tle valve sensor and insert alignment pin (1) into hole in sensor and sensor cam (3). Align slot in cam (3) with throttle shaft. Disconnect throttle valve sensor connector (4). Connect test harness 09930-89530 or suitable jumper wires to a battery as shown in Fig. SZ15-12. Battery voltage must be nine volts or more. Connect positive (+) lead of a suitable DIGITAL voltmeter to test harness light green wire with red tracer and voltmeter negative (−) lead to battery negative (−) terminal as shown. With throttle fully closed, voltmeter reading should be 0.45-0.55 volt. If not, remove rubber cap (2) and turn adjustment screw (under cap) as necessary to obtain the correct voltage reading. Note that turning adjustment screw clockwise will increase voltage and counterclockwise will decrease voltage.

NOTE: The manufacturer recommends using only a nonmetallic screwdriver to turn sensor adjusting screw or sensor voltmeter reading may not be valid. If metal screwdriver must be used, remove screwdriver from area of throttle valve sensor after adjustment to prevent erroneous voltmeter reading.

If sensor output voltage at closed throttle is below 0.45 volt, idle speed ignition timing will be fixed at 5 degrees BTDC; idle speed switch will be inoperative. If sensor output voltage at closed throttle is above 0.55 volt, ignition timing at idle speed will be incorrect. Refer to IDLE SPEED SWITCH section.

Once the specified voltage reading is obtained at closed throttle, remove alignment pin and open carburetor to wide-open throttle. Voltmeter reading should now be 2.6 volts or more. Do not attempt to adjust wide-open throttle sensor voltage. If wide-open throttle sensor voltage is not 2.6 volts or higher, renew sensor.

If throttle valve sensor is removed or renewed, install as follows: Insert alignment pin (1) as shown to align cam and sensor shaft. Align slot in sensor cam with carburetor throttle shaft and install sensor on carburetor. Lightly tighten mounting screws (7) to allow for adjustment of sensor position on carburetor. Connect test harness and digital voltmeter as shown in Fig. SZ15-12. Make sure battery voltage is nine volts or more. Sensor output voltage at closed throttle should be 0.45-0.55 volt. If not, move position of sensor on carburetor to obtain specified voltage and securely tighten screws (7). Recheck

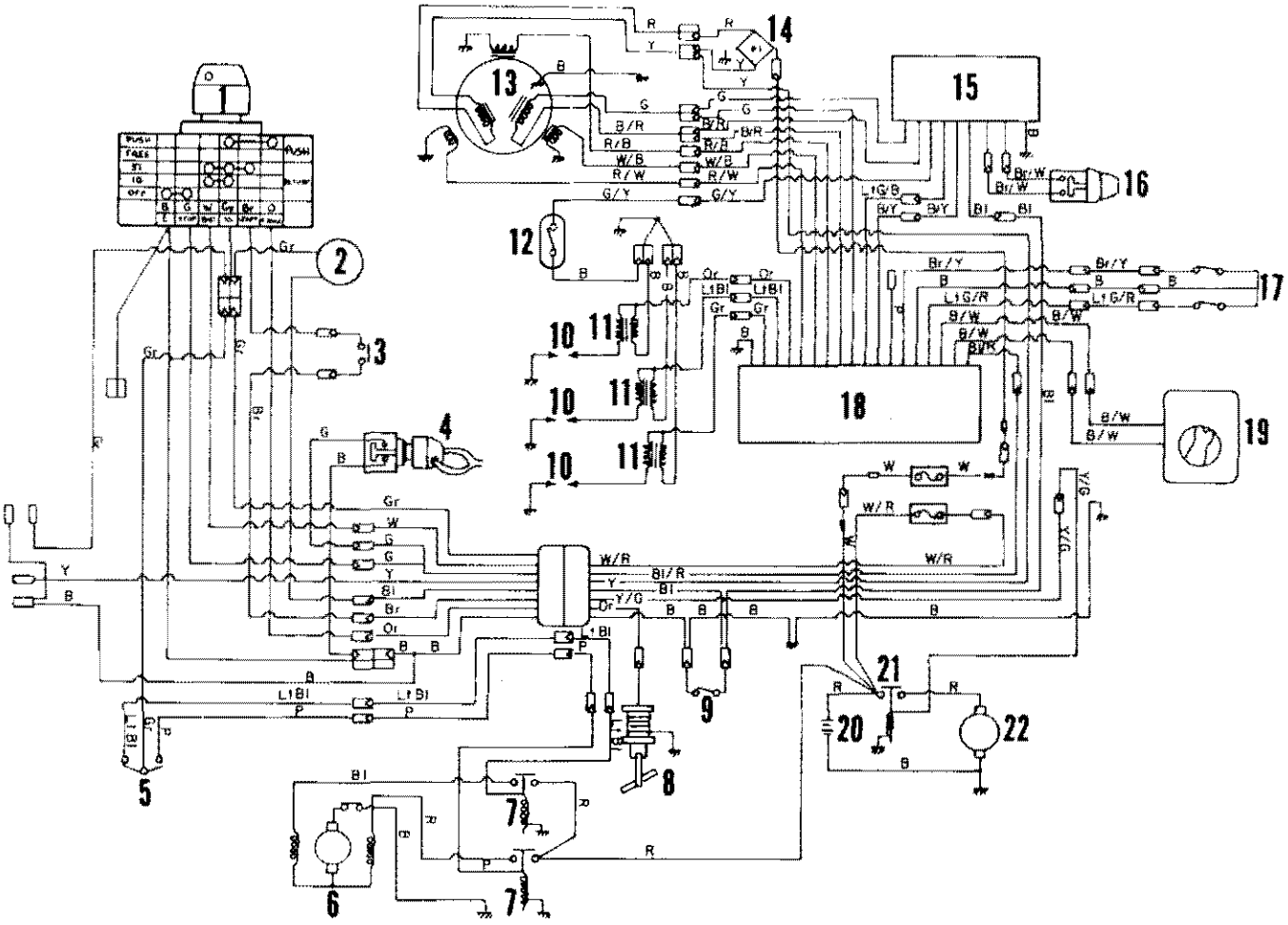

Fig. SZ15-9—Wiring diagram typical of all models prior to 1988. Model shown is equipped with power tilt and trim system. Refer to Fig. SZ15-10 for wiring diagram of 1989 models.

1. Ignition switch
2. Overheat & oil warning buzzer
3. Neutral switch
4. Emergency stop switch
5. Power tilt & trim switch
6. Power tilt & trim motor
7. Power tilt & trim motor relays
8. Choke solenoid
9. Oil level switch
10. Spark plugs
11. Ignition coils
12. Cooling water sensor
13. Stator plate assy.
14. Rectifier
15. Low oil warning reset unit
16. Overheat warning reset switch
17. Throttle plate switch assy.
18. CDI module
19. Idle speed control switch
20. Battery
21. Starter motor relay
22. Starter motor

B. Black
Bl. Blue
Br. Brown
G. Green
Gr. Gray
Lt.Bl. Light blue
O. Orange
P. Pink
R. Red
W. White
Y. Yellow
B/R. Black with red tracer
B/W. Black with white tracer
B/Y. Black with yellow tracer
Bl/R. Blue with red tracer
Br/W. Brown with white tracer
Br/Y. Brown with yellow tracer
G/Y. Green with yellow tracer
Lg/B. Light green with black tracer
Lg/R. Light green with red tracer
R/B. Red with black tracer
R/W. Red with white tracer
W/B. White with black tracer
W/R. White with red tracer
Y/G. Yellow with green tracer