

Table 5-1. Starter Specifications

ELECTRICAL INFORMATION	
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

Table 5-2. Service Wear Limits

STARTER COMPONENTS	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 5-19
Starter battery positive cable nut	80-100 in-lbs	9-11 Nm	Metric, Page 5-19
Starter mounting bolts	13-20 ft-lbs	18-27 Nm	Page 5-19

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).

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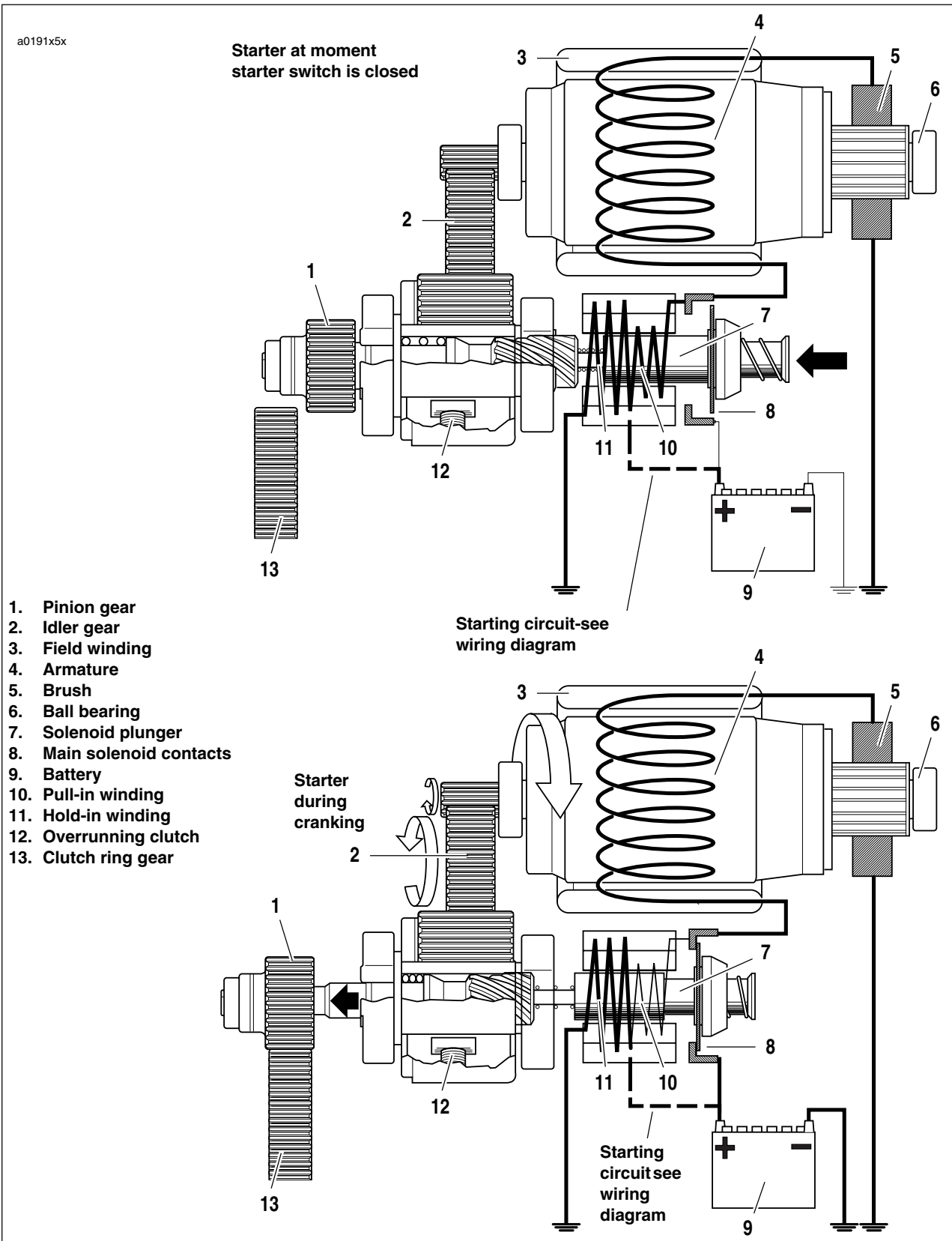


Figure 5-1. Starter Operation

Table 5-3. Starter Diagnostics

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.	

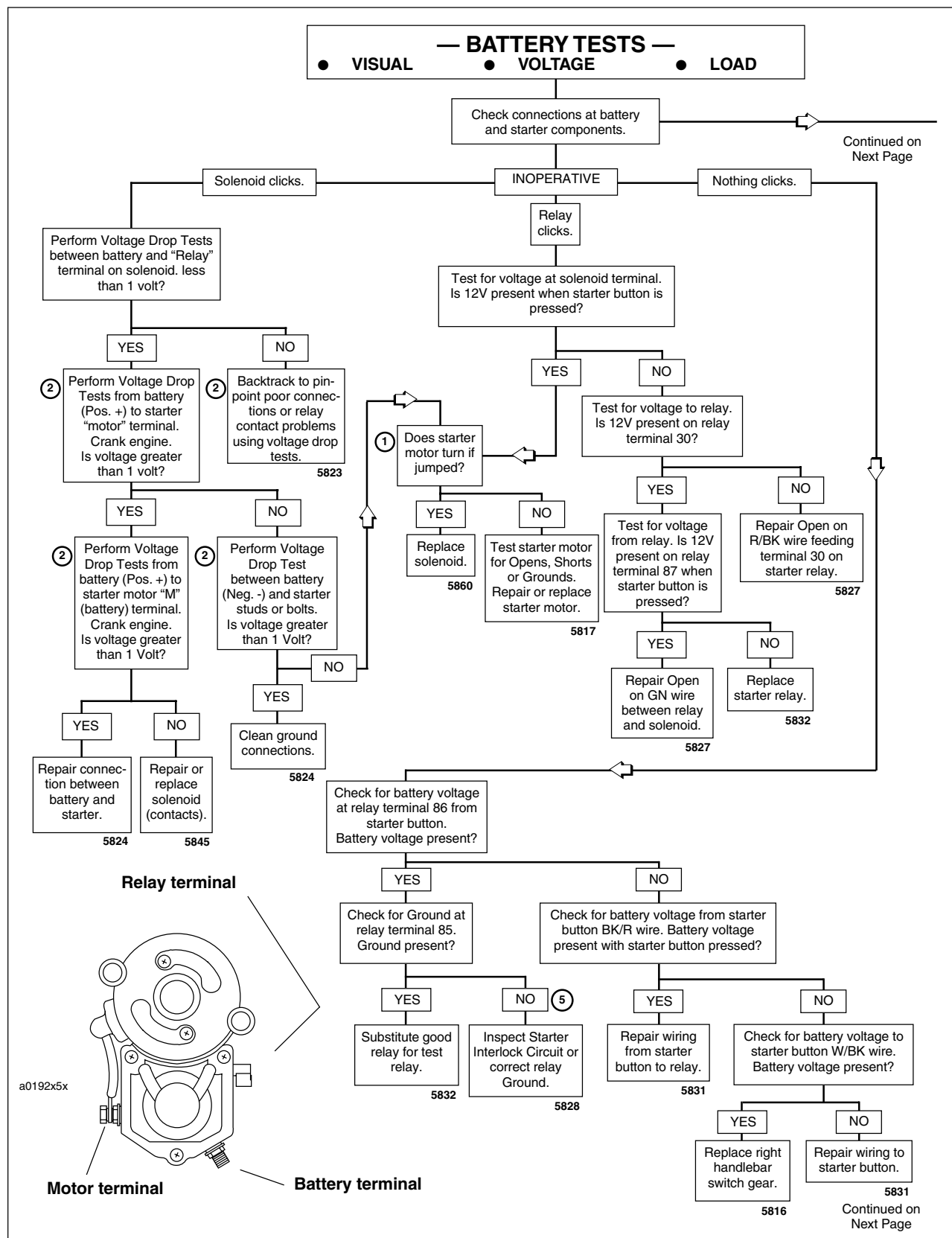


Figure 5-2. Starting System Diagnosis, Part 1

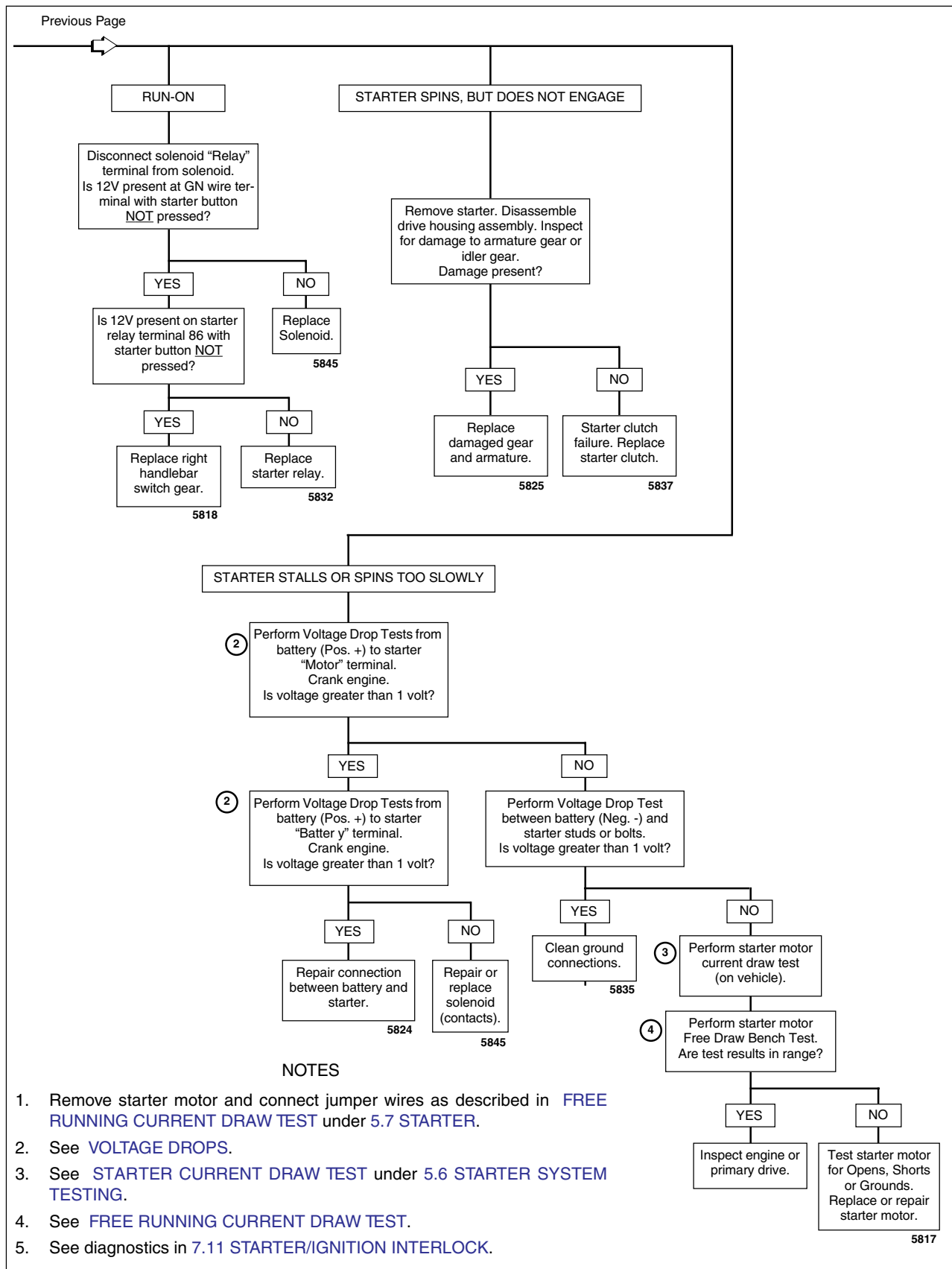


Figure 5-3. Starting System Diagnosis, Part 2

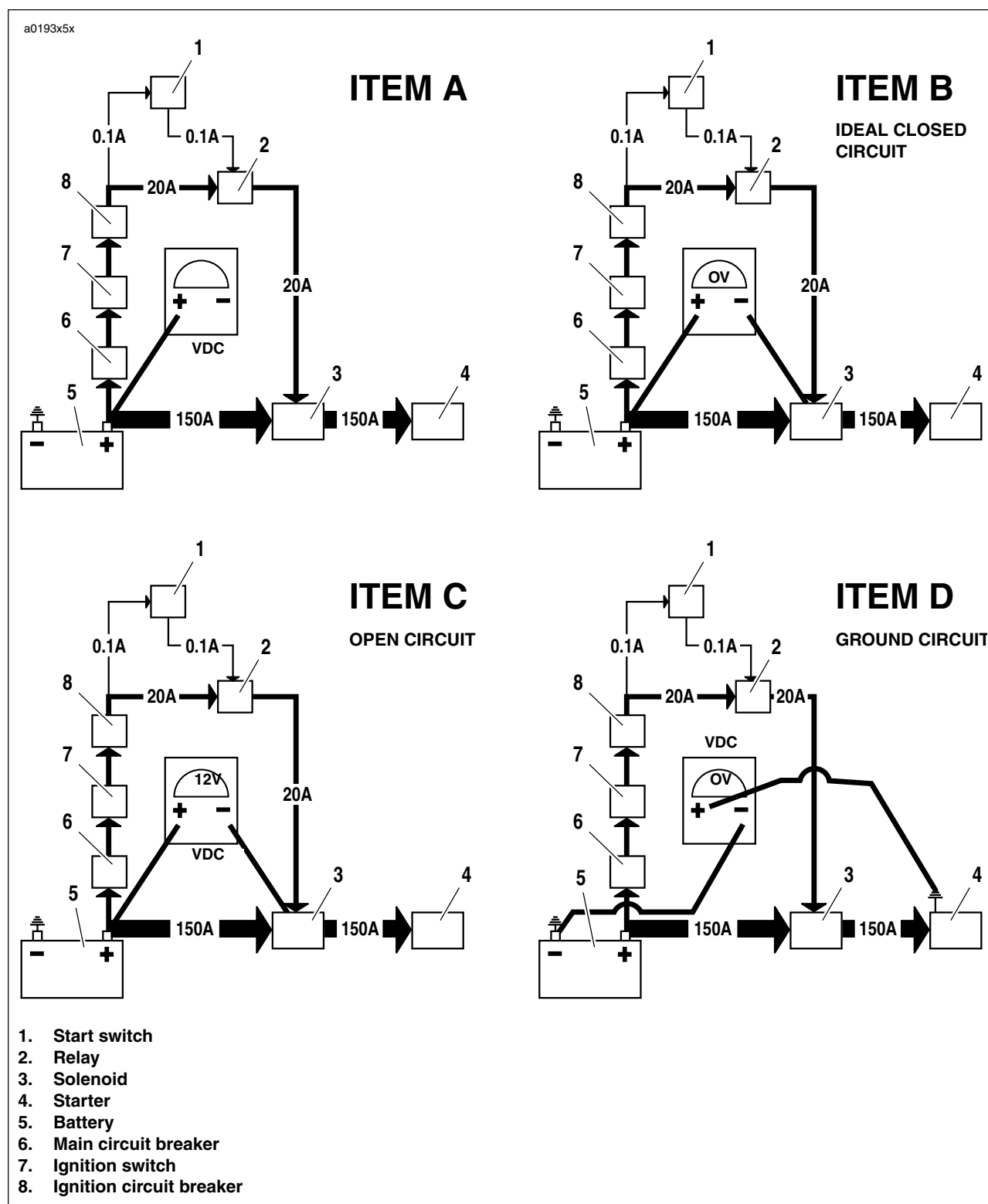


Figure 5-4. Typical Circuitry. (Refer to wiring diagrams for more information.)

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.

NOTE

Open circuits on the ground side will read zero.

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.



“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.

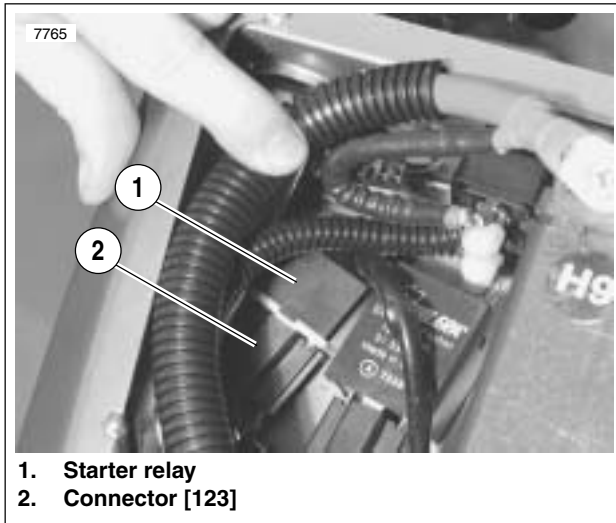


Figure 5-6. Starter Relay Connector

2. To test relay, proceed to Step 3. If installing a **new** starter relay, remove old relay. Install relay connector [123] to **new** relay.

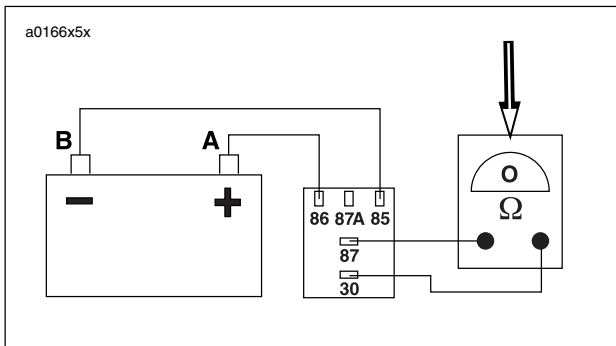


Figure 5-7. Starter Relay Test with Ohmmeter

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](#).

Starter Current Draw Test

NOTES

- 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](#).

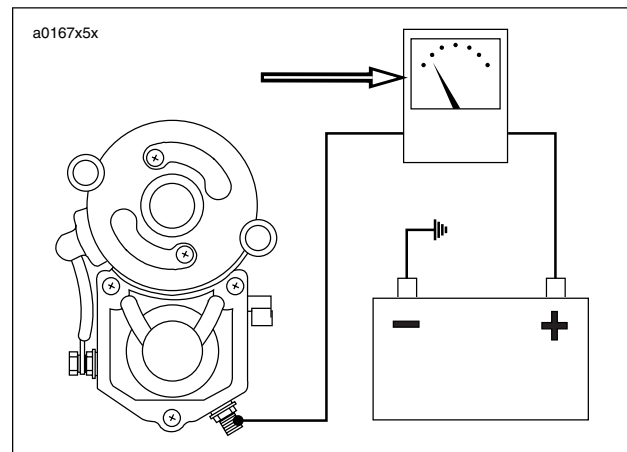


Figure 5-8. Starter Draw Test with Induction Ammeter

REMOVAL

1. Remove seat. See 2.28 SEAT.

⚠ WARNING

To prevent accidental vehicle start-up, which could cause death or serious injury, disconnect negative (-) battery cable before proceeding. (00048a)

⚠ WARNING

Disconnect negative (-) battery cable first. If positive (+) cable should contact ground with negative (-) cable connected, the resulting sparks can cause a battery explosion, which could result in death or serious injury. (00049a)

2. Disconnect battery cables from battery, negative cable first.
3. Remove air cleaner. See 1.18 AIR CLEANER.
4. Remove left side footpeg support bracket and primary cover. See 2.21 FOOTPEGS AND FOOTPEG SUPPORT BRACKETS.

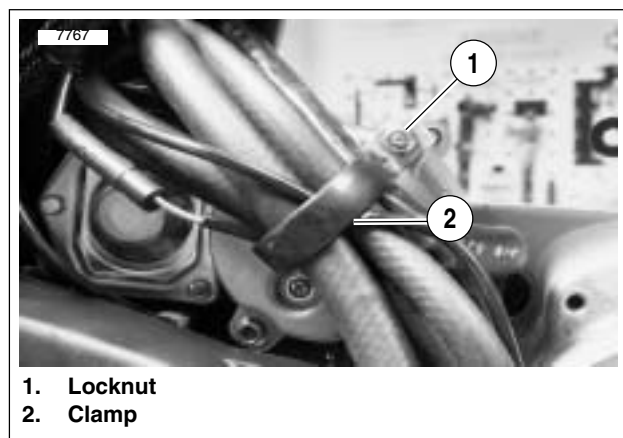


Figure 5-9. Oil Hose Clamp

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.

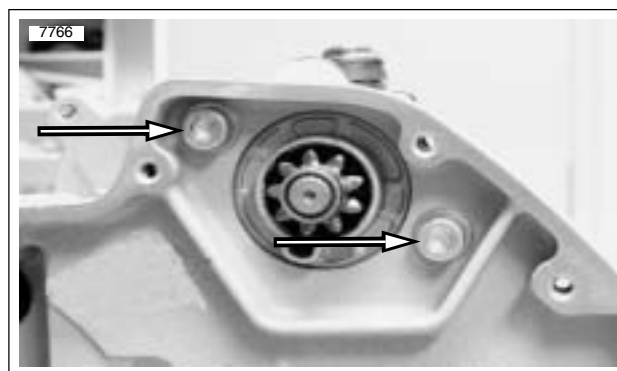


Figure 5-10. Starter Mounting Bolts and Washers (Primary Side)

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.

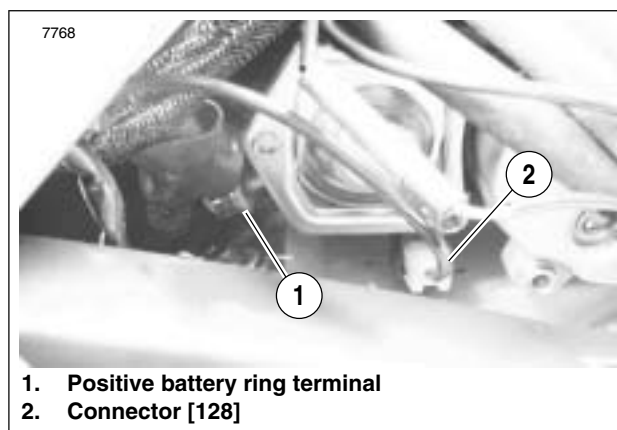


Figure 5-11. Starter Wires

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].
 - e. Remove starter and gasket.

TESTING ASSEMBLED STARTER

Free Running Current Draw Test

1. Place starter in vise, using a clean shop towel to prevent scratches or other damage.

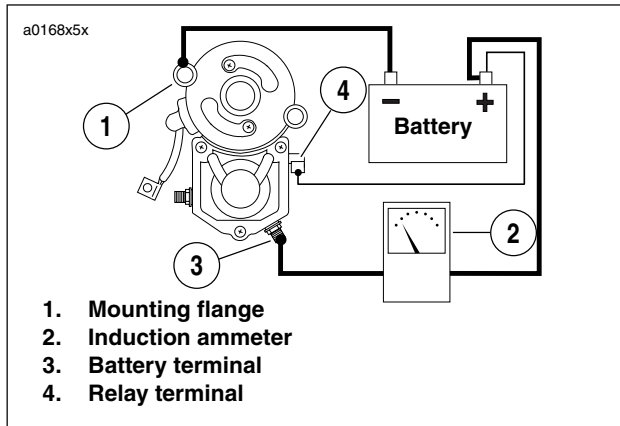


Figure 5-12. Free Running Current Draw Test

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.

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

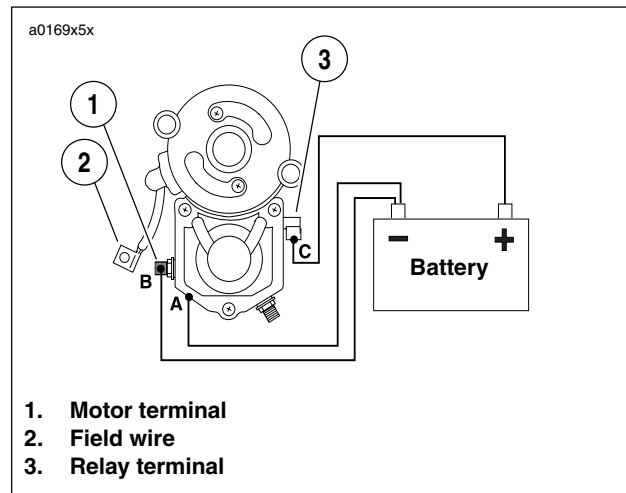


Figure 5-13. Pull-In Test

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.

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.**

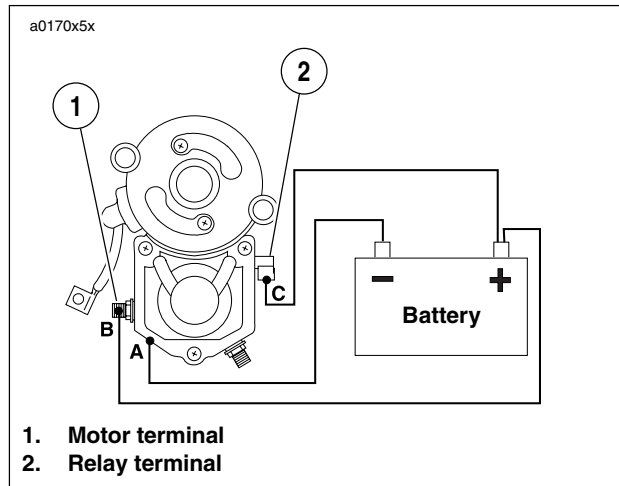


Figure 5-14. Hold-In Test

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.

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.

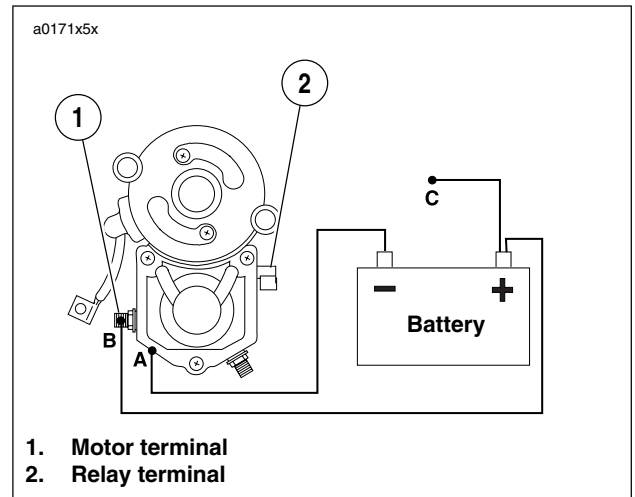


Figure 5-15. Return Test

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).

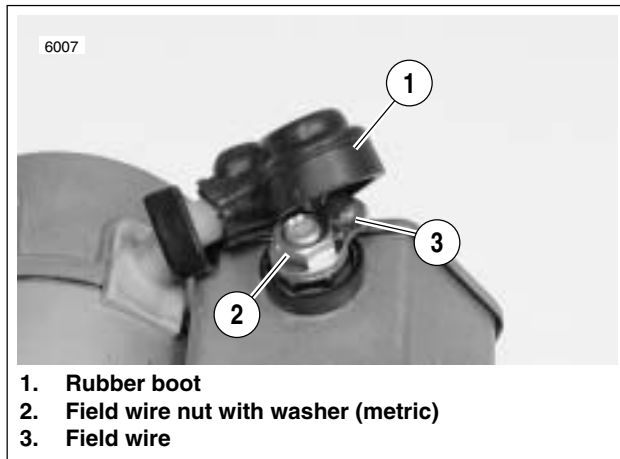


Figure 5-16. Field Wire

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).

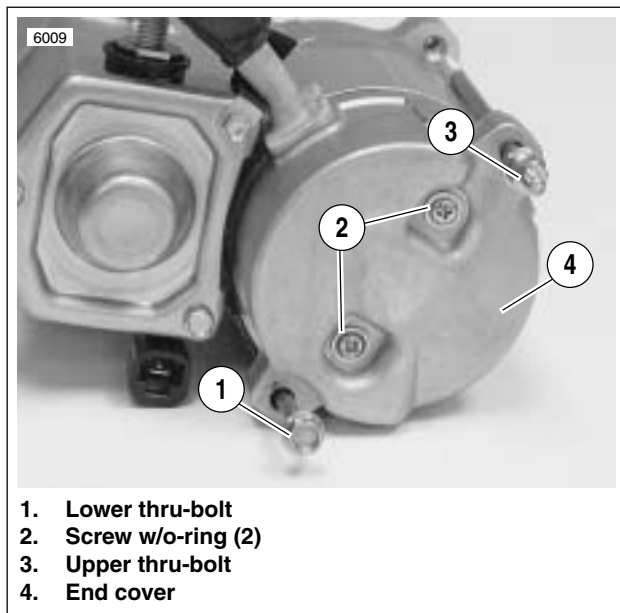


Figure 5-17. Removing the Thru-Bolts

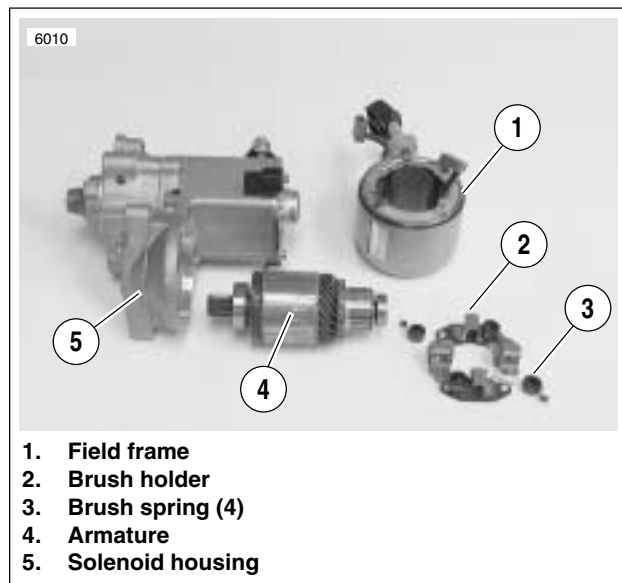


Figure 5-18. Starter Components

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.*

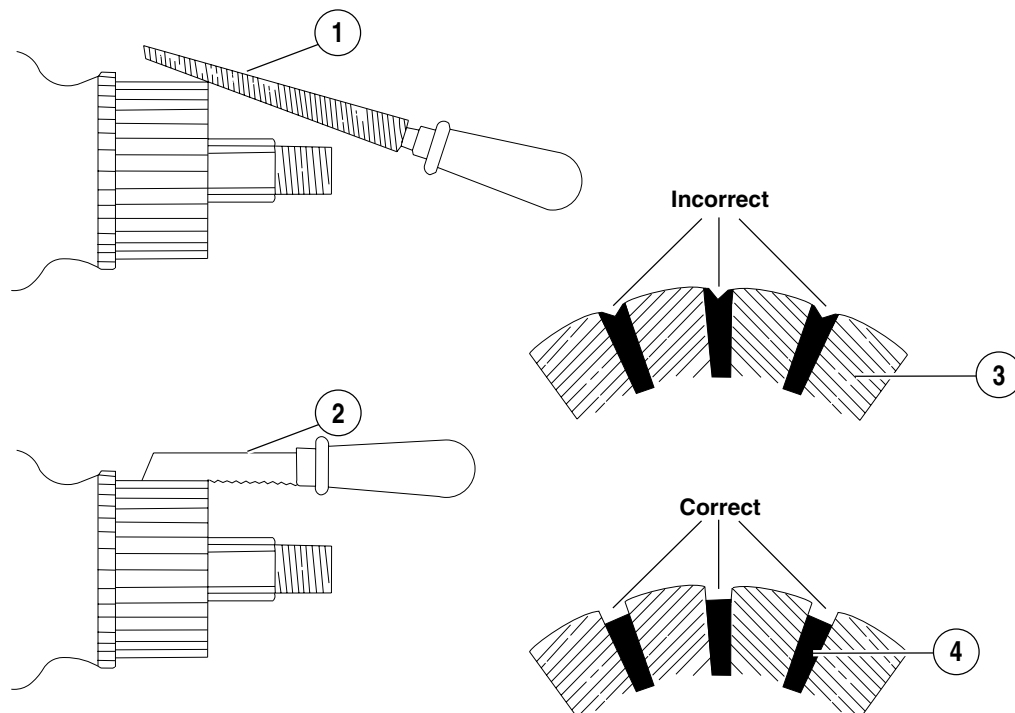
6. Remove armature (4) and field frame (1).
7. Place armature in lathe or truing stand and check commutator runout and diameter.
 - a. Commutators with more than 0.016 in. (0.4 mm) of runout should be replaced or machined on a lathe.
 - b. Replace commutators when diameter is less than 1.141 in. (28.981 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 0.031 in. (0.8 mm) deep. The slots should then be cleaned to remove any dirt or copper dust.

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1. Starting groove in mica with 3 cornered file
2. Undercutting mica with piece of hacksaw blade
3. Segments
4. Mica

Figure 5-19. Undercutting Mica Separators

NOTES

- 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.
- See [Figure 5-19](#). Mica must not be left with a thin edge next to segments. Mica must be cut away clean between segments.



Figure 5-20. Shorted Armature Test Using Growler

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.

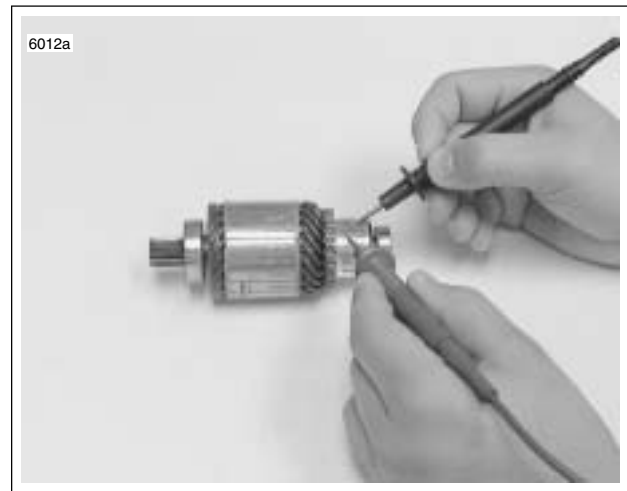


Figure 5-22. Open Armature Test

11. See [Figure 5-22](#). Check for OPEN ARMATURE with an ohmmeter or continuity tester.
 - a. Check for continuity between all commutator segments.
 - 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.

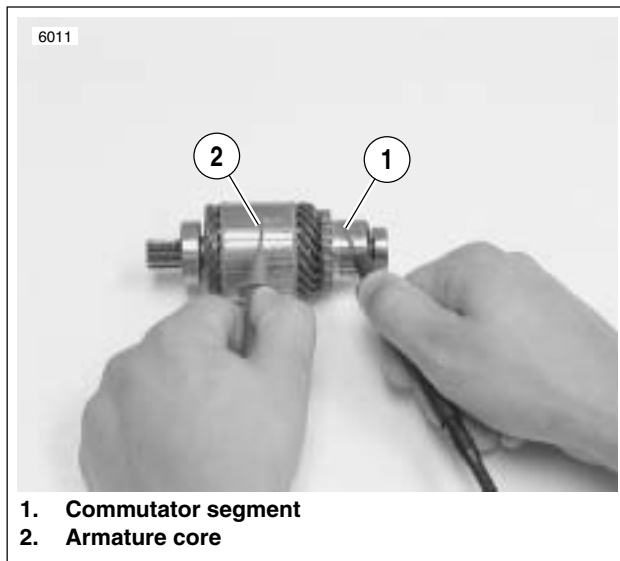


Figure 5-21. Grounded Armature Test

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.

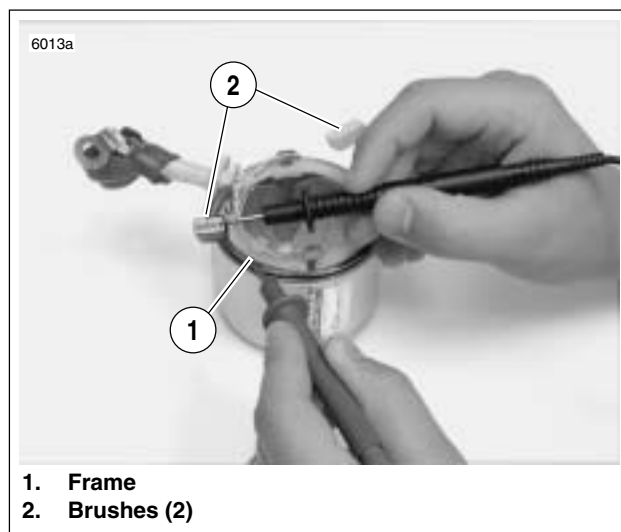


Figure 5-23. Grounded Field Test

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.

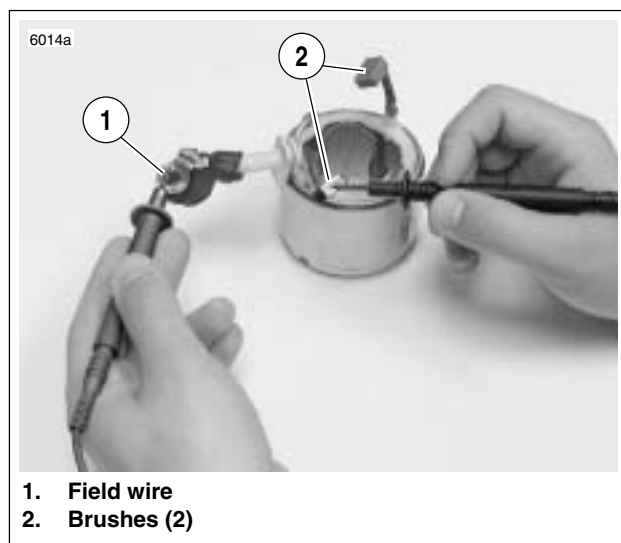


Figure 5-24. Open Field Test

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.

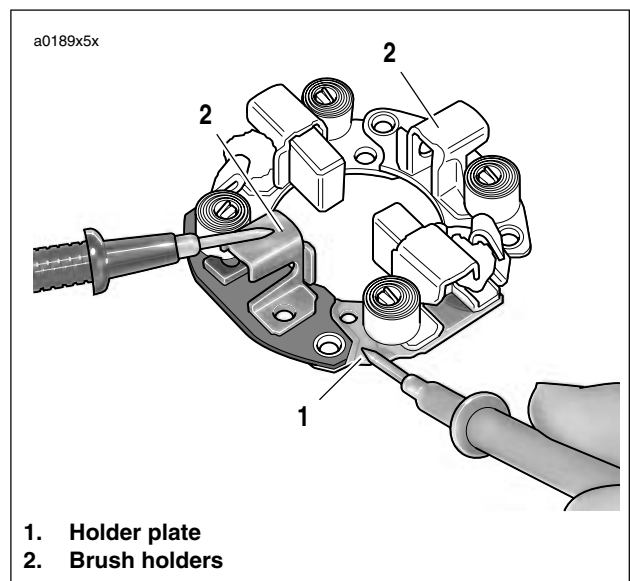
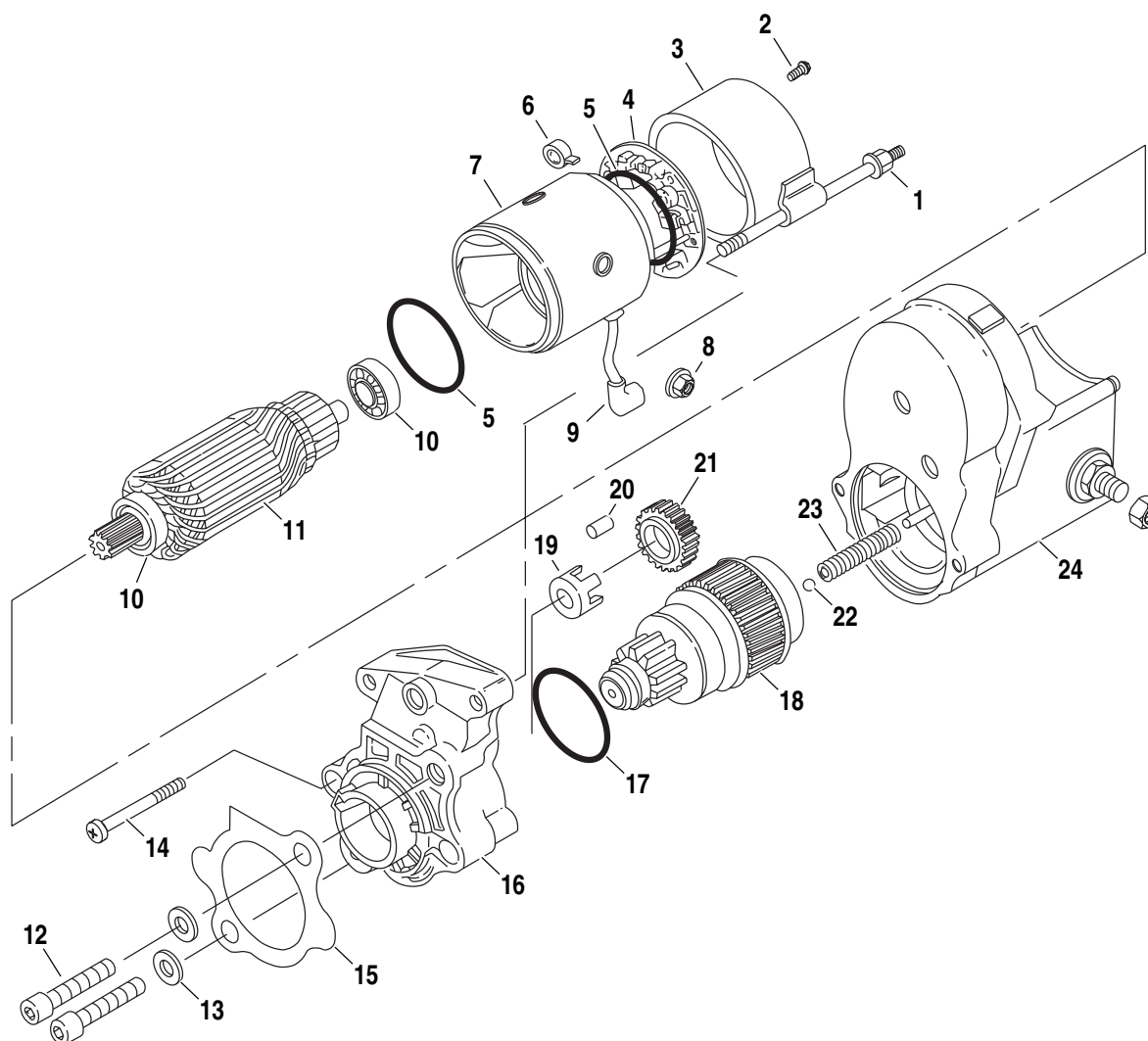


Figure 5-25. Brush Holder Insulation Test

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).



- | | |
|--|---------------------------------------|
| 1. Thru-bolt (2) | 13. Washer (2) |
| 2. End cover screw and o-ring (2) | 14. Drive housing mounting bolt |
| 3. End cover | 15. Gasket |
| 4. Brush holder | 16. Drive housing |
| 5. O-ring (2) | 17. O-ring |
| 6. Brush spring (4) | 18. Drive assembly/overrunning clutch |
| 7. Field frame | 19. Idler gear bearing cage |
| 8. Field wire nut with washer (metric) | 20. Idler gear roller (5) |
| 9. Field wire | 21. Idler gear |
| 10. Armature bearing (2) | 22. Ball |
| 11. Armature | 23. Return spring |
| 12. Mounting bolt (2) | 24. Solenoid housing |

Figure 5-26. Starter Assembly

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 5-26](#). When installing drive assembly components, open end of idler bearing cage (19) faces toward solenoid.
3. When installing drive housing (16) to solenoid housing (24), use **new** o-ring (17). Be sure to install return spring (23) and ball (22).
4. Lubricate armature bearings (10) with high temperature grease, such as LUBRIPLATE 110. Install armature (11) and field frame (7) to solenoid housing (24).
5. Install brushes and brush holder (4).
6. Install o-rings (5). Attach end cover (3) with end cover screws and o-rings (2).
7. Install thru-bolts (1).
8. Attach field wire (9) to solenoid housing (24) with field wire nut and washer (8) (metric). Replace rubber boot.

INSTALLATION

1. Install starter and starter gasket from the right side.

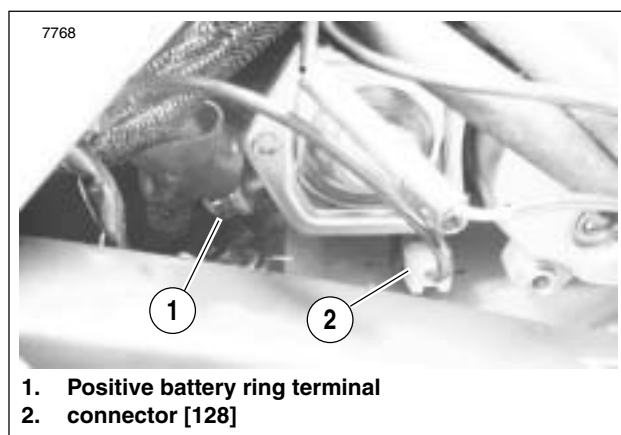


Figure 5-27. Starter Wires

2. See [Figure 5-27](#). Connect wiring to starter.
 - a. Connect solenoid wire (2).
 - b. Attach positive battery cable ring terminal (1) and install nut with washer (1) (metric). Tighten to 80-100 **in-lbs** (9-11 Nm).
 - c. Replace protective boot.

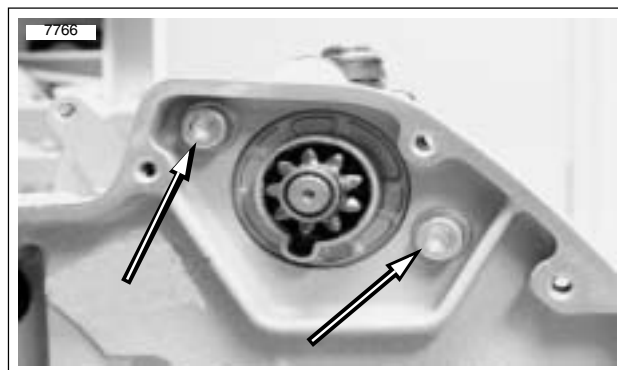


Figure 5-28. Starter Mounting Bolts and Washers (Primary Side)

3. See [Figure 5-28](#). 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 [1.11 TRANSMISSION/PRIMARY FLUID](#).
7. Install left side footrest support assembly. See [2.21 FOOTPEGS AND FOOTPEG SUPPORT BRACKETS](#).
8. Install air cleaner. See [1.18 AIR CLEANER](#).

WARNING

Connect positive (+) battery cable first. If positive (+) cable should contact ground with negative (-) cable connected, the resulting sparks can cause a battery explosion, which could result in death or serious injury. (00068a)

9. Connect battery cables, positive cable first. Tighten terminal hardware to 60-96 **in-lbs** (7-11 Nm).

WARNING

After installing seat, pull upward on front of seat to be sure it is in locked position. While riding, a loose seat can shift causing loss of control, which could result in death or serious injury. (00070a)]

10. Install seat. See [2.28 SEAT](#).

GENERAL

CAUTION

See [Figure 5-29](#). 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 5-29](#). 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 5-29](#). 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).

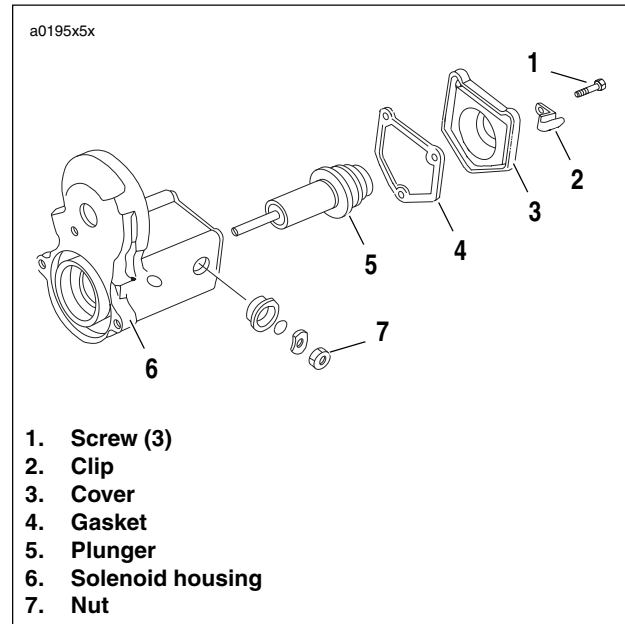


Figure 5-29. Starter Solenoid