200 SERIES LUTV COMPONENT TROUBLESHOOTING

This guide will help in determining if a component is good or needs replaced.
1. Testing the Brake Pressure Switch

Part number with description | Location
--- | ---
14118 SWITCH, BRAKE LIGHT | Right side of master cylinder

- If the rear tail-light comes on when the brake pedal is depressed, the brake pressure switch is functioning and there is no need to perform this test.

- If each test described is followed and your test results are the same as the test description below then the part is good.

- If results do not match, then the part is bad and needs replaced.

- This test assumes that the battery is charged, connected, and all fuses are intact.

---

- Set the multi-meter to DC Volts.

- Without applying the brake, check voltage at the post with the black wire while the key is in the “off” position (+ multi-meter lead on the post, - on a good ground). There should be 0.0 V.

- Without applying the brake, check voltage at the post with the green wire with the yellow stripe with the key in the “run/on” position (+ multi-meter lead on the post, - on a good ground). There should be 0.0 V.

- Apply the brake and check voltage at the post with the green wire with the yellow stripe with the key in the “run/on” position (+ multi-meter lead on the post, - on a good ground). There should be approximately 12V.
2. Testing the Brake Interlock Relay

Part number with description | Location
--- | ---
15016 RELAY, BRAKE INTERLOCK | Front inside panel

- If each test described is followed and your test results are the same as the test description below then the part is good.

- If results do not match, then the part is bad and needs replaced.

- Using the resistance setting on the multi-meter, check across posts 30 and 87.

- The circuit should be “open” or incomplete. (An OL reading on the multi-meter)

- Using a 12V battery, apply 12V across posts 86 and 85 (+ battery lead to post 86, – lead to 85). An audible “click” should be heard. If click is not heard, repeat the steps. If no click is heard again the part is bad, needs replaced.

- Again, using the resistance setting on the multi-meter, check across posts 30 and 87.

- The circuit should now be “closed” or complete. (A reading of 0.0 or greater on the multi-meter)
3. Testing Keyed Ignition Switch

<table>
<thead>
<tr>
<th>Part number with description</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>14222 SWITCH, KEYED IGNITION</td>
<td>Dash area</td>
</tr>
</tbody>
</table>

- If each test described is followed and your test results are the same as the test description below then the part is good.

- If results do not match, then the part is bad and needs replaced.

Using the resistance setting on the multi-meter,

- (+ lead to red wire, - to white wire).
  Key on: closed circuit / 0.0 or greater
  Key off: open circuit / OL

- (+ lead to red wire, - to green wire).
  Key on or off: open circuit / OL
  Key to start position: closed circuit / 0.0 or greater
4. Testing Starter Relay

Part number with description | Location
--- | ---
14225 RELAY, STARTER | Electric box on swing arm

- If each test described is followed and your test results are the same as the test description below then the part is good.
- If results do not match, then the part is bad and needs replaced.

Set the multi-meter to DC Volts.
- (+ lead to yellow/red wire, - to green wire).
  With Key positioned “off” or “run”, there should be no voltage.
  With the key turned to start, there should be battery voltage (~12V)

Set the multi-meter to resistance.
- Disconnect the wire going out to the starter from its post.
- (+ lead to one post of the relay and the - to the other).
  With Key positioned “off” or “run”, there should be an open circuit.
  With the key turned to start, the circuit should close.
5. Testing ignition Coil

Part number with description  Location
14227 COIL, IGNITION  Swing arm right side

• If each test described is followed and your test results are the same as the test description below then the part is good.

• If results do not match, then the part is bad and needs replaced.

Remove the black/yellow and green wires from these tabs and check resistance across them for the primary coil.

Test the primary coil by:
• Set the meter to resistance
• Place one probe of the meter on each tab of the coil
• The value should be .1 to 1.0 Ω

Test the secondary coil by:
• Set the meter to resistance
• Place one probe of the meter on either tab of the coil and one at the contact point of the spark plug boot.
• The value should be 7 to 9 kΩ.
6. Battery Inspection

Part number with description  
14189 BATTERY - GTX9-BS  
Location  
Rear Swing arm

- If each test described is followed and your test results are the same as the test description below then the part is good.

- If results do not match, then the part is bad and needs replaced.

Disconnect the battery cables from the battery.

- Negative first
- Positive second
- Measure the voltage between the poles of the battery (+ lead to + post, - lead to - post)

### Charger settings

<table>
<thead>
<tr>
<th>Charging Current</th>
<th>Normal</th>
<th>Fast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charging Time</td>
<td>Normal</td>
<td>Fast</td>
</tr>
<tr>
<td>Charging Result</td>
<td>≥ 12.8 V</td>
<td></td>
</tr>
</tbody>
</table>

| Full Charge | 13.1V |
| Under Charged | 12.3V |

Charging Current

<table>
<thead>
<tr>
<th>Charging Current</th>
<th>Normal</th>
<th>Fast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charging Time</td>
<td>Normal</td>
<td>Fast</td>
</tr>
<tr>
<td>Charging Result</td>
<td>≥ 12.8 V</td>
<td></td>
</tr>
</tbody>
</table>

Charging Current

<table>
<thead>
<tr>
<th>Charging Current</th>
<th>Normal</th>
<th>Fast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charging Time</td>
<td>Normal</td>
<td>Fast</td>
</tr>
<tr>
<td>Charging Result</td>
<td>≥ 12.8 V</td>
<td></td>
</tr>
</tbody>
</table>