



Checklist - Z34 Electrical

- 1) Fully charged battery
- 2) Fuses not blown
- 3) Check Starter Relay
 - A) unplug black/white wire from prong
 - B) ground prong to negative post on battery
 - 1) if cranks, then relay good (problem in safety circuit)
 - 2) if no crank, then bad relay
- 4) After completing steps 1-3 and engine still does not turn over, then problem is in the "clutch switch - brake switch" loop.

The diagram on the following page will show how the relay receives it's ground.

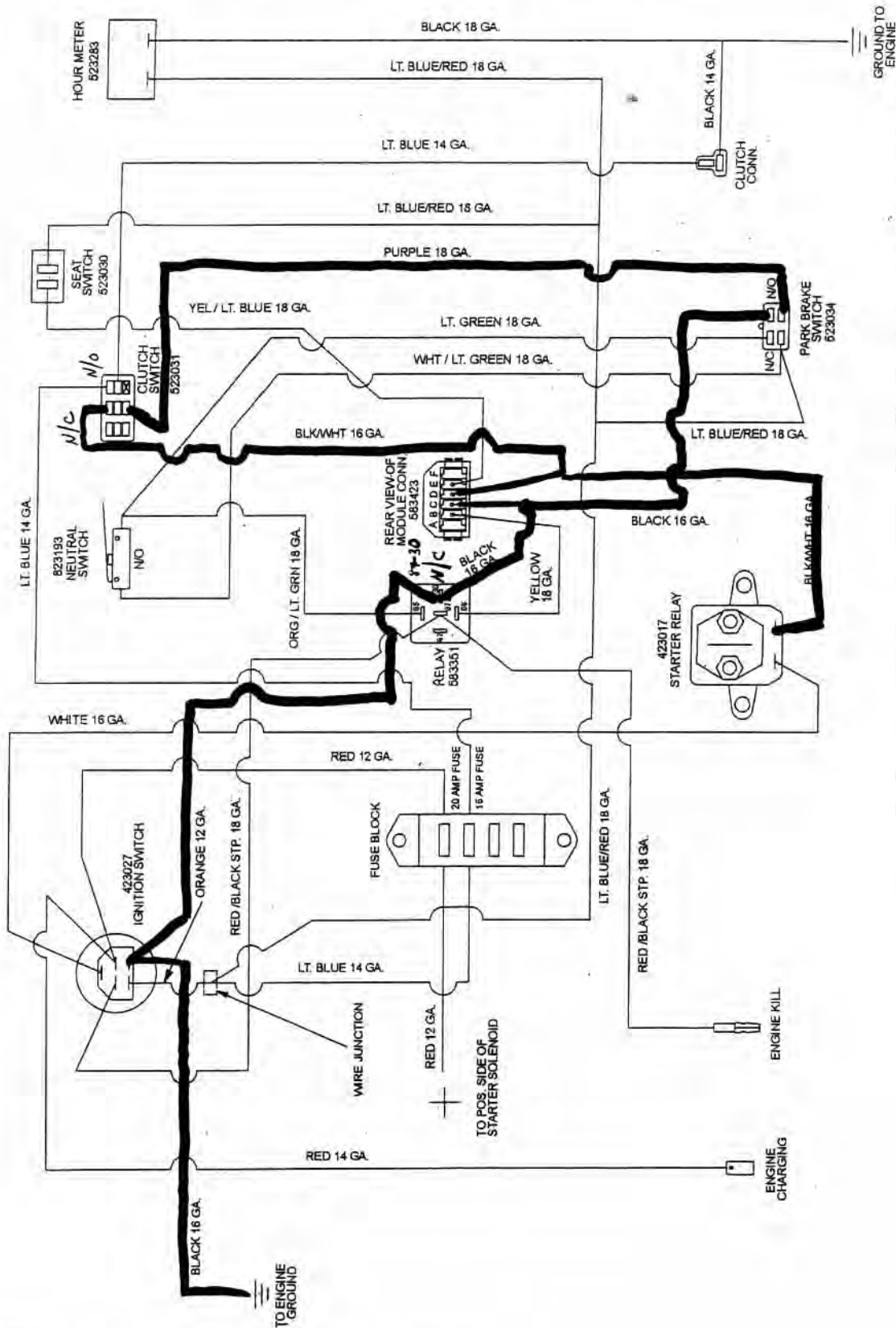
* * The ground begins at the engine ground. It passes through the ignition switch traveling to the relay on through to the park brake switch. The circuit should be closed with the brake lever "on". It continues to the purple wire and travels to the clutch switch. It passes through the clutch switch if switch is "off" to the black/white wire and junctions with the black/white wire from the starter relay providing ground to the relay.

The purpose of the time delay module, part # 583423, is to provide 1/2 second before killing engine when rider is removed from seat during operation.

The relay, part # 583351, must receive 12v @ terminal 85 and a ground at terminal 86 to close its circuit. This will open circuit 87-30 to prevent engine from killing.

Closing circuit C + D in time delay module 583423 provides ground to terminal B = closed circuit 85-86 and open circuit 87-30. **OR**
Terminal E + 12v in time delay module 583423 provides ground to terminal B = closed circuit 85-86 and open circuit 87-30.

ENCORE PART #: 343077
 WIRE HARNESS FOR 34K350Z ; 15 HP KAWASAKI
 WIRE HARNESS FOR 34K15Z ; 15 HP KAWASAKI



C + D = Provides ground to B = closes circuit 85-86 = opens circuit 87-30

or
 E + 12v = Provides ground to B