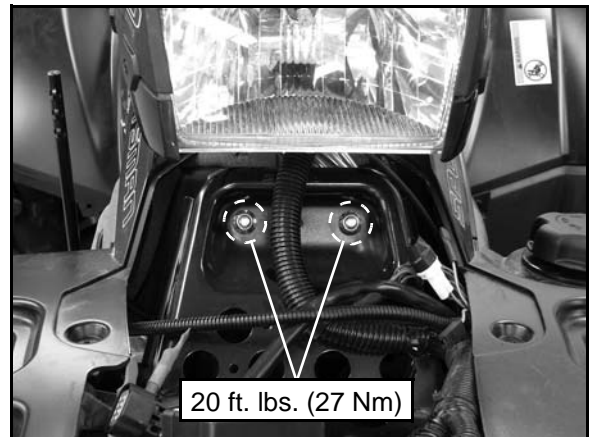


### CAUTION

Striking the steering post can permanently damage the EPS unit and cause a Power Steering Fault.

10. Install the pinch bolt and torque to specification. Refer to “Steering Exploded View (EPS Models)”.

11. Install the fuel tank assembly, fuel line and reconnect the fuel pump harness (see Chapter 3).
12. Reinstall the upper steering post bushing bracket and torque the (2) fasteners to specification.



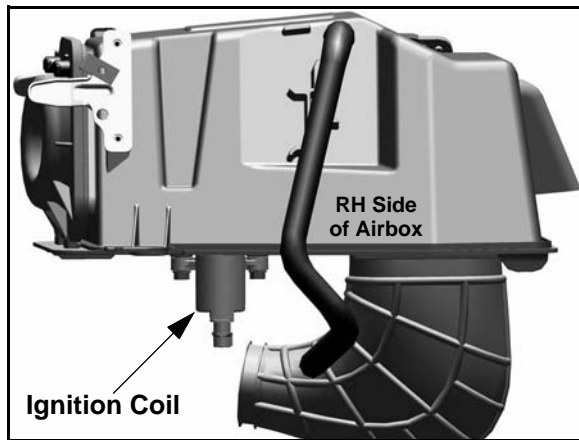
Steering Post to Bulkhead Bolts:  
**20 ft. lbs. (27 Nm)**

13. Turn the ignition key to the “ON” position and move the handlebar from left to right several times to ensure the power steering doesn’t bind. If binding occurs:
  - Loosen the (4) mounting fasteners
  - Move handlebars from left to right several times to position the power steering unit
  - Torque the (4) mounting fasteners to specification and check the steering operation for binding again
  - If no binding is present, proceed; if binding is still present, repeat this procedure.
14. Install both front mud guards and right-hand footwell (see Chapter 9).
15. Install the front rack and front cover (see Chapter 9).

## IGNITION COIL

### Operation Overview

The ignition coil is used to provide high voltage to fire the spark plug. When the ignition key is on, DC voltage is present in primary side of the ignition coil windings. During engine rotation, an AC pulse is created within the crankshaft position sensor for each passing tooth on the flywheel. The one-tooth gap creates an “interrupt” input signal, corresponding to specific crankshaft position. This signal serves as a reference for the control of ignition timing. The ECU then calculates the time interval between the consecutive pulses, and determines when to trigger the ignition coil drive circuit that induces the voltage from the primary to the secondary coil windings to fire the spark plug.



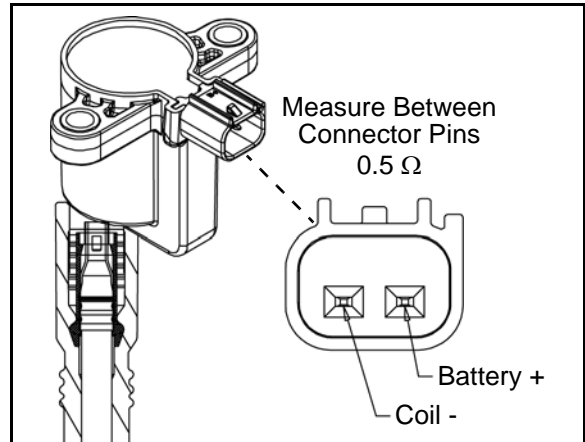
### Ignition Coil Tests

The ignition coil can be tested by using an ohm meter. Use the following specification table and illustrations to test the ignition coil.

#### Ignition Coil Resistance Readings

Test	Pin Connection	Resistance
Primary	Between (Battery +) & (Coil -)	$0.5 \Omega \pm 20\%$
Secondary (Coil)	Between (Battery +) & Spark Plug Cap	$11.6 \text{ k} \Omega \pm 15\%$
Secondary (Cap)	Spark Plug Cap	$5 \text{ k} \Omega$

### Primary Test



### Secondary Tests

