

## 4. CALCULATE RESULT COMPARISON

Compare the measurement to the result of the following calculation.

With the throttle fully open:

$$\text{Measured input voltage} \times 0.824 = V_o$$

The sensor is normal if the measurement output voltage measured in step 2 is within 10% of  $V_o$ .

With the throttle fully closed:

$$\text{Measured input voltage} \times 0.1 = V_c$$

The sensor is normal if the throttle closed output voltage measured in step 3 is within 10% of  $V_c$ .

Using an analog meter, check that the needle of the voltmeter swings slowly when the throttle is opened gradually.

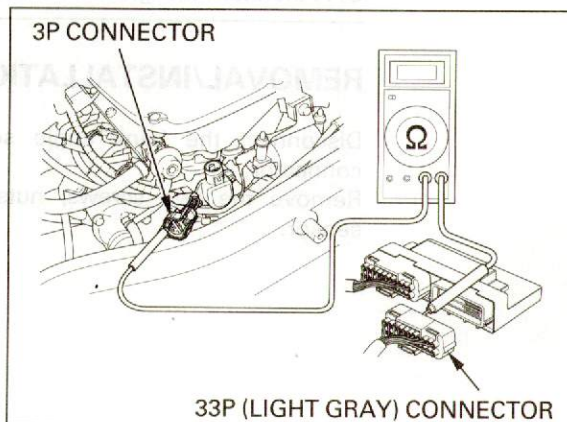
## CONTINUITY INSPECTION

Support the rear end of the fuel tank (page 2-11).

Disconnect the ECM 22P (Light gray) connector and the TP sensor 3P connector.

Check for continuity between the ECM and TP sensor.

If there is no continuity, check the open or short circuit in wire harness.



## BANK ANGLE SENSOR

### INSPECTION

Support the motorcycle on its center stand.  
Remove the seat (page 2-2).

*Do not disconnect the bank angle sensor connector during inspection.*

Turn the ignition switch ON and measure the voltage between the following terminals of the bank angle sensor connector with the connector connected.

TERMINAL	STANDARD
White (+) – Green (-)	Battery voltage
Red/Green (+) – Green (-)	0 – 1 V

Turn the ignition switch OFF.  
Remove the screws and bank angle sensor.

