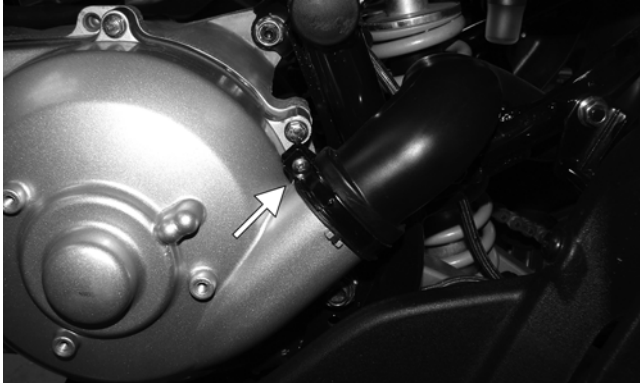
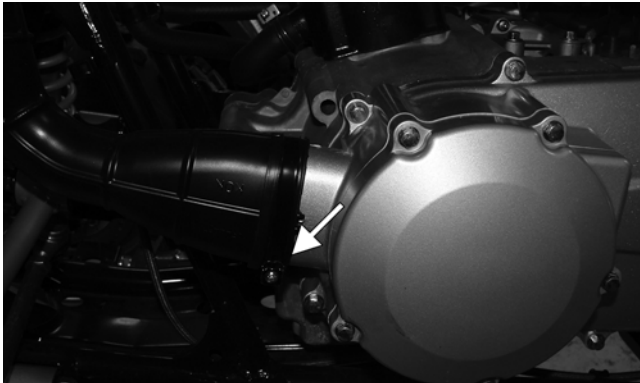


13. Remove the front and rear V-belt cooling boots from the V-belt housing; then remove the coolant hoses from the engine.



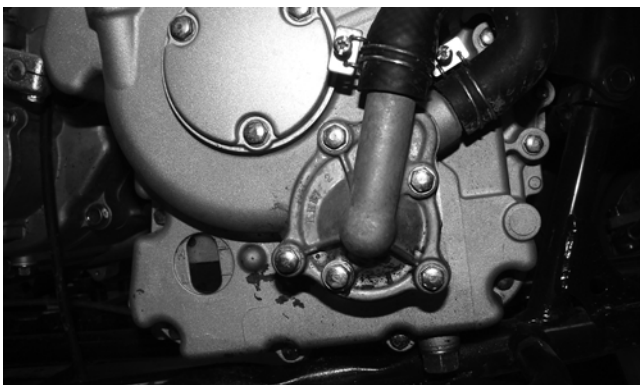
KM359A



KM360A

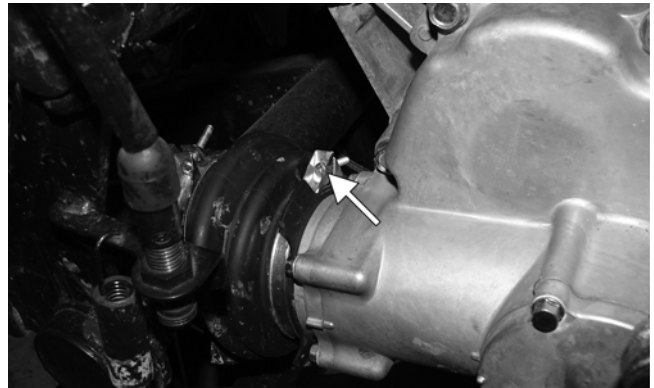


KM323



KM314

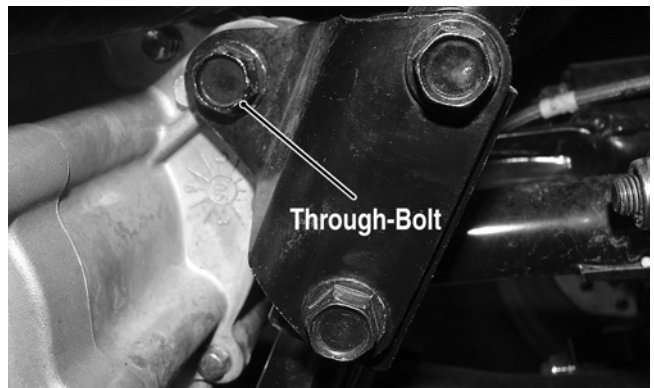
14. Loosen the output drive boot clamp; then slide the boot off the output housing.



KM315A

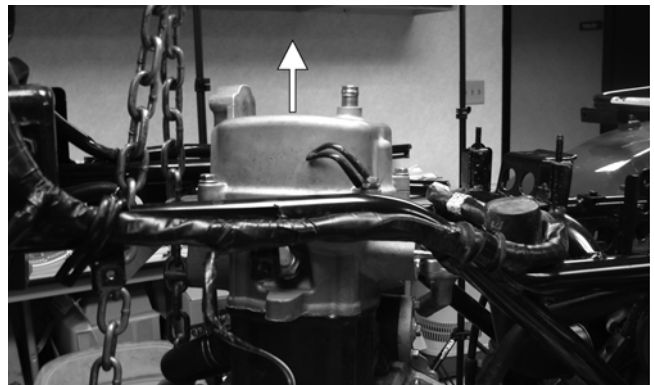
15. Disconnect the shift linkage from the transmission shift arm; then swing the shift linkage forward and out of the way.

16. Remove the front engine through-bolt; then remove the two engine mounting brackets from the frame.



KM414A

17. Attach a suitable lifting sling and engine lift to the front engine mounting boss; then using an engine lift, apply slight upward pressure on the engine/transmission.



KM332A

18. Remove the upper rear and lower rear engine through-bolts to free the engine/transmission; then raise the front of the engine/transmission sufficiently to allow the engine assembly to be moved forward enough to disengage the driveshaft.

3. The meter must show 50-60 ohms.

■NOTE: If the meter does not show as specified, troubleshoot or replace the connector or the fan.

■NOTE: To determine if the fan motor is good, connect the blue wire from the fan connector to a 12 volt DC power supply; then connect the black wire from the fan connector to ground. The fan should operate.

### **WARNING**

Care should be taken to keep clear of the fan blades.

## Fuse Block

The fuses are located in a fuse block under the seat.

If there is any type of electrical system failure, always check the fuses first.

■NOTE: To remove a fuse, compress the locking tabs on either side of the fuse case and lift out.



KM102

■NOTE: The ignition switch must be in the LIGHTS position.

1. Remove all fuses from the fuse block.
2. Set the meter selector to the DC Voltage position.
3. Connect the black tester lead to ground.
4. Using the red tester lead, contact each end of the 30 amp fuse holder connector terminals individually.
5. The meter must show battery voltage from one side of the connector terminal ends.
6. Install the 30 amp fuse; then using the red tester lead, check the remaining two fuse holder connectors as in step 4.

■NOTE: Battery voltage will be indicated from only one side of the fuse holder connector terminal; the other side will show no voltage.

■NOTE: If the meter shows no battery voltage, troubleshoot the battery, fuse block, or the main wiring harness.

## Fuses

1. Set the meter selector to the OHMS position.
2. Connect the red tester lead to one spade end of the fuse; then connect the black tester lead to the other spade end.



AR610D

3. The meter must show less than 1 ohm resistance. If the meter reads open, replace the fuse.

■NOTE: Make sure the fuses are returned to their proper position according to amperage. Refer to the fuse block cover for fuse placement.

## Ignition Coil

The ignition coil is on the left side of the frame above the engine. To access the coil on the Utility, the left side panel must be removed (see Steering/Frame).

### PEAK VOLTAGE (Primary/CDI Side)

■NOTE: All of the peak voltage tests should be made using the Fluke Model 77 Multimeter with Peak Voltage Reading Adapter. If any other type of tester is used, readings may vary due to internal circuitry.

■NOTE: The battery must be at full charge for these tests.

■NOTE: The ignition switch must be in the ON position; the emergency stop switch must be in the RUN position. Also, the white/blue wire must be disconnected from the coil.

1. Set the meter selector to the DC Voltage position.
2. Connect the red tester lead to the black/white wire; then connect the black tester lead to the green/gray wire.
3. The meter reading must be within specifications.

■NOTE: If the voltage is not as specified in the above test, inspect the main wiring harness, main fuse, ignition fuse, ignition switch, or engine stop switch.

### RESISTANCE

■NOTE: For these tests, the meter selector must be S position.