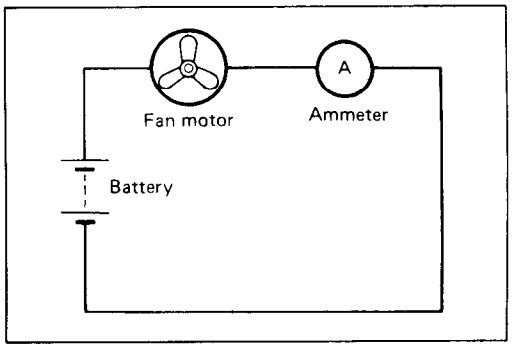
FAN MOTOR

Test the cooling fan drive motor for load current with a voltmeter and an ammeter connected as shown in the illustration. The voltmeter is for making sure that the battery applies 12 volts to the motor. With the motor with electric motor fan running at full speed, the ammeter should be indicating not more than 5 amperes.
If the fan motor does not turn, replace the motor assembly with a new one.



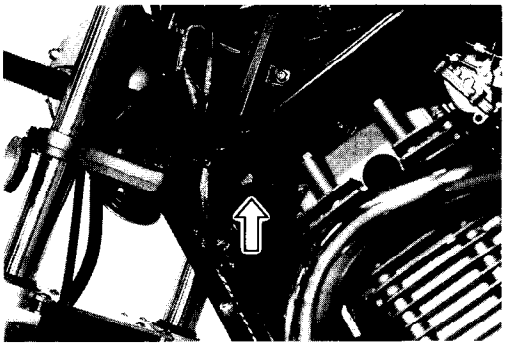
TEMPERATURE SWITCH

REMOVAL

- Remove the temperature switch after disconnecting the lead wires in the headlight housing.

INSPECTION

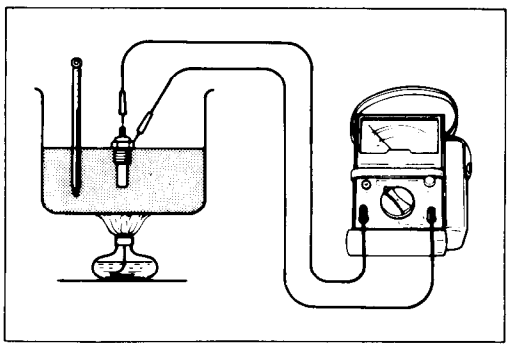
The temperature switch must be checked for its temperature-initiated closing action at the specification value of 117°C (243°F) by testing it at the bench as shown in the illustration. Connect the switch to the pocket tester and raise the temperature of the oil in the pan, and read the column thermometer when the switch closes.



09900-25002 : Pocket tester

Temperature switch specification

OFF → ON	Approx. 117°C (243°F)
ON → OFF	Approx. 110°C (230°F)



REASSEMBLY

NOTE:
Do not forget the O-ring.

Tightening torque
Temperature switch : 10 – 15 N·m
(1.0 – 1.5 kg-m, 7.0 – 11.0 lb-ft)

CAUTION:
Take special care when handling the temperature switch. It may cause damage if temperature switch gets a sharp impact.

- Fill the specified coolant (See page 2-10).

FUEL AND LUBRICATION SYSTEM

CONTENTS

FUEL SYSTEM

A vacuum operated fuel pump is used to supply fuel from the fuel tank to the carburetor. The pump is necessary as the fuel cock is mounted lower than the carburetor fuel bowl. In addition, the pump assures an adequate supply of fuel to the engine under the steepest climbing conditions as well as while running across rough terrain.