

Fig. 46 ① Stator mounting bolt

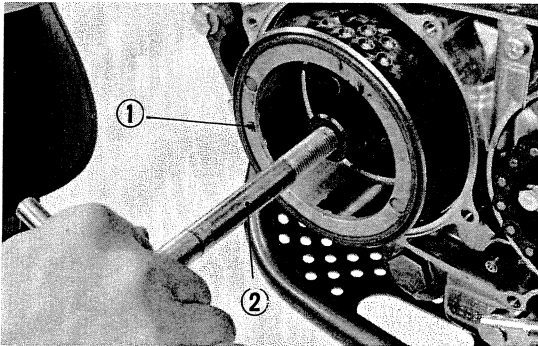


Fig. 47 ① Flywheel ② Flywheel extractor

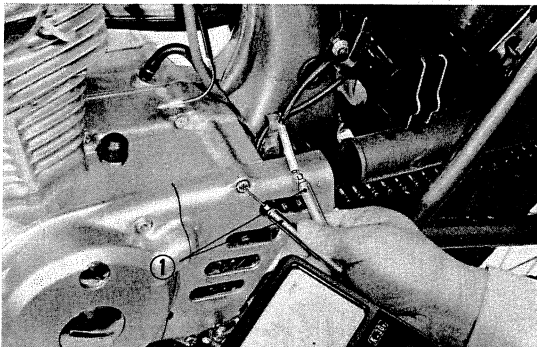


Fig. 48 ① Tester probes

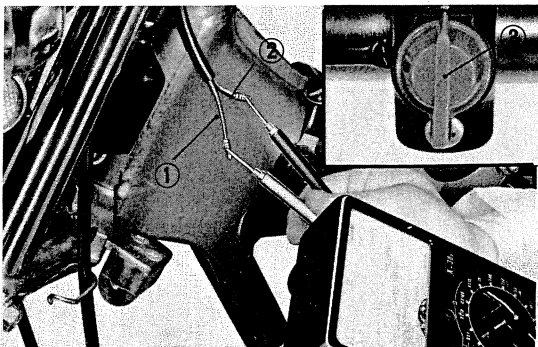


Fig. 49 ① Black/White ② Green ③ Mainswitch

### A. Removal

- 1) Remove the two crankcase covers, front and rear, from the left side of the engine.
- 2) Remove the stator by loosening off the attaching bolts.
- 3) Remove the primary coil by loosening off the Stator mounting bolt (Fig. 47)

- 4) With the help of tool "Flywheel Extractor 07011-20001," remove the flywheel while lightly tapping it around with the right hand. (Fig. 48)

### B. Stator Inspection

When failure to start is due to broken stator coil, this can be checked with a tester. To make this check, disconnect the stator cord, black stripes on white ground, at the wiring connector. Hold a test prod against the connector, and the other against the metal part of the stator. If continuity exists, it indicates the stator coil is not broken or discontinued.

## ● INSPECTION OF ELECTRICAL ACCESSORIES

### 1. MAIN SWITCH

If the engine fails to stop with the ignition switch in OFF, the likelihood is that the switch is internally short-circuited. The ignition switch test is made by first disconnecting the primary lead (black/white) and that of the neutral switch and then checking continuity between the lead with a tester. If continuity exists when the kill switch is turned on, it is probable that the switch is defective, calling for replacement.