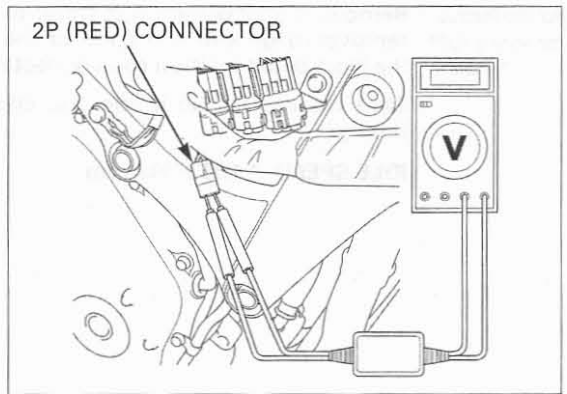


Remove the right middle cowl (page 3-7)

Disconnect the CKP sensor 2P (Red) connector and connect the tester probes to the terminal (Yellow and Yellow/white).

In the same manner as at the ECM connector, measure the peak voltage and compare it to the voltage measured at the ECM connector.

- If the peak voltage measured at the ECM is abnormal and the one measured at the CKP sensor is normal, check the 2P (Red) connector for loose connection and the wire harness for an open circuit or loose connection.
- If both peak voltage measured are abnormal, check each item in the troubleshooting chart (page 18-4). If all items are normal, the CKP sensor is faulty. See following steps for CKP (crankshaft position) sensor replacement.



CKP (CRANKSHAFT POSITION) SENSOR

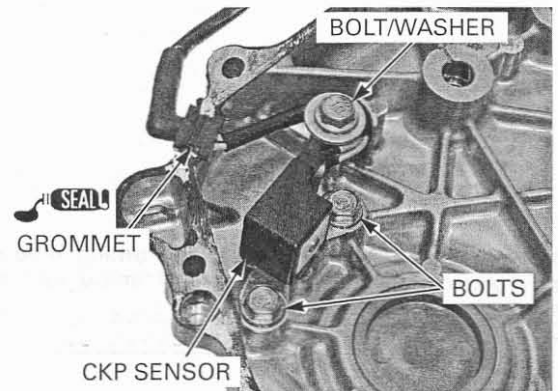
REPLACEMENT

Remove the right crankcase cover (page 10-15).

Remove the wire grommet from the cover.
Remove the bolts and CKP sensor.

Apply sealant to the grommet seating surface.
Install a new CKP sensor and the grommet into the cover groove properly.
Tighten the mounting bolts securely.
Route the CKP sensor wire into the groove of the right crankcase cover.
Install the washer and bolt, then tighten the bolt securely.

Install the right crankcase cover (page 10-34).



IGNITION TIMING

Remove the under cowls (page 3-7).

Warm up the engine.
Stop the engine and remove the timing hole cap.

