

**HONDA**

*GoldWing*™



**1993**

**GL1500 A/ SE/I**

**ELECTRICAL**

**TROUBLESHOOTING MANUAL**

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# How To Use This Manual

## Page Numbering System

This manual divides the electrical system into individual sections. For example, Section 5 includes all Chassis Accessories. Component Location photographs are at the back of the manual in Section 12.

Within a section, the pages are numbered using the section number, a dash, and then a consecutive number beginning with zero. So if there are three pages in Section 2, the pages will be numbered 2-0, 2-1 and 2-2.

## Outline of Each Circuit Section

A **Circuit Schematic** (wiring diagram) starts off each section. Schematics show:

- how all the components within a circuit work together
- current flow from the power source (at top of page) to ground (at bottom of page)
- switch positions (shown "at rest" as if the ignition was off)
- special instructions ("Solid-state: Do not check resistance")
- those circuits sharing a common power source or ground

A **System Description** (How the Circuit Works) appears in the Reverse System section. It explains basic circuit operation.

A **Troubleshooting** section (step-by-step instructions) for diagnosis and repair appears in the Reverse System. It includes symptom and diagnosis charts and self-tests for all possible measurements in the system.

## Model Abbreviations for 1993 used in this Section

- Int** – Interstate
- Asp** – Aspencade
- SE** – Special Edition

# How To Use This Manual

## Symbols

The abbreviations and symbols explained here are used throughout the manual; you'll need to know what they mean before you can use the schematics effectively.

### Wire Color Abbreviations

The following abbreviations are used to identify wire colors in the circuit schematics:

BLK	.....	black
BLU	.....	blue
BRN	.....	brown
GRN	.....	green
GRY	.....	gray
LT BLU	.....	light blue
LT GRN	.....	light green
ORN	.....	orange
PNK	.....	pink
RED	.....	red
WHT	.....	white
YEL	.....	yellow

### Wires

A wavy line means the wire is broken by the binding of the book but continues on the next page.



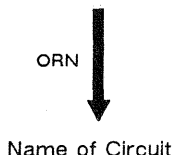
Wire insulation can be one color, or one color with another color stripe. (The second color is the stripe.)



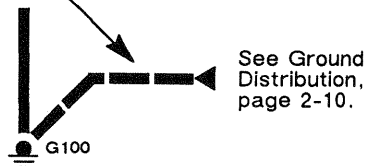
This means the current path continues on another page. (The arrow shows direction of current flow.) To follow the white wire in this example, you would turn to the Power Distribution schematic and look for the "P" arrow.



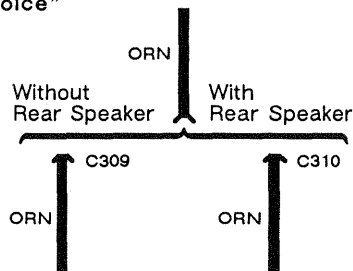
This means the wire connects to another circuit. The wire is shown again in the circuit to which the arrow is pointing.



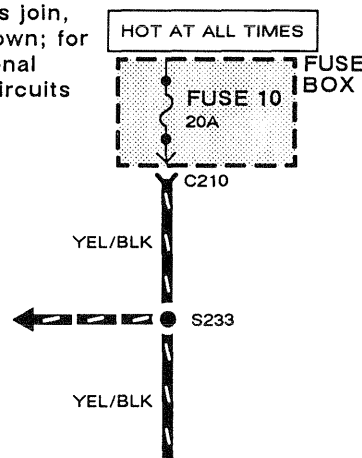
A broken line means only some of the circuit is shown; refer to the circuit listed for the complete schematic.



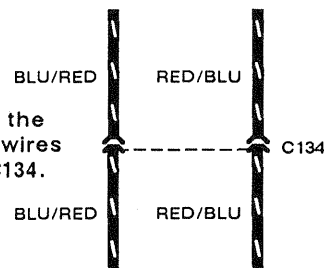
Wire choices for options or different models are labeled and shown with a "choice" bracket like this.



Where separate wires join, only the splice is shown; for details on the additional wiring, refer to the circuits listed.

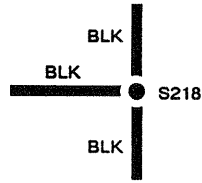


This dashed line means the BLU/RED and RED/BLU wires are both in connector C134.



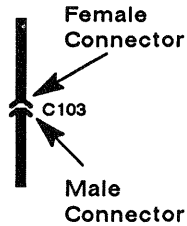
**Splices – “S”**

Splices (S) are numbered and shown as a dot. The location and connection of these splices may change depending on the manufacturer.

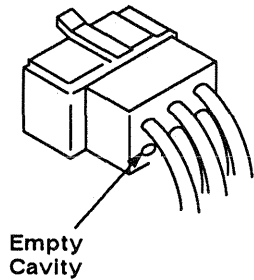


**Connectors – “C”**

Each connector (C) is numbered for reference in the component location index.



The index also lists the total number of cavities and the color of the connector. Wires may not be used in all cavities.



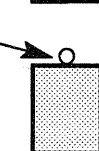
This means the connector connects directly to the component.



This indicates the connector connects to a lead (pigtail), wired directly to the component.



This indicates a screw terminal on the component.



**Components**

A solid line means the entire component is shown.



A broken line indicates only part of the component is shown.



The name of the component appears next to its upper right corner.



**BRAKE SWITCH**  
Closed with pedal depressed.

Notes about component function follow its name.

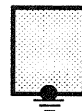
**Ground – “G”**

This symbol means the end of the wire is attached to a metal part of the car.



Each wire ground (G) is numbered for reference in the component location index.

This ground symbol (dot and 3 lines) overlapping the component means the housing of the component is attached directly to a metal part of the motorcycle.



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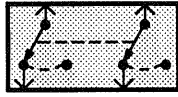
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# How To Use This Manual

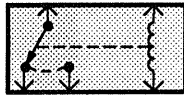
## Symbols (cont'd)

### Switches

These switches move together; a dashed line shows a mechanical connection between them.



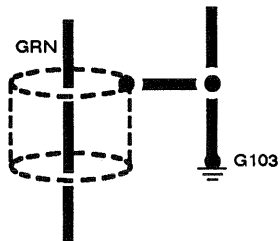
This is a relay shown with no current flowing through its coil.



Normally Closed Contact      Open Contact

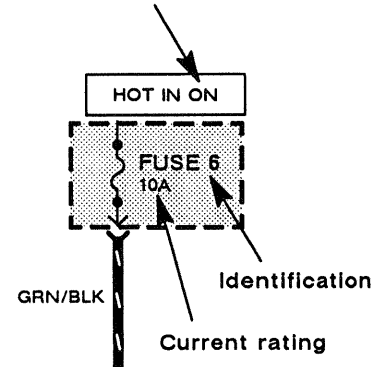
### Shield

This represents RFI (Radio Frequency Interference) shielding around a wire. The shielding is always connected to ground.



### Fuses

This means power is supplied with the ignition in ON.



### Diode

This diode allows current to flow only in the direction of the arrow.







# How To Use This Manual

## Circuit Schematic (cont'd)

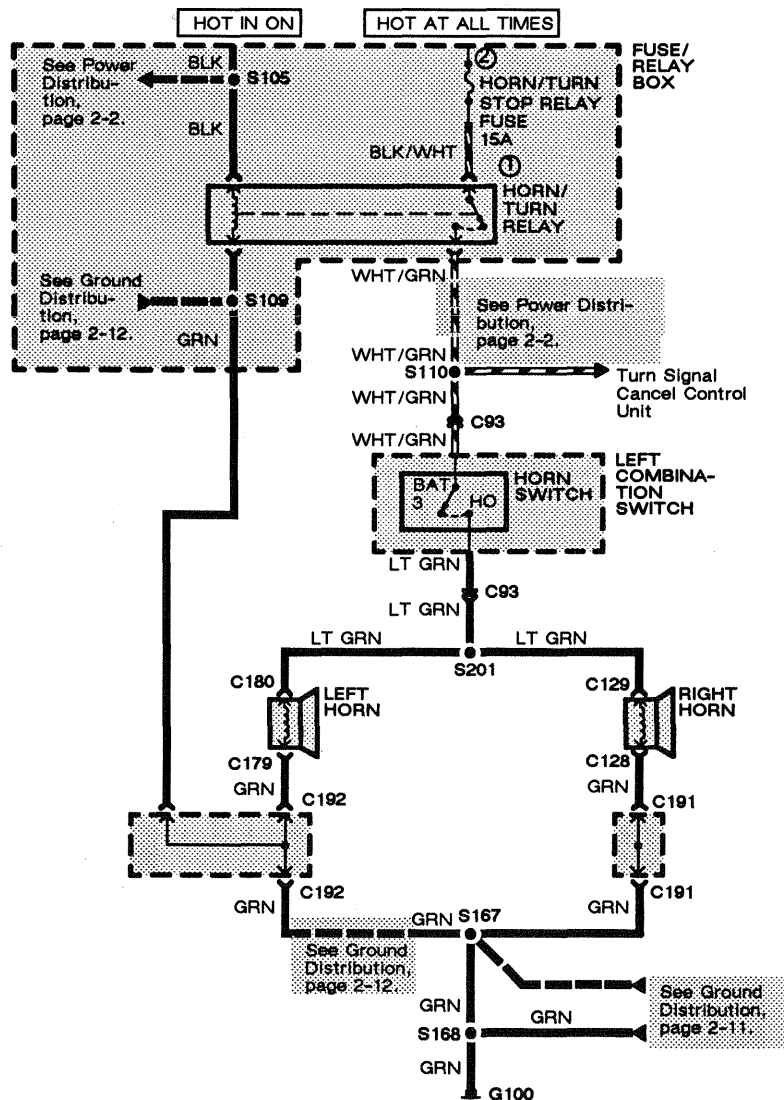
Circuit schematics break the entire electrical system into individual circuits. Electrical components that work together are shown together. You are not distracted by wiring that is not part of the circuit you are working on.

Each drawing is arranged so current flows from positive, at the top of the page, to ground, at the bottom of the page. The "hot" label at the top of a fuse shows when the ignition switch supplies power to that fuse.

Each circuit is shown completely and independently on one schematic. Other circuits getting their power from the same point, or grounding at the same point, are not shown. However, if other circuits actually share some wires with the circuit shown, the shared wires of the other circuits will also be shown.

Wires that connect to another circuit are shown with an arrowhead pointing in the direction of current flow. The name of the circuit or component that shares the wiring is provided for reference. You can check shared wiring by checking the operation of the other circuits.

"See Power Distribution" means there are more connections to other circuits that are not shown. All such shared circuits are shown on the Power Distribution circuit schematic. "See Ground Distribution" means there are more shared ground circuits which are shown on the Ground Distribution schematic.

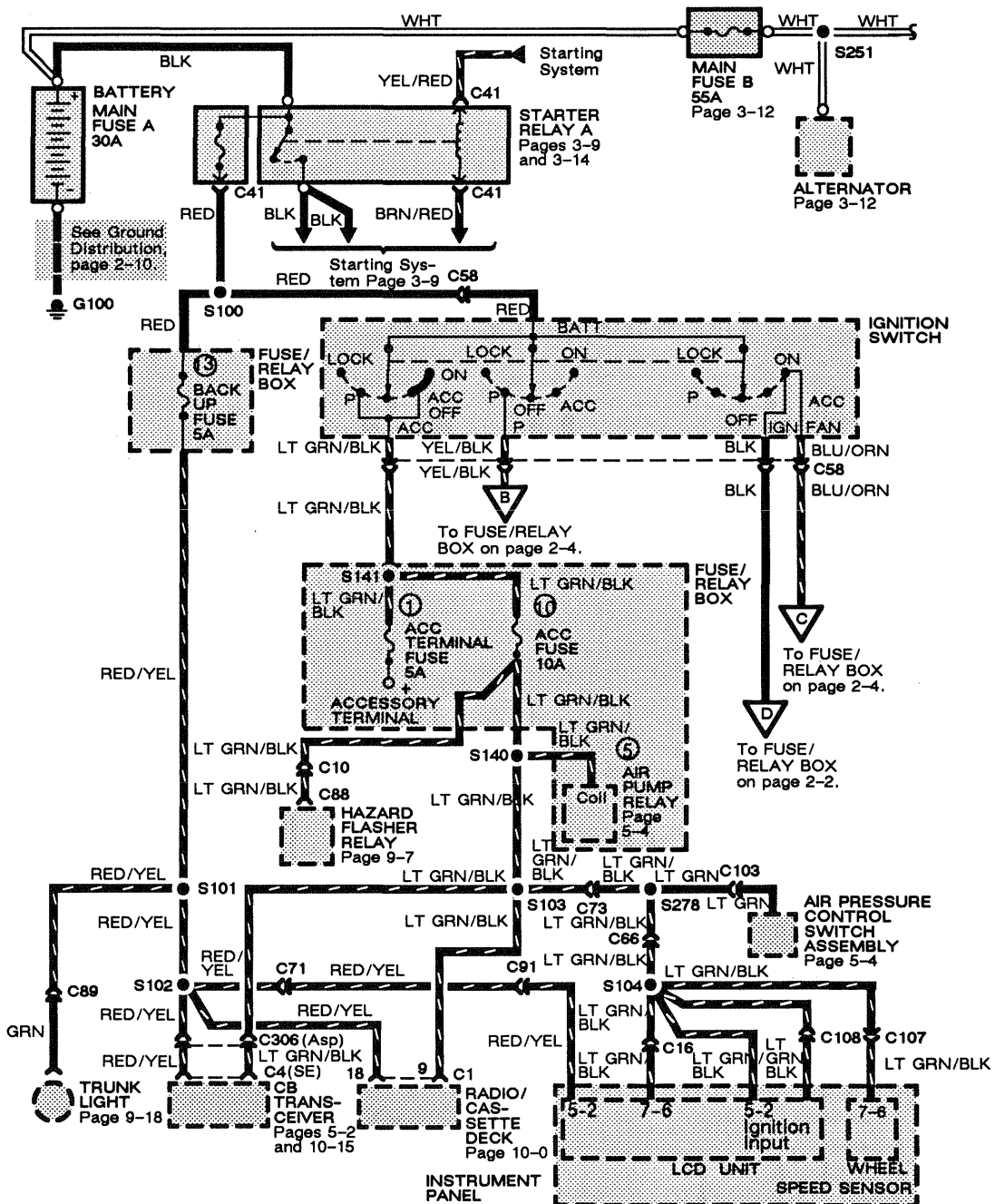


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The sample Power Distribution schematic shows how voltage is supplied from the positive battery terminal to the various circuits in the motorcycle.

Individual circuit schematics begin with a fuse. Power Distribution shows the wiring between the battery and the fuses. By combining Power Distribution with any individual schematic, you get a complete picture of how voltage is applied to the circuit.

You can use Power Distribution to speed your troubleshooting. If Power Distribution shows that an inoperative circuit and a second circuit share a fuse, check the operation of the second circuit. If it works, you know the fuse is good and voltage is available to the inoperative circuit. You can then continue troubleshooting.



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## Component Location

The Component Location Index (Section 11) lists every component, connector, and ground and describes its location on the motorcycle. This index also gives references to component location photographs which are found in Section 12.

Component Location Photographs (Section 12) show the exact location and appearance of components, connectors, and grounds.

The Component Index (Section 13) lists all components and gives page references to all circuit schematics in which each component appears.

### Component Location Index (Section 11)

(Refer to Section 12 for photographs.)

<u>Component</u>	<u>Photo No.</u>
AICV Solenoid Valve .....	8
Behind left fairing inner cover, near front of fuel tank	
Air Jet Solenoid #2 .....	22
Behind right fairing pocket, near ignition control unit	
<b>C6 (3-BLK)</b> .....	<b>45</b>
Behind instrument panel	
<b>C10 (22-BLU) (SE)</b> .....	<b>38</b>
Behind left rear of seat	
<b>C10 (22-WHT) (Asp)</b> .....	<b>38</b>
Below left rear of seat	

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Component or Connector Number

Number of Cavities In Connector

Connector Color

Photo Number in Section 11

### Component Index (Section 13)

#### Accessory Fuse

Asp and SE .....	2-0, 5-2, 5-4, 7-6, 9-7, 10-0, 10-4
Int .....	2-4, 5-4, 9-9, 10-6

#### Accessory Terminal

Asp and SE .....	2-0, 2-10
Int .....	2-4, 2-15

#### Accessory Terminal Fuse 5A

Asp and SE .....	2-0
Int .....	2-4

#### AICV Solenoid Valve

Asp and SE .....	3-1
Int .....	3-5

#### Air Jet Solenoid #2

Asp and SE .....	3-0
Int .....	3-4

#### Air Jet Solenoid #3

Asp and SE .....	3-0
Int .....	3-4

# How To Use This Manual

## Five-Step Troubleshooting

### 1. Verify The Complaint

Turn on all the components in the problem circuit to check the accuracy of the customer complaint. Note the symptoms. Do not begin disassembly or testing until you have narrowed down the problem area.

### 2. Analyze The Schematic

Look up the schematic for the problem circuit. Determine how the circuit is supposed to work by tracing the current paths from the power source through the circuit components to ground. Also trace circuits that share wiring with the problem circuit. The names of circuits that share the same fuse, ground, or switch, and so on, are referred to on each circuit schematic. Try to operate any shared circuits you didn't check in step 1. If the shared circuits work, the shared wiring is OK, and the cause must be in the wiring used only by the problem circuit. If several circuits fail at the same time, the fuse or ground is a likely cause.

Based on the symptoms and your understanding of the circuit's operation, identify one or more possible causes of the problem.

### 3. Isolate The Problem By Testing The Circuit

Make circuit tests to check the diagnosis you made in step 2. Keep in mind that a logical, simple procedure is the key to efficient troubleshooting. Test for the most likely cause of failure first. Try to make tests at points that are easily accessible.

### 4. Fix The Problem

Once the specific problem is identified, make the repair. Be sure to use proper tools and safe procedures.

### 5. Make Sure The Circuit Works

Turn on all components in the repaired circuit in all modes to make sure you've fixed the entire problem. If the problem was a blown fuse, be sure to test all of the circuits on that fuse. Make sure no new problems turn up and the original problem does not recur.

## Test Equipment

### Voltmeter and Test Light

**CAUTION:** A number of circuits include solid-state devices. Voltages in these circuits should be tested only with a 10-megohm or higher impedance digital multimeter. Never use a test light on circuits that contain solid-state devices. Damage to the devices may result.

On circuits without solid-state devices, use a test light to check for voltage. A test light is made up of a 12-volt bulb with a pair of leads attached. After grounding one lead, touch the other lead to various points along the circuit where voltage should be present. The bulb will go on if there is voltage at the point being tested.

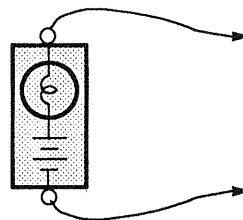
A voltmeter can be used in place of a test light. While a test light shows whether or not voltage is present, a voltmeter indicates how much voltage there is.

### Self-Powered Test Light and Ohmmeter

**CAUTION:** Never use a self-powered test light on circuits that contain solid-state devices. Damage to these devices may result.

Diodes and solid-state devices in a circuit can make an ohmmeter give a false reading. To find out if a component is affecting a measurement, take one reading, reverse the leads, and take a second reading. If the readings differ, the component is affecting the measurement.

An ohmmeter can be used in place of a self-powered test light. The ohmmeter shows how much resistance there is between two points along a circuit. Low resistance means good continuity.



Self-Powered Test Light

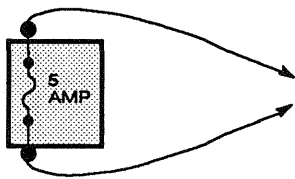
Circuits that contain solid-state devices should only be tested with a 10-megohm or higher impedance digital multimeter.

Use a self-powered test light to check for continuity. This tool is made up of a light bulb, battery and two leads. If the leads are touched together, the bulb will go on.

A self-powered test light is only used on an unpowered circuit. First disconnect the battery or remove the fuse that feeds the circuit you are working on. Select two points along the circuit through which there should be continuity. Connect one lead of the self-powered test light to each point. If there is continuity, the test light's circuit will be completed and the bulb will go on.

**Jumper Wire**

Use a jumper wire to bypass an open circuit. A jumper wire is made up of an in-line fuse holder connected to a set of test leads. It should have a five ampere fuse. Never use a jumper wire across any load. This direct battery short will blow the fuse.



**Short Finder**

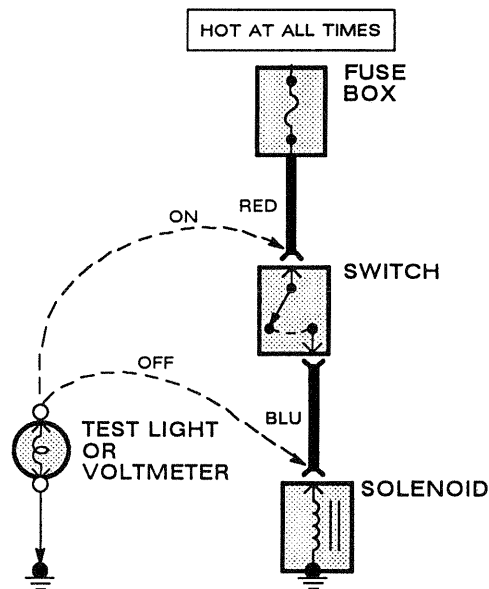
Short finders are available to locate shorts to ground. The short finder creates a pulsing magnetic field in the shorted circuit and shows you the location of the short through body trim or sheet metal. Its use is explained in the following troubleshooting tests.

**Troubleshooting Tests**

**Testing For Voltage**

This test measures voltage in a circuit. When testing for voltage at a connector, you do not have to separate the two halves of the connector. Instead, probe the connector from the back. Always check both sides of the connector because dirt and corrosion between its contact surfaces can cause electrical problems.

1. Connect one lead of test light to a known good ground, or if you are using a voltmeter, be sure you connect its negative lead to ground.
2. Connect the other lead of the test light or voltmeter to the point you want to check.
3. If the test light glows, there is voltage present. If you are using a voltmeter, note the voltage reading. It should be within one volt of measured battery voltage. A loss of more than one volt indicates a problem.



(cont'd)

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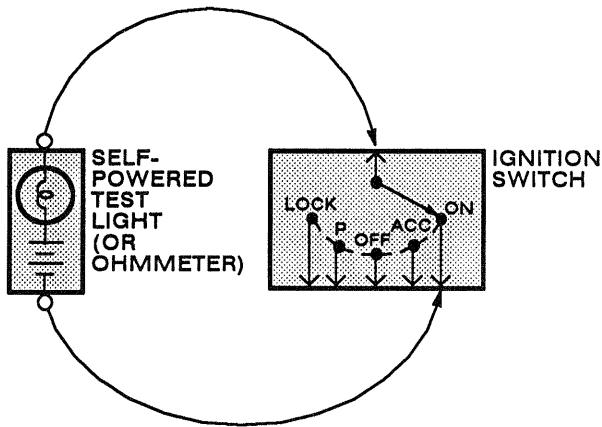
# How To Use This Manual

## Troubleshooting Tests (cont'd)

### Testing for Continuity

This test checks for continuity within a circuit. When testing for continuity at a connector, you do not have to separate the two halves of the connector. Instead, probe the connector from the back. Always check both sides of the connector because dirt and corrosion between contact surfaces can cause electrical problems.

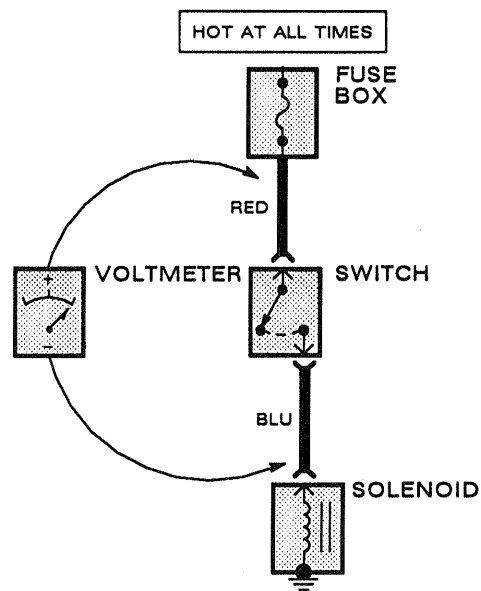
1. Disconnect the negative cable from the car battery. If you are using an ohmmeter, hold the leads together and adjust the ohmmeter to read zero ohms.
2. Connect one lead of self-powered test light or ohmmeter to one end of the part of the circuit you wish to test.
3. Connect the other lead to the other end.
4. If the self-powered test light glows, there is continuity. If you're using an ohmmeter, low or no resistance means good continuity.



### Testing For Voltage Drop

Wires, connectors and switches are designed to conduct current with a minimum loss of voltage. A voltage drop of more than one volt indicates a problem.

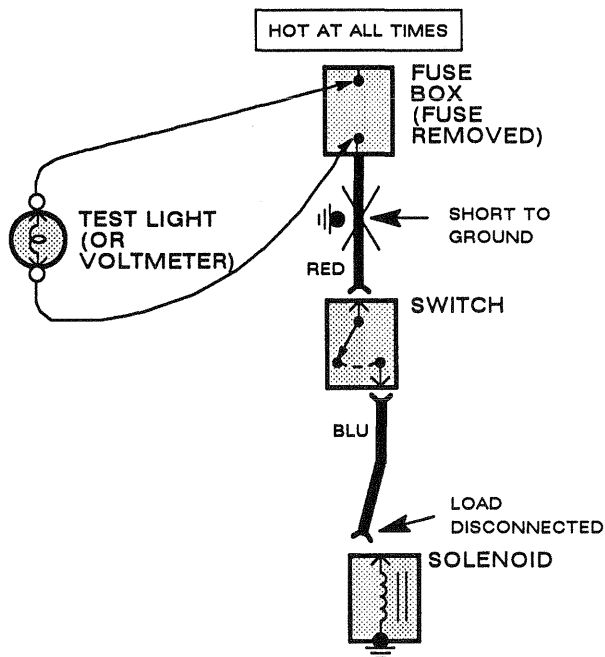
1. Connect the positive lead of a voltmeter to the end of the wire (or to the side of the connector or switch) closest to the battery.
2. Connect the negative lead to the other end of the wire (or the other side of the connector or switch).
3. Turn on the components in the circuit.
4. The voltmeter will show the difference in voltage between the two points. A difference, or drop, of more than one volt indicates a problem. Check the circuit for loose or dirty connections.





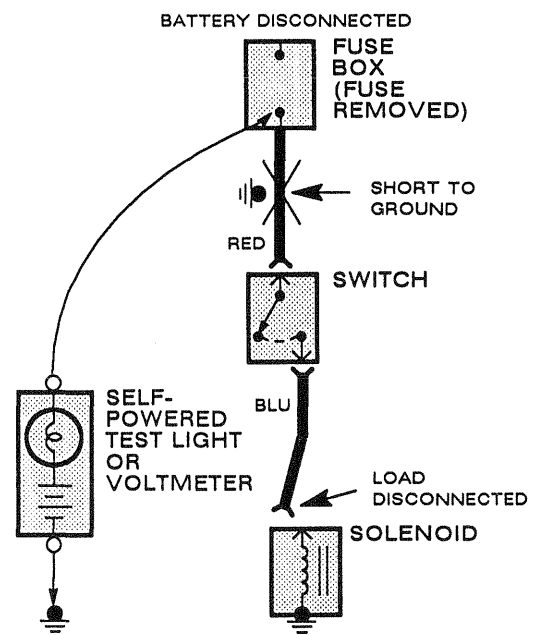
### Testing For A Short With A Test Light Or Voltmeter

1. Remove the blown fuse and disconnect the load.
2. Connect a test light or voltmeter across the fuse terminals. Make sure that the voltage is being applied to the fuse terminals. You might have to put the ignition switch in RUN. Check the schematic to see.
3. Beginning near the fuse box, wiggle the harness. Continue this at convenient points about six inches apart while watching the test light or voltmeter.
4. When the test light blinks or the voltmeter needle moves, there is a short to ground in the wiring near that point.



### Testing For A Short With A Self-Powered Test Light Or Ohmmeter

1. Remove the blown fuse and disconnect the battery and load.
2. Connect one lead of a self-powered test light or ohmmeter to the fuse terminal on the load side.
3. Connect the other lead to a known good ground.
4. Beginning near the fuse box, wiggle the harness. Continue this at convenient points about six inches apart while watching the test light or ohmmeter.
5. If the self-powered test light blinks or the ohmmeter needle moves, there is a short to ground in the wiring near that point.



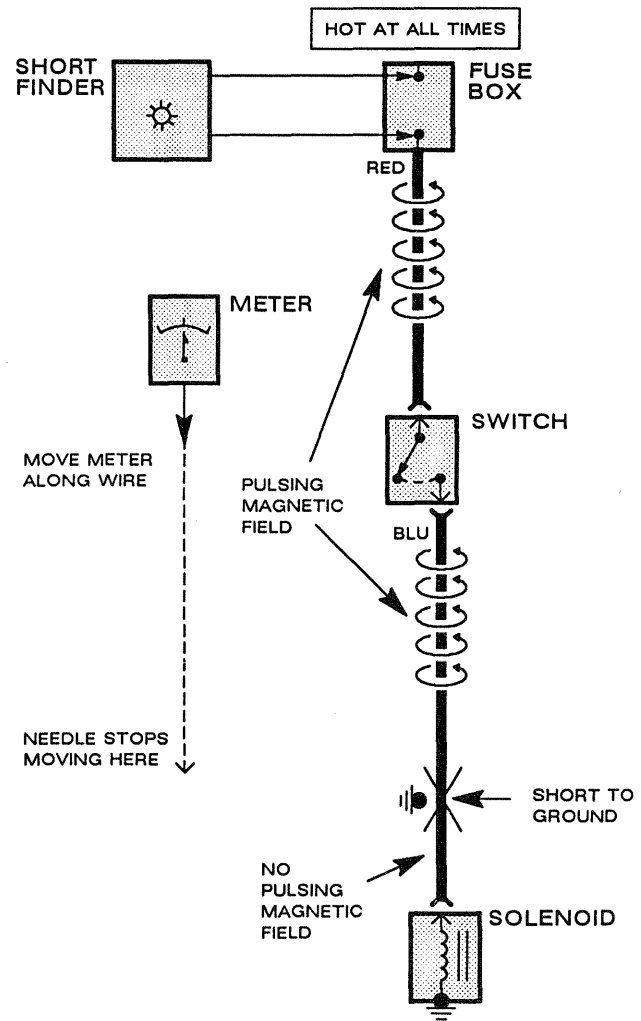
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# How To Use This Manual

## Troubleshooting Tests (cont'd)

### Testing For A Short With A Short Circuit Locator

1. Remove the blown fuse. Leave the battery connected.
2. Connect the short finder across the fuse terminals.
3. Close all switches in series in the circuit you're testing.
4. Turn on the short circuit locator. It sends pulses of current to the short. This creates a pulsing magnetic field around the wiring between the fuse box and the short.
5. Beginning at the fuse box, slowly move the short finder along the circuit wiring. The meter will show current pulses through sheet metal and plastic. As long as the meter is between the fuse and the short, the needle will move with each current pulse. Once you move the meter past the point of the short, the needle will stop moving. Check around this area to locate the cause of the short circuit.



## Troubleshooting Precautions

### Before Troubleshooting

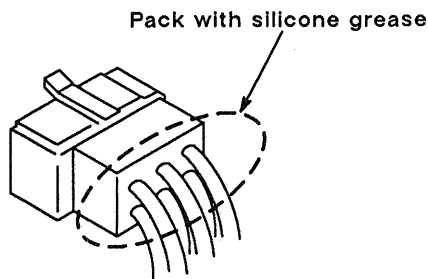
- Check the main fuse and the fuse box.
- Check the battery for damage, state of charge, and clean and tight connections.

### CAUTION:

- Do not quick-charge a battery unless the battery ground cable has been disconnected, or you will damage the alternator diodes.
- Do not attempt to crank the engine with the ground cable disconnected or you will severely damage the wiring.

### While You're Working

- Make sure connectors are clean and have no loose pins or receptacles.
- Make sure multiple pin connectors are packed with silicone grease.

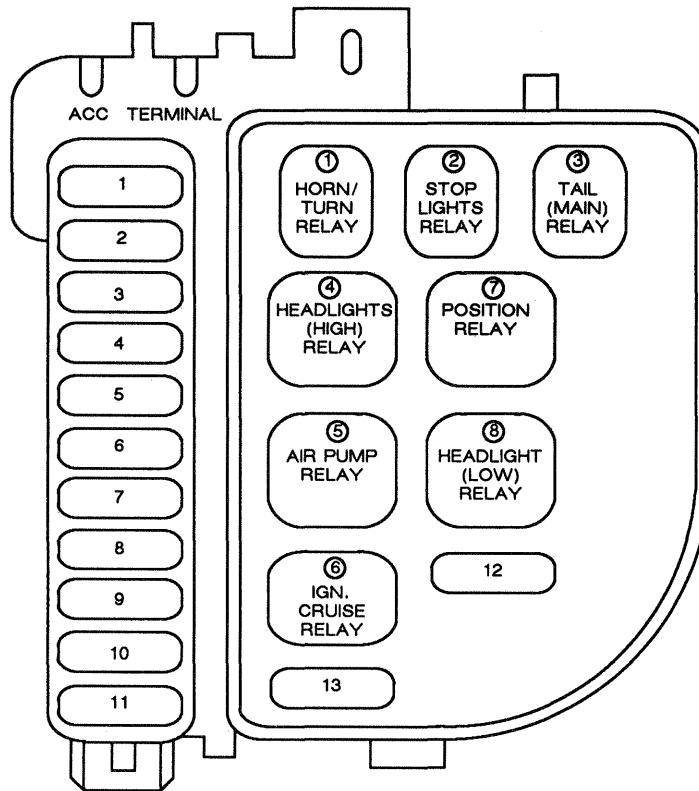


### CAUTION:

- Do not pull on the wires when disconnecting a connector. Pull only on the connector housings.
- When connecting a connector, push it until it clicks into place.
- Refer to page 1-10 for cautions about troubleshooting circuits that contain solid-state devices.

# Fuse Information: Asp and SE

## Fuse/Relay Box

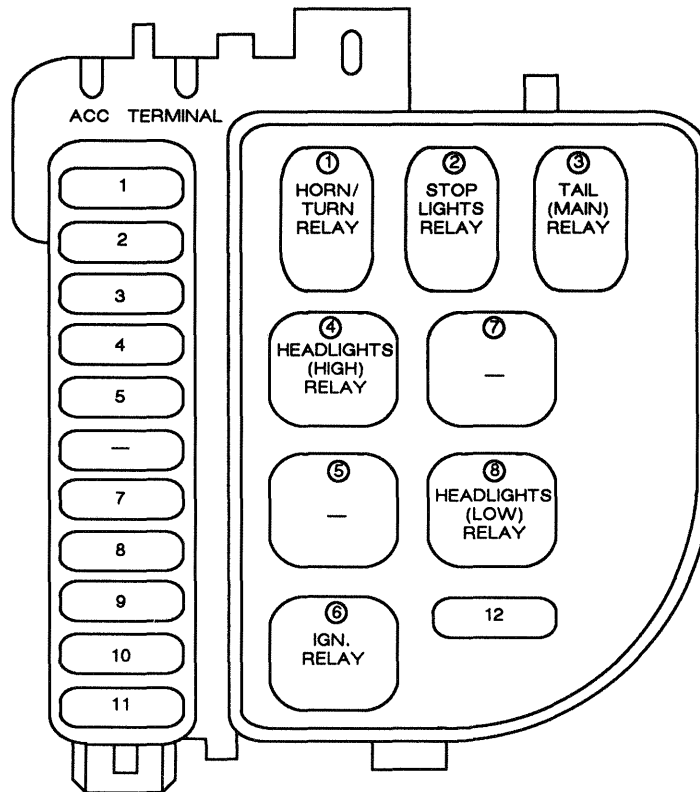


Fuse Number	Fuse Identification	Amps	Circuit or Component Protected
1	Acc Terminal	5	Optional accessories
2	Horn/Turn/Stop Relay	15	Horns; horn turn relay coil; position relay coil; stop light relay coil; turn signal cancel control unit; turn signal flasher relay coil
3	Stop	15	Brake lights
4	Fan	10	Cooling fans
5	Head	15	Headlights; instrument panel indicators
6	Air Pump	10	Auto level control system
7	Parking	10	Air pump (outlet); parking lights
8	Tail Meter Position	15	Accessory lights; instrument panel gauges; instrument panel indicators; cornering lights; headlight relays; license plate light; position lights; side marker lights; taillights reverse system control; handlebar illumination
9	RVS Start	5	Reverse System
10	Acc	10	Air pump relay; CB radio; stereo/cassette deck; hazard lights; instrument panel indicator illumination; wheel speed sensor
11	Ign. Start Cruise	15	Bank angle sensor; charging system; cruise control indicators; emission controls; engine control unit; ignition coils; ignition/cruise relay coil; starting system
12	Head Relay	5	Headlights (high & low relay coils)
13	Back Up	5	CB radio; stereo/cassette deck; instrument panel indicator illumination; trunk light

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**Int**

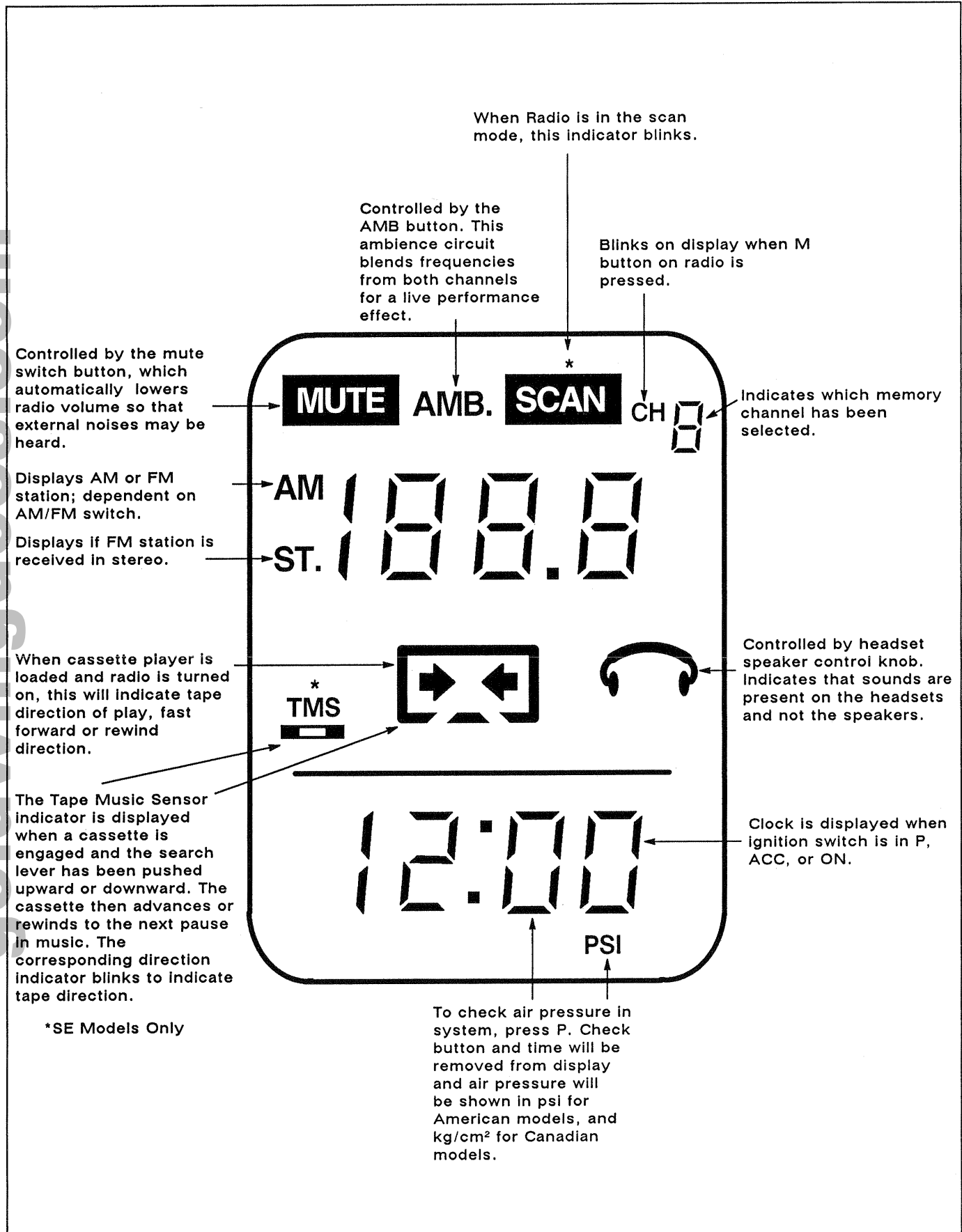
**- Fuse/Relay Box**



Fuse Number	Fuse Identification	Amps	Circuit or Component Protected
1	Acc Terminal	5	Optional accessories
2	Horn/Turn/Stop Relay	15	Horns; stop relay coil; turn signal flasher relay
3	Stop	15	Brake lights
4	Fan	10	Cooling fans
5	Head	15	Headlights; instrument panel indicators
6	(Not Used)		
7	Parking	10	Parking lights
8	Tail Meter Position	15	Accessory lights; instrument panel gauges; instrument panel indicators; cornering lights; headlight relays; license plate light; position lights; side marker lights; taillights
9	Back Up	5	Stereo; trunk light; CB radio (optional); LCD unit
10	Acc	10	Stereo; hazard lights
11	Ign. Start	15	Bank angle sensor; Charging system; emission controls; engine control unit; ignition coils; ign-relay coil; starting system
12	Head Relay	5	Headlights (high & low relay coils)

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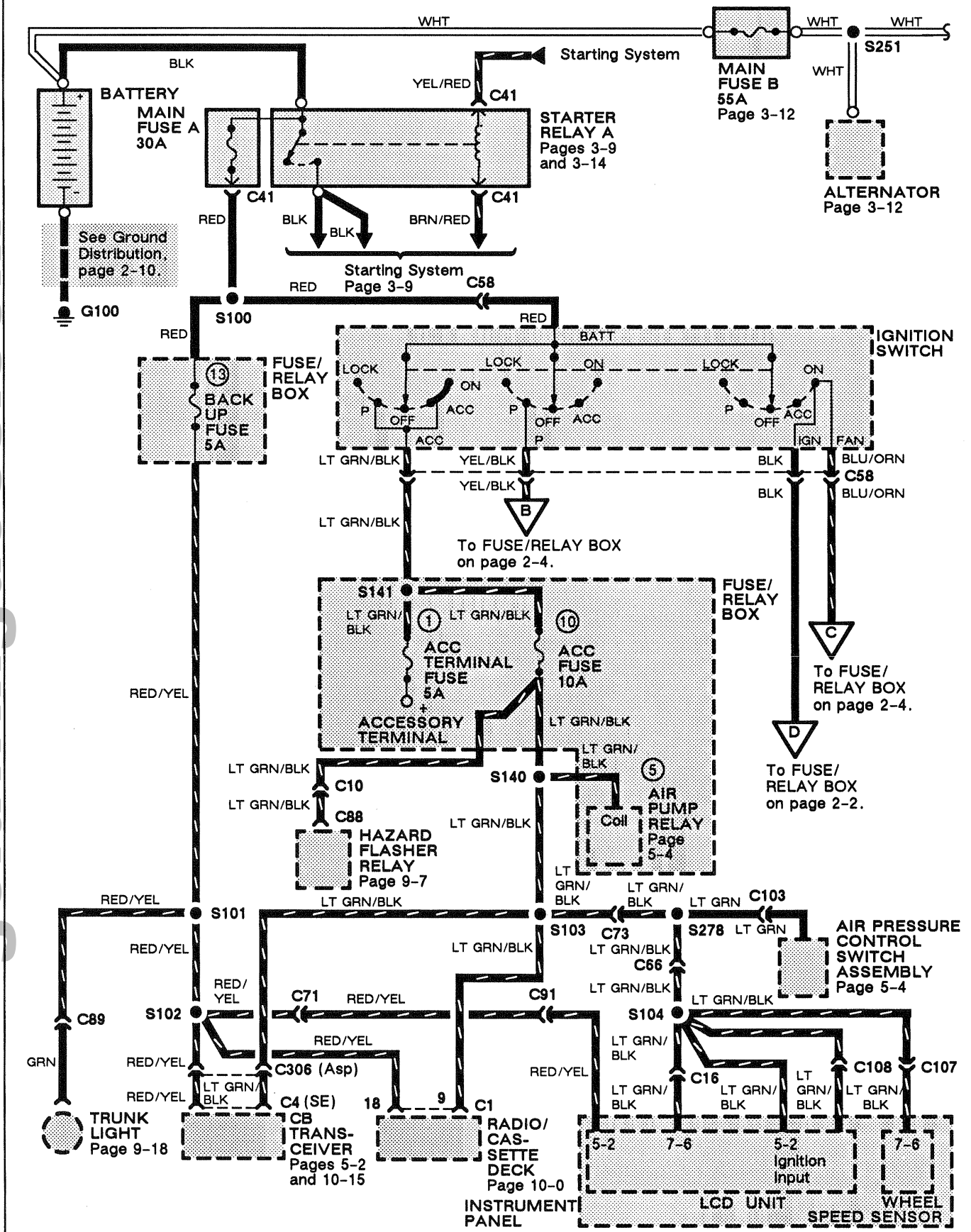
# LCD Unit Display





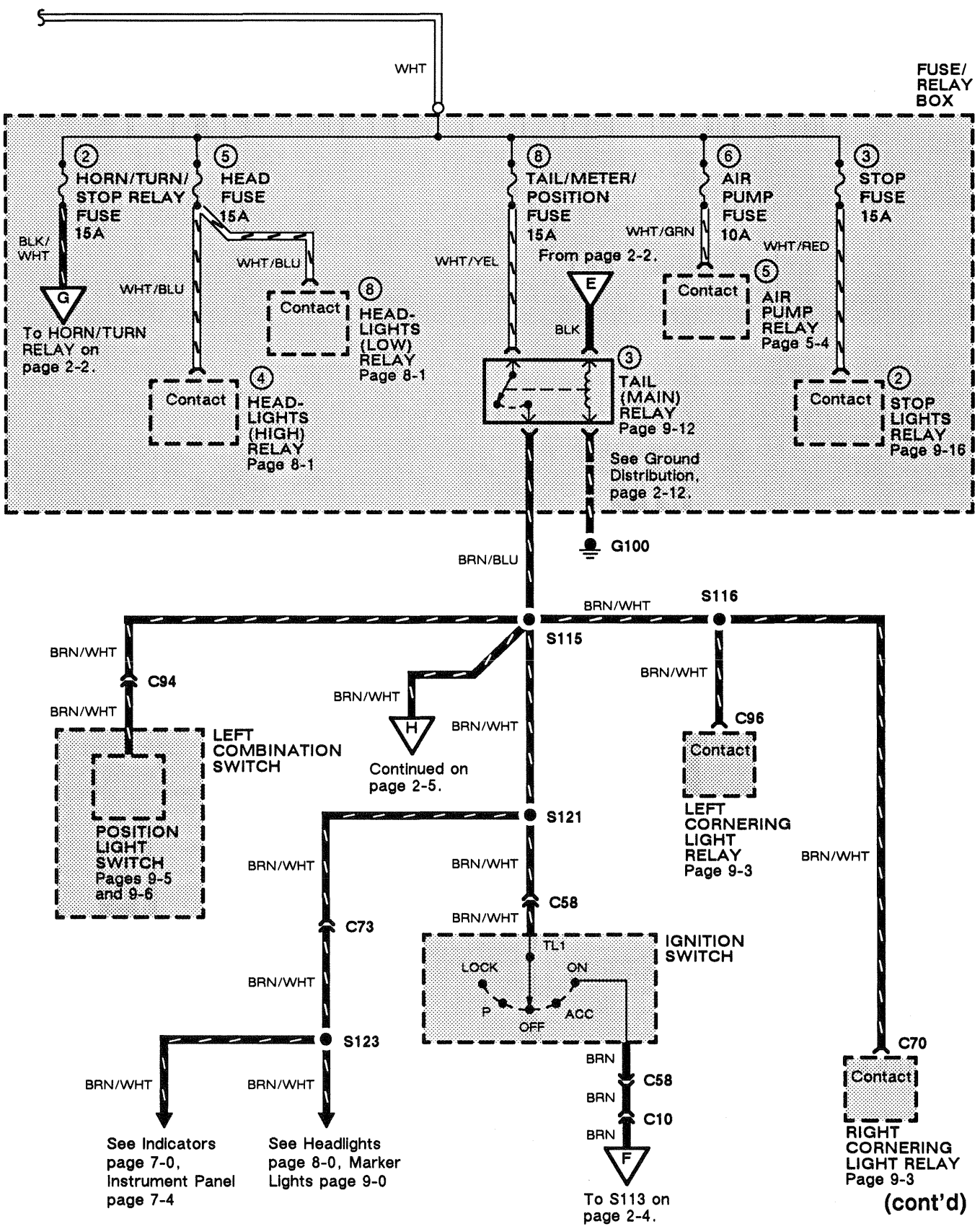
# Power Distribution: Asp and SE

## Circuit Schematic





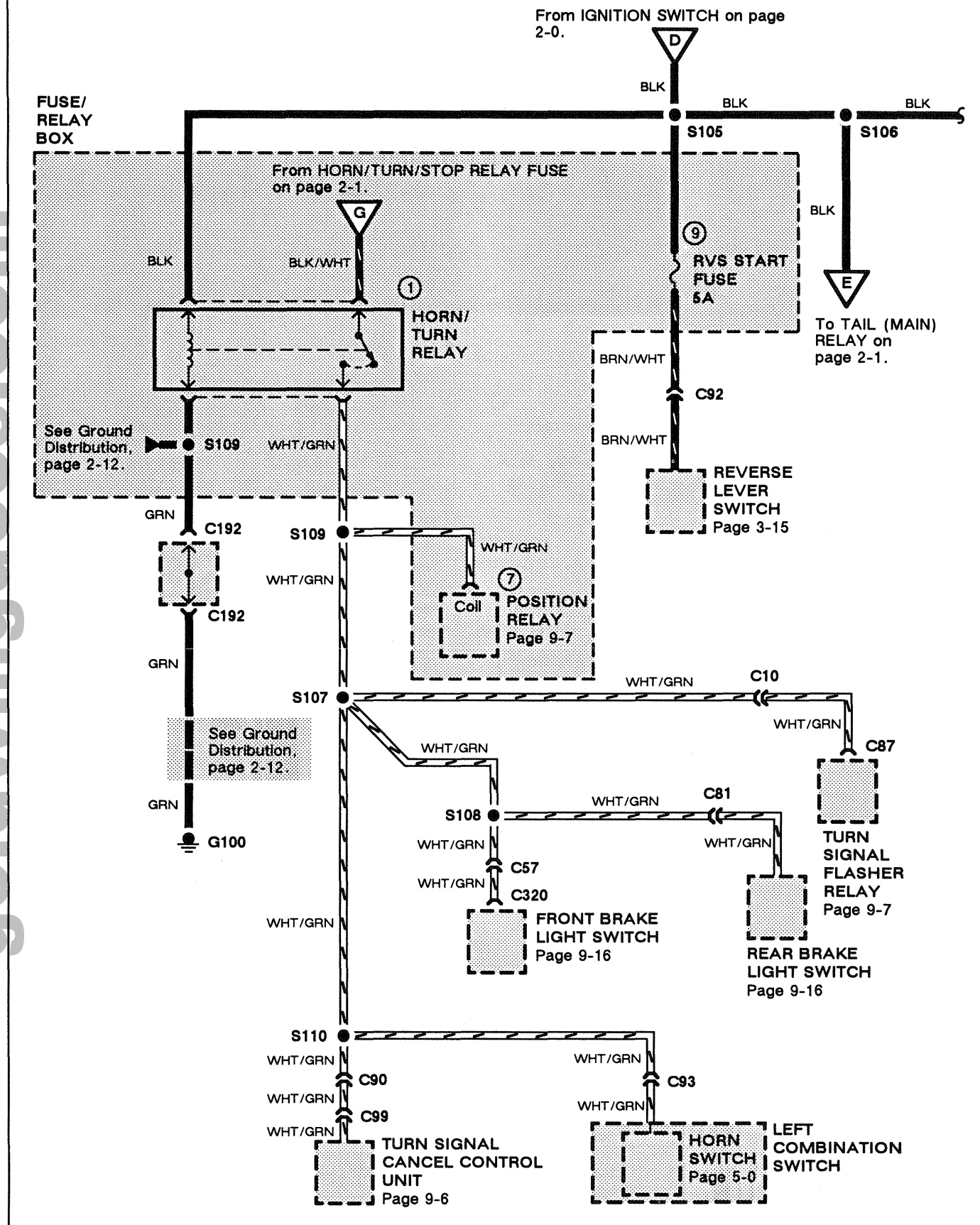
goldwingdocs.com



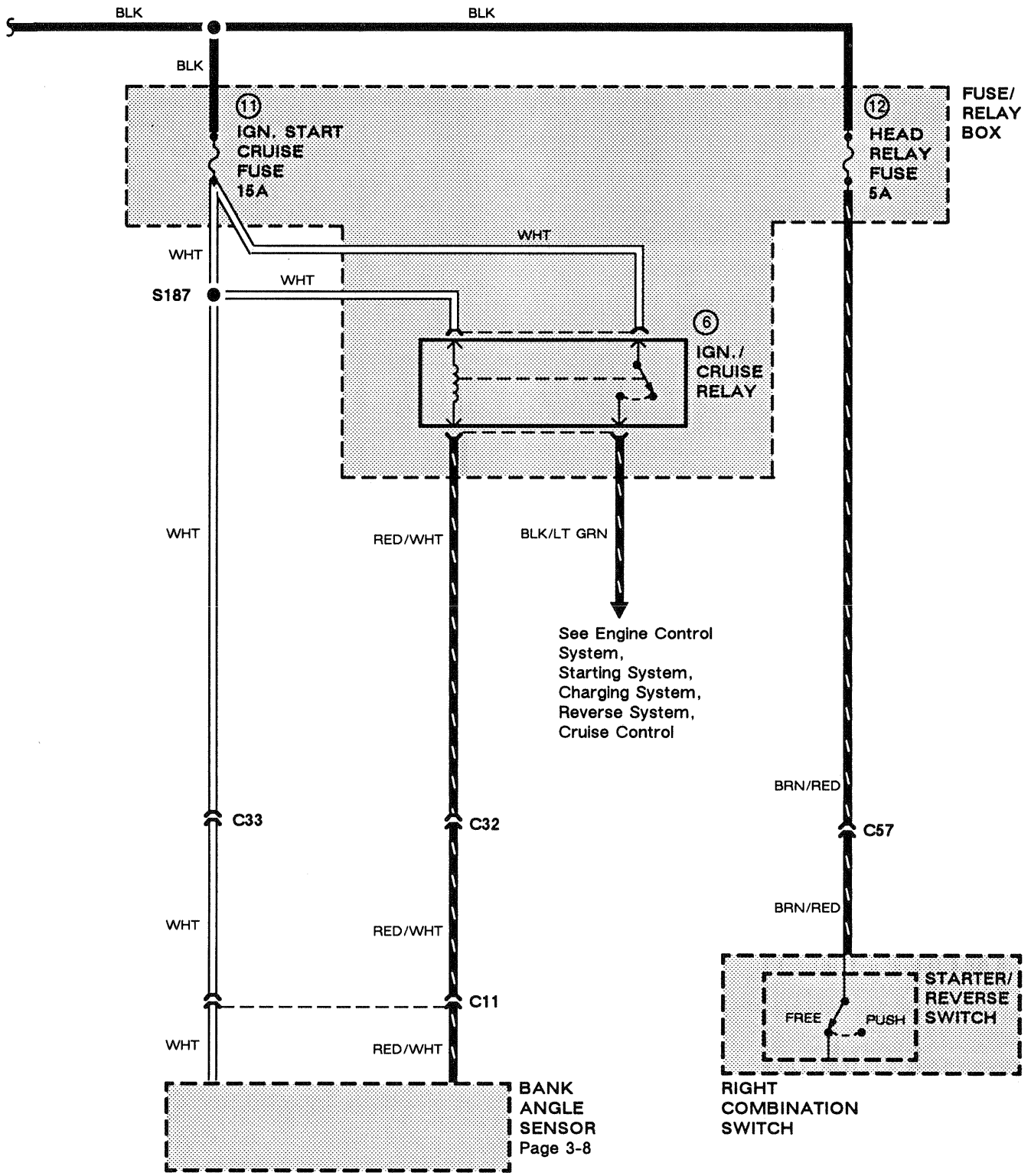
(cont'd)

# Power Distribution: Asp and SE

## Circuit Schematic (cont'd)



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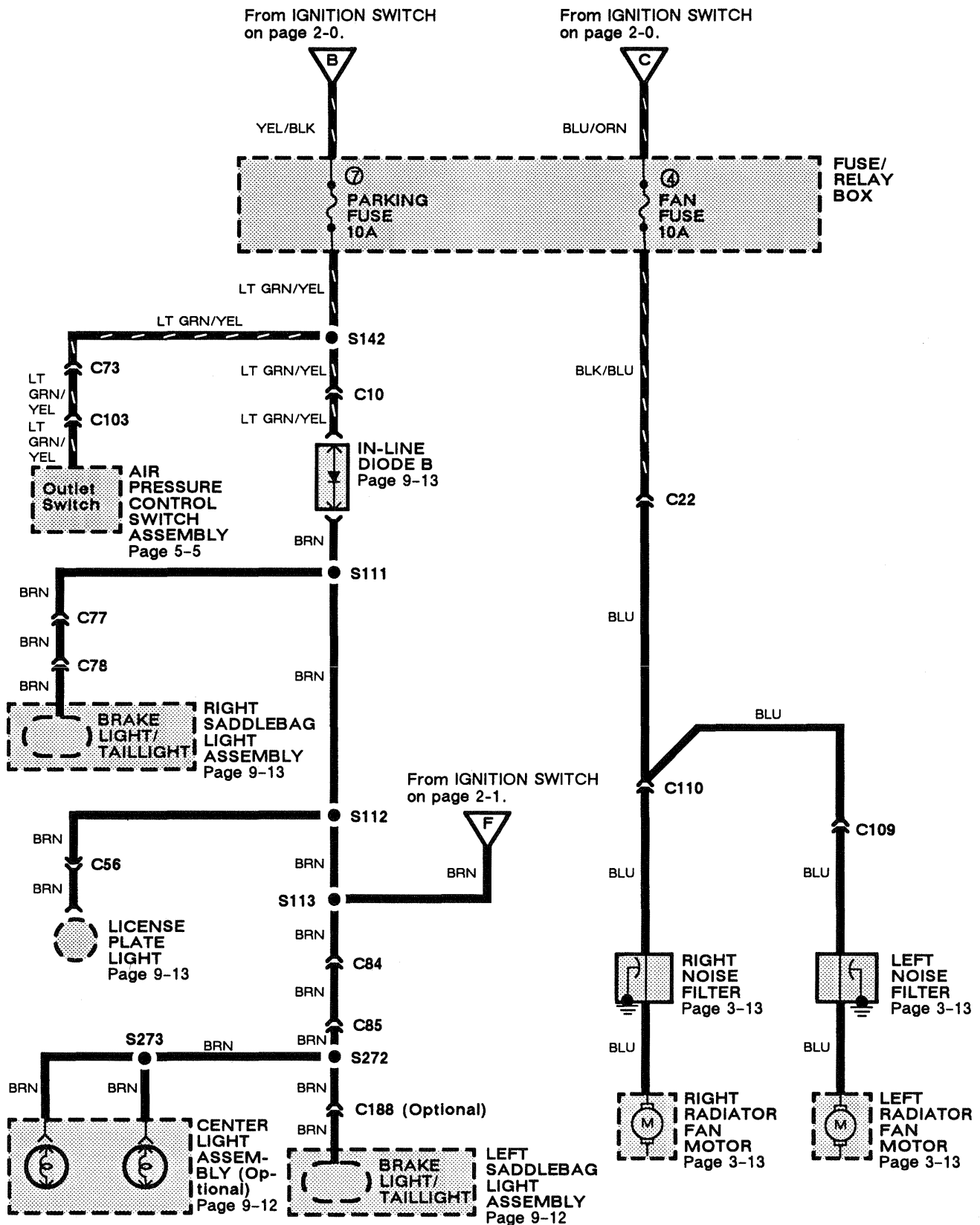


See Engine Control System, Starting System, Charging System, Reverse System, Cruise Control

(cont'd)

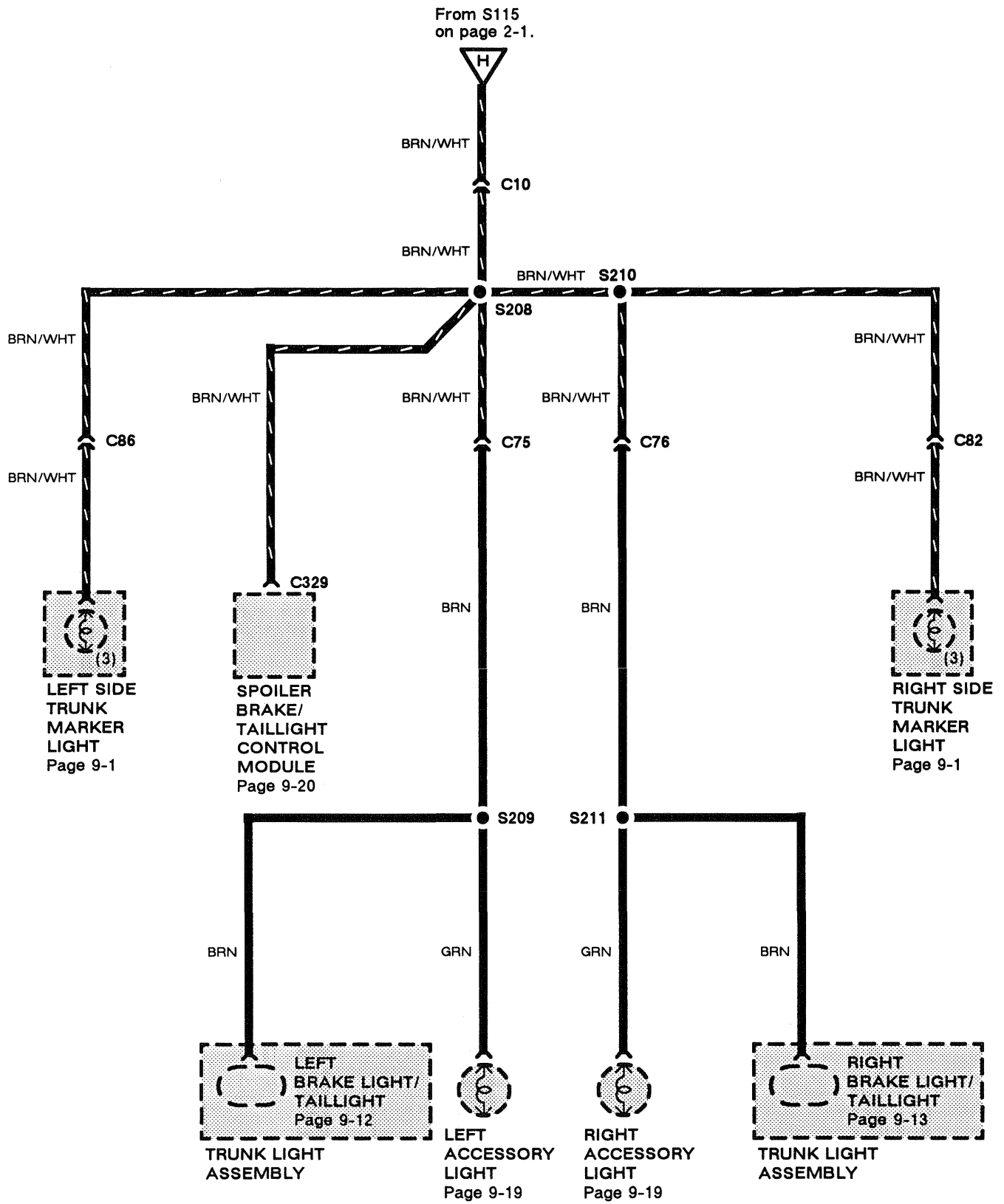
# Power Distribution: Asp and SE

Circuit Schematic (cont'd)



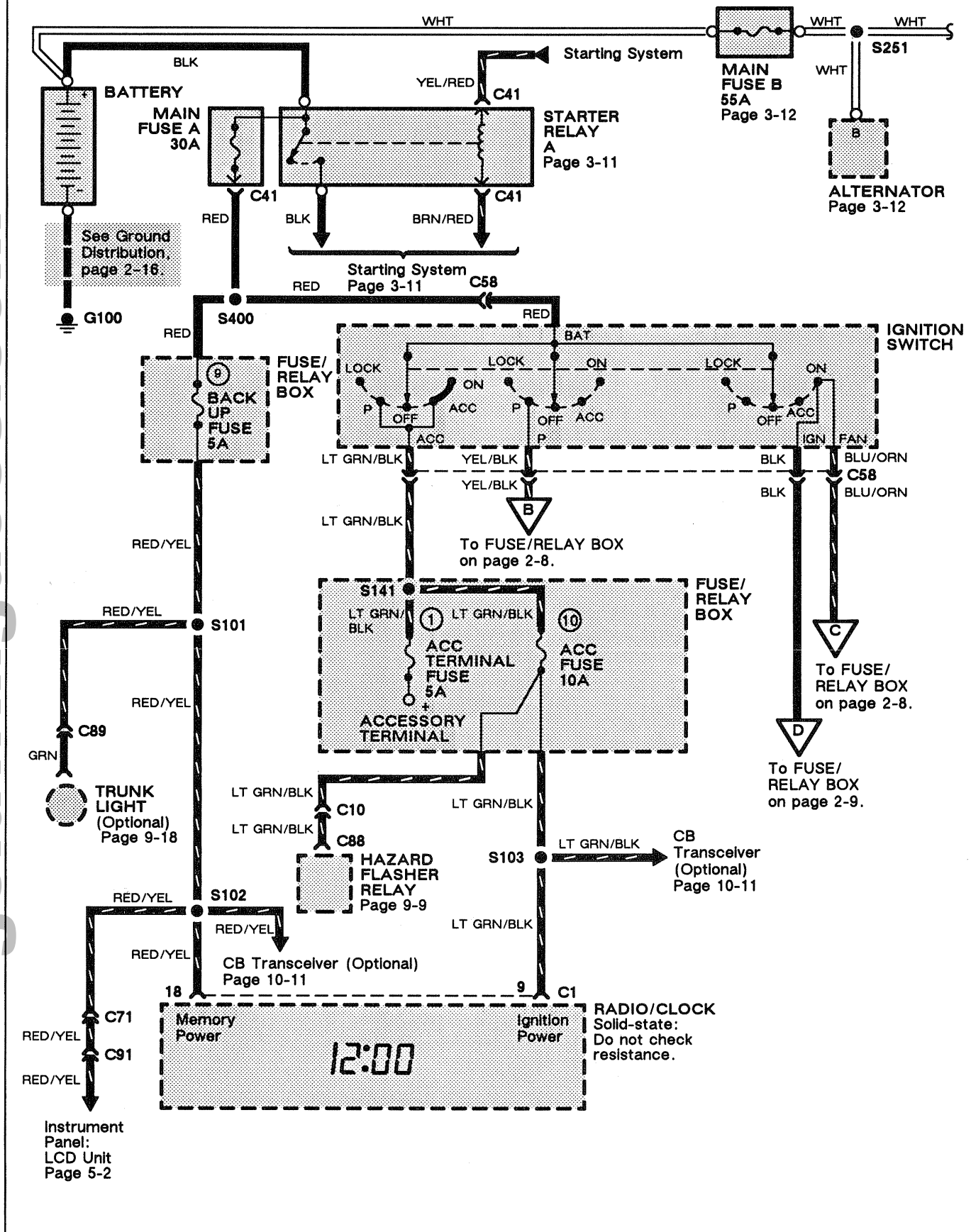
goldwingdocs.com

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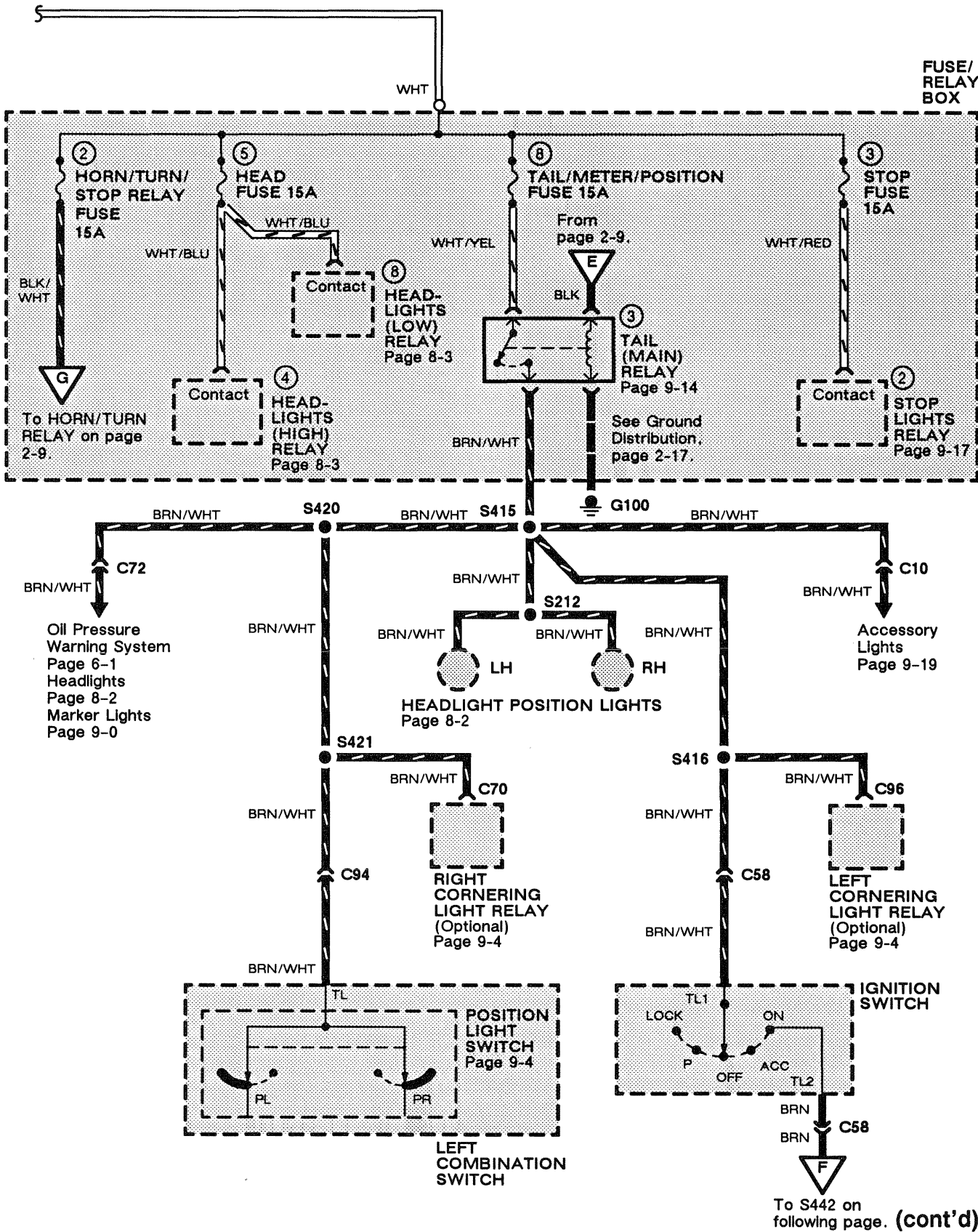
# Power Distribution: Int

## Circuit Schematic



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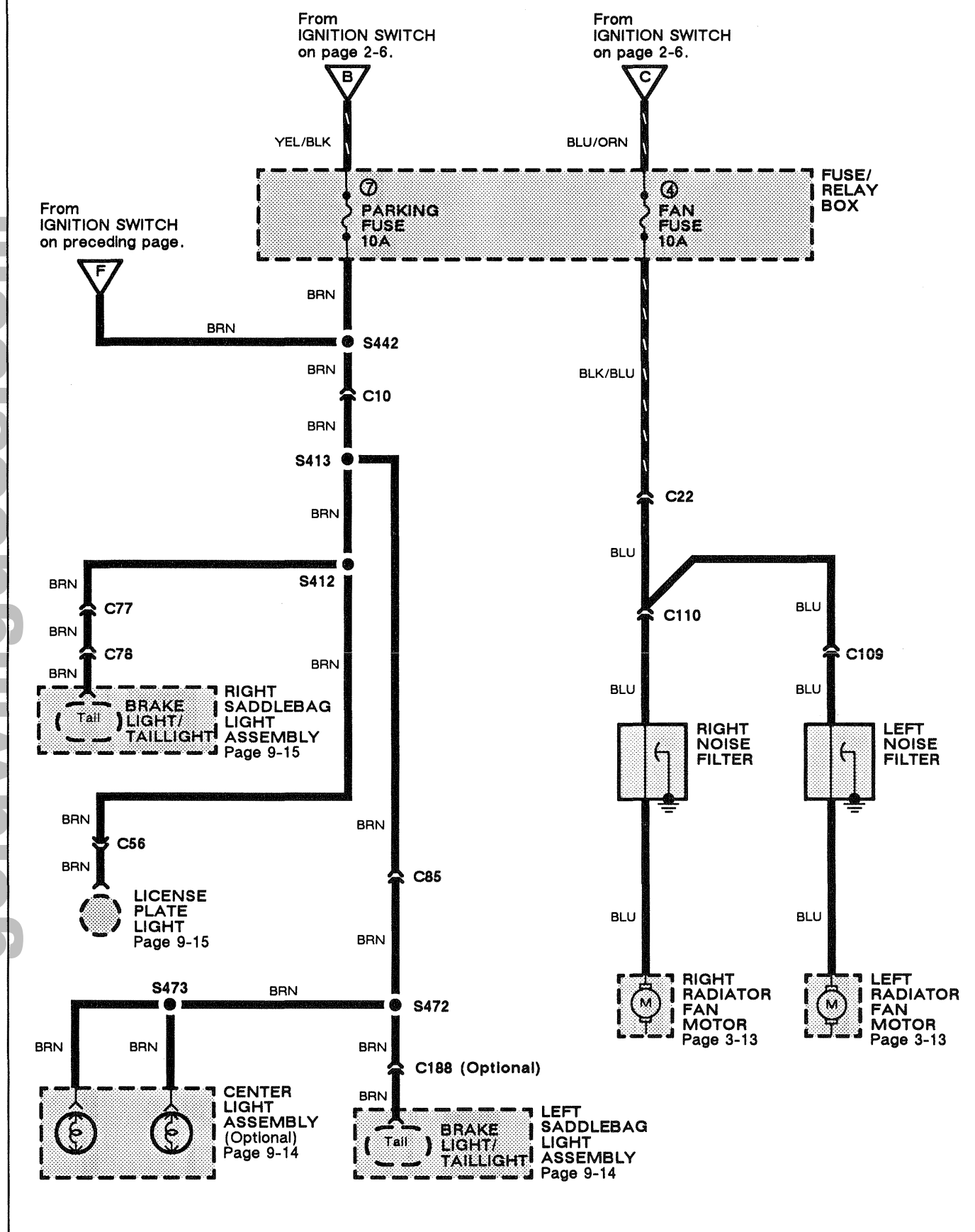
goldwingdocs.com



To S442 on following page. (cont'd)

# Power Distribution: Int

## Circuit Schematic (cont'd)

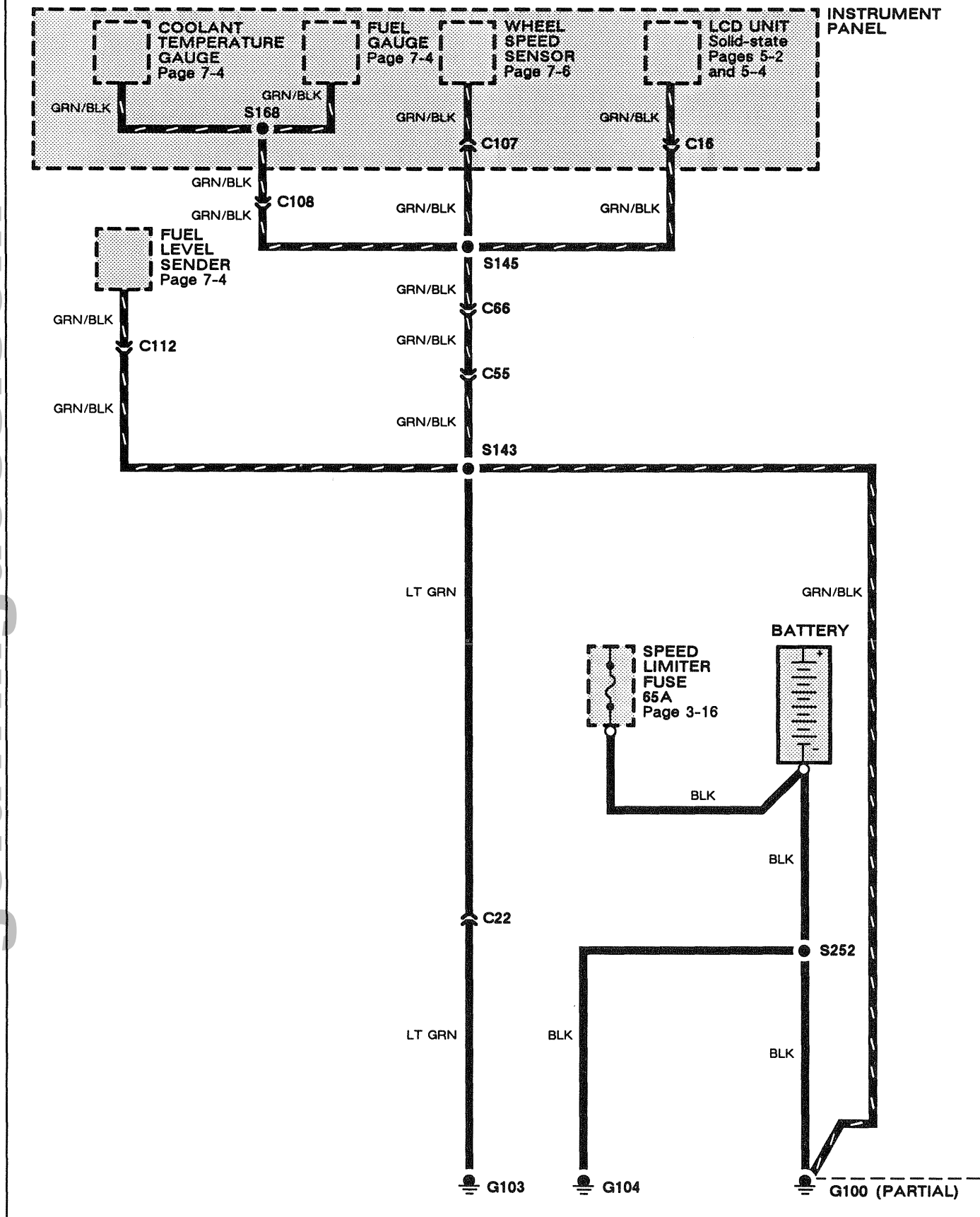




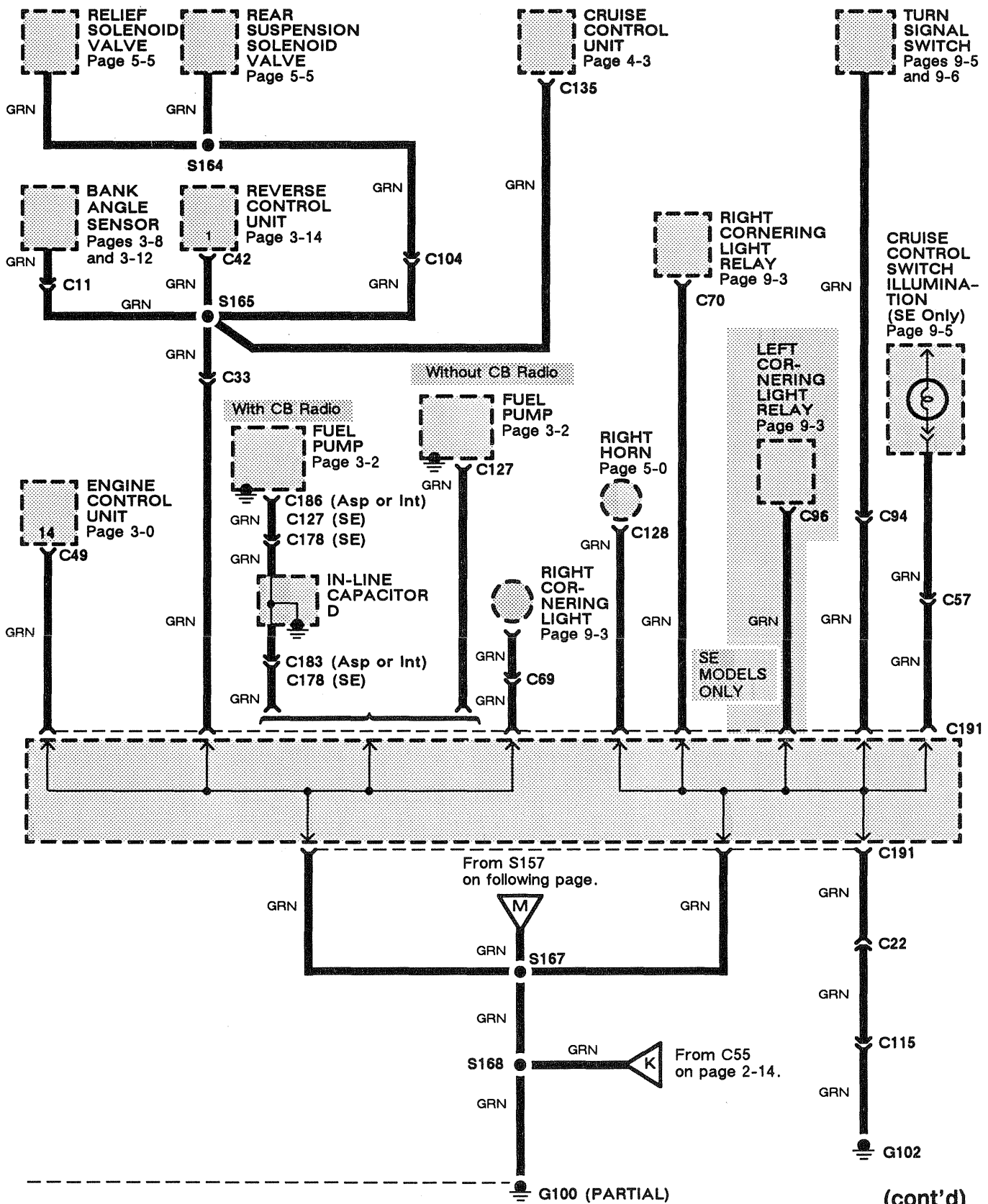


# Ground Distribution: G100, G102, G103, and G104 (Asp and SE)

## Circuit Schematic



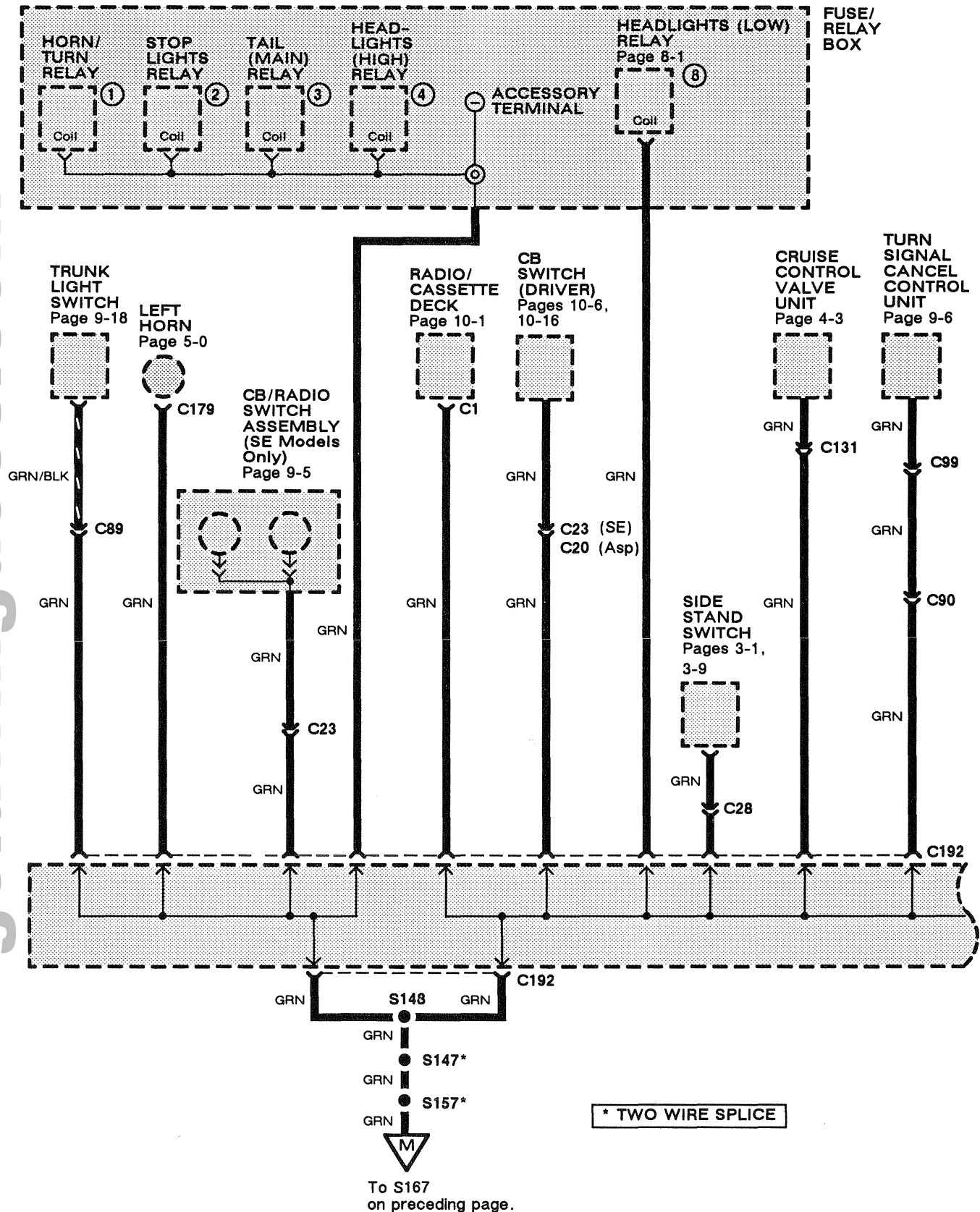
goldwingdocs.com



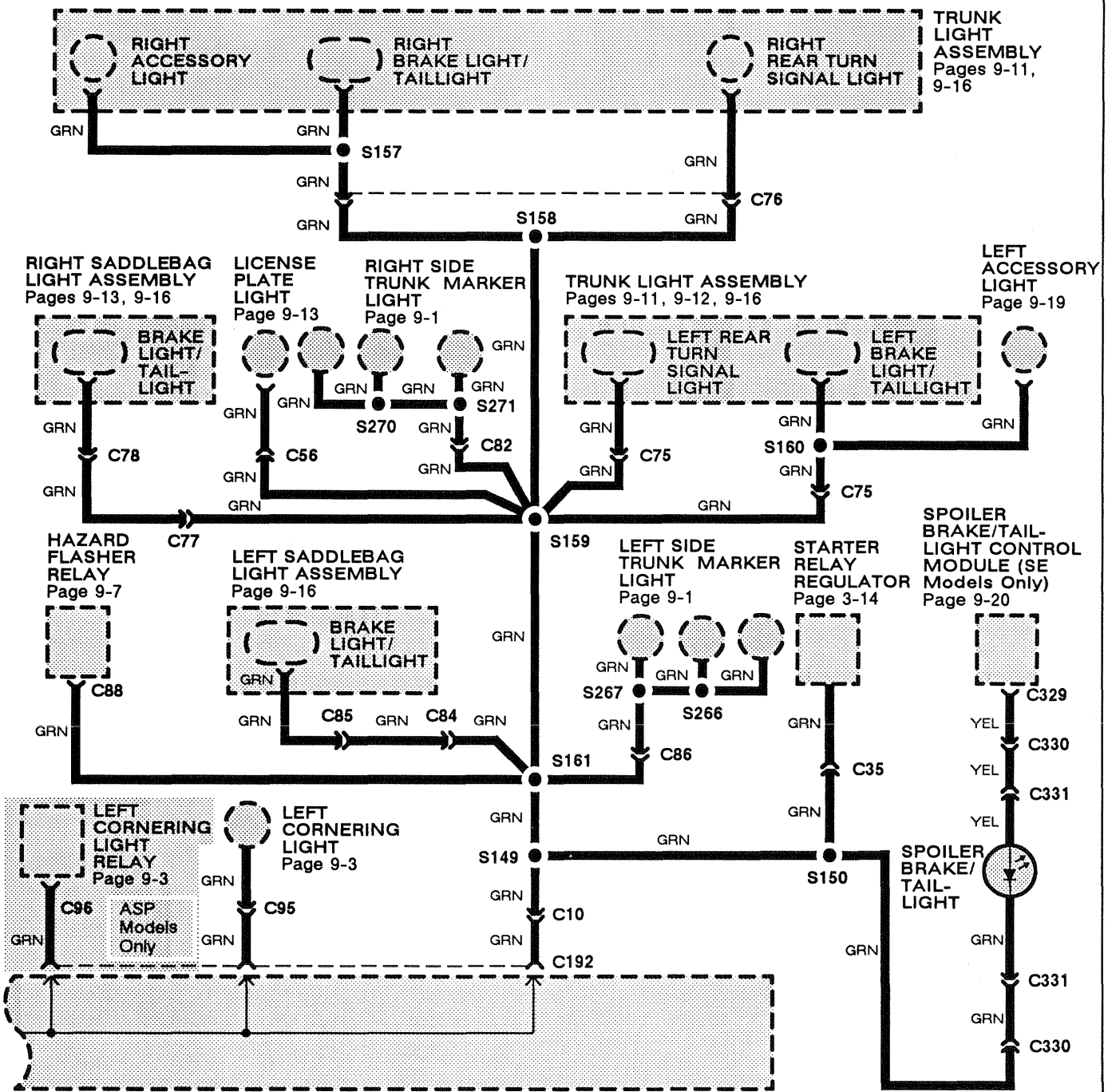
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# Ground Distribution: G100, G102, G103, and G104 (Asp and SE)

Circuit Schematic (cont'd)



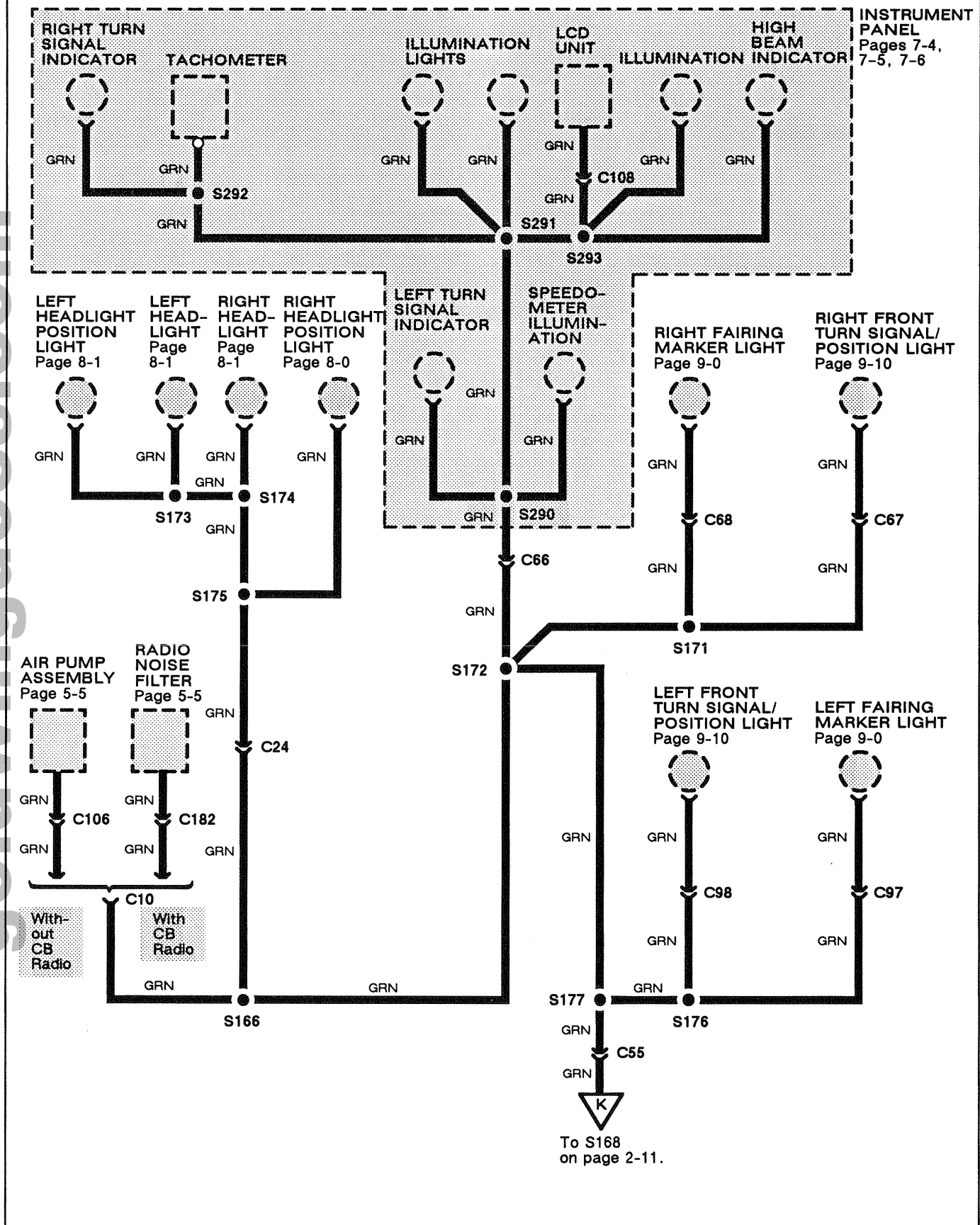
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(cont'd)

# Ground Distribution: G100, G102, G103, and G104 (Asp and SE)

Circuit Schematic (cont'd)

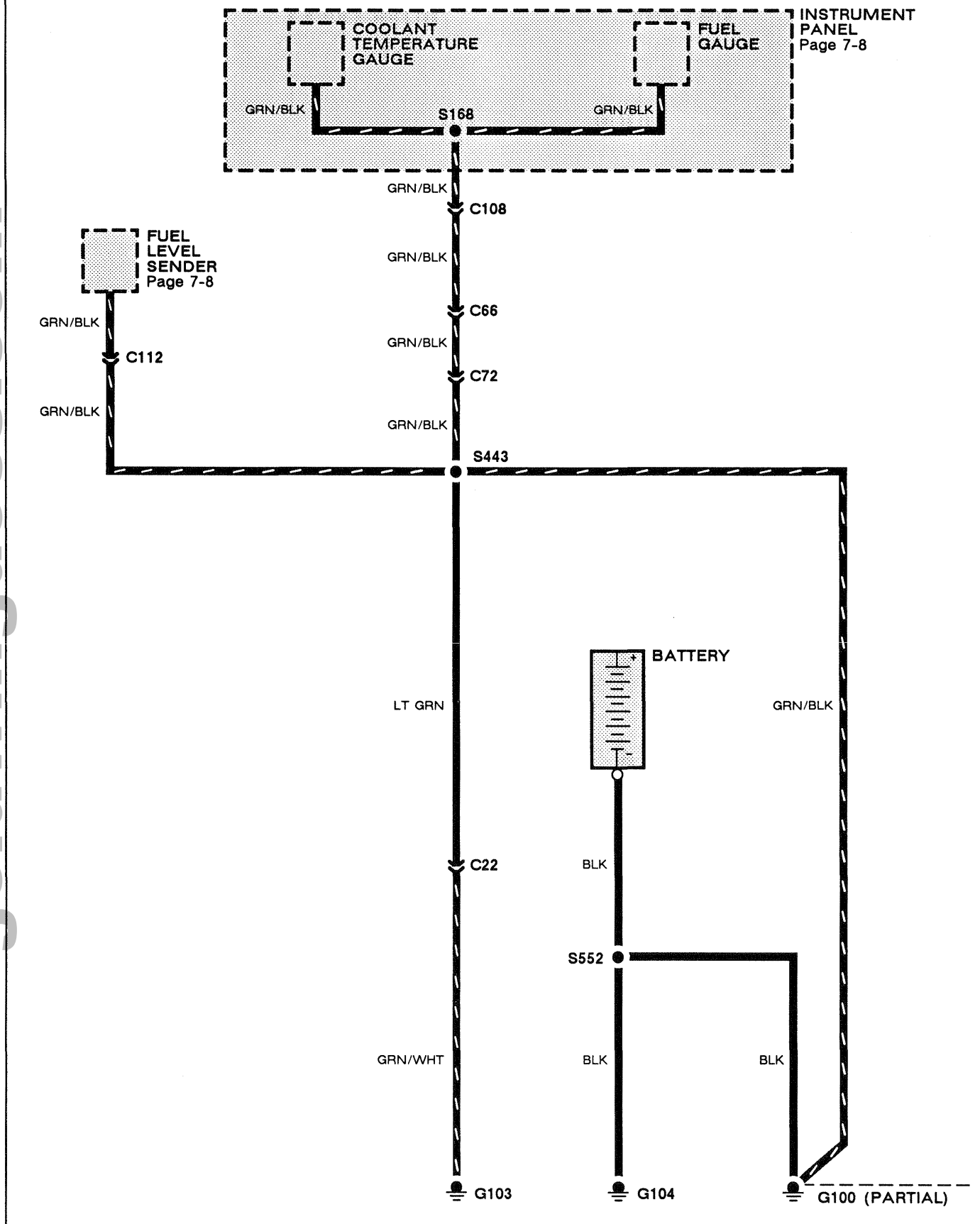


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# Ground Distribution: G100, G102, G103, and G104 (Int)

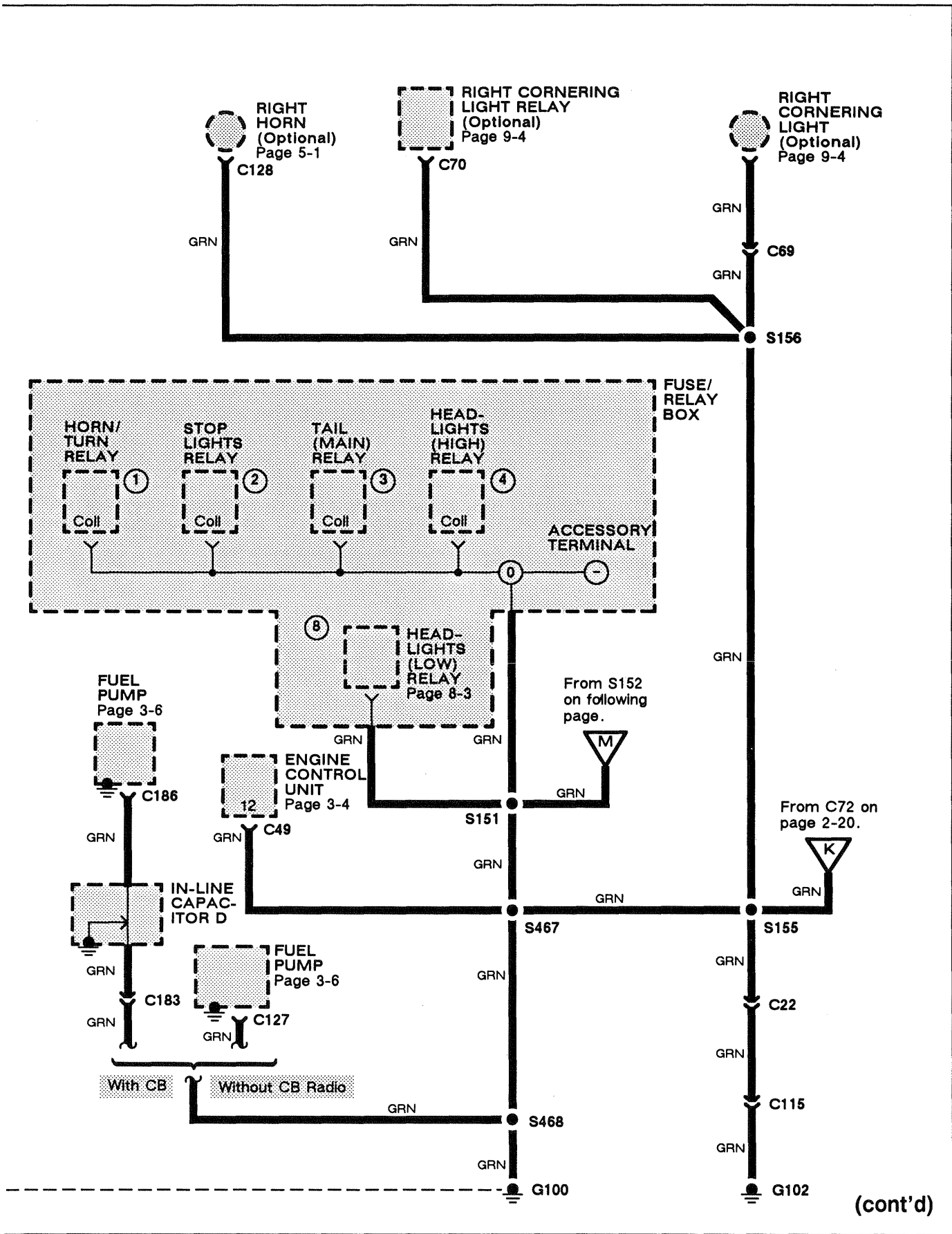
## Circuit Schematic



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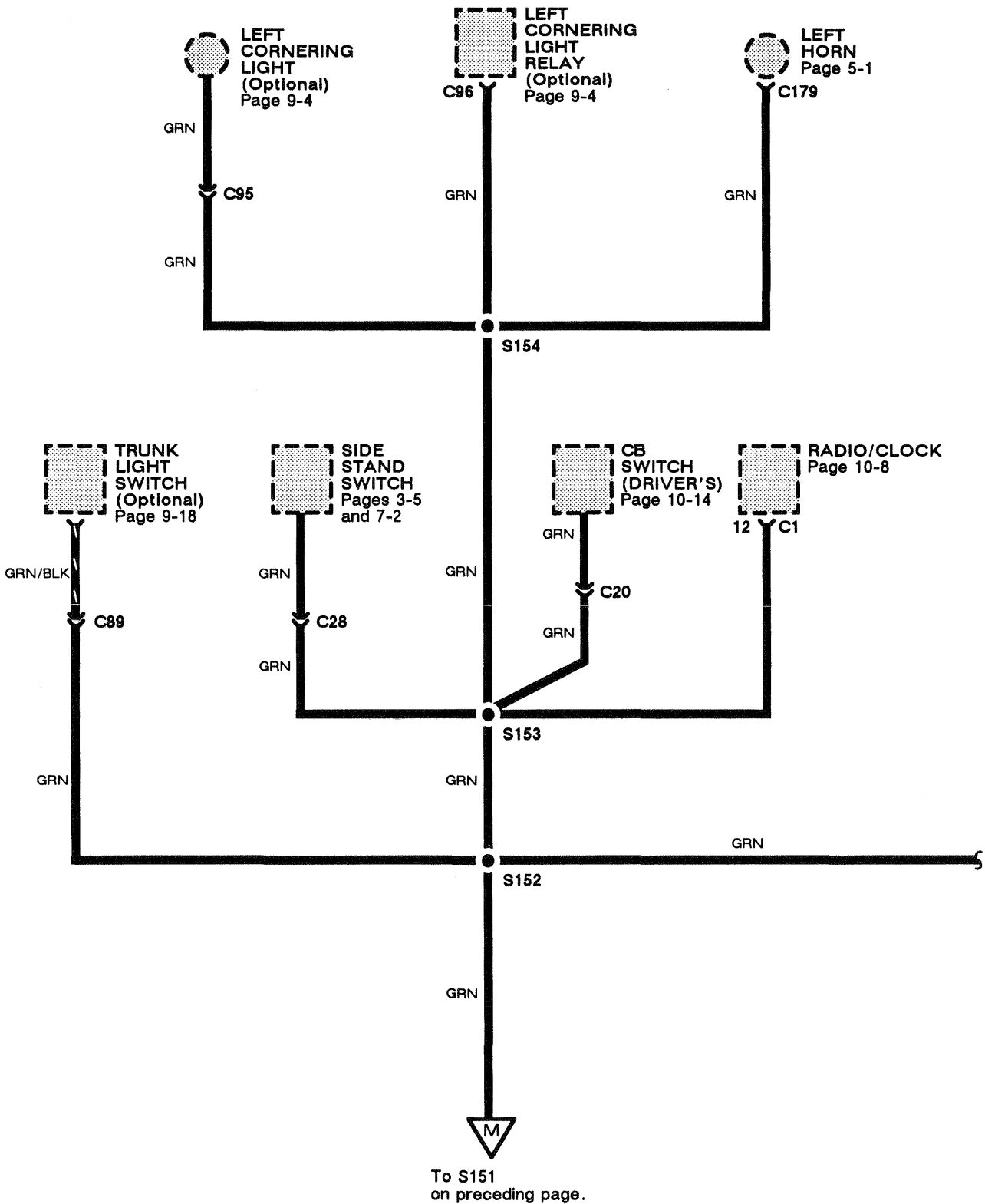
goldwingdocs.com



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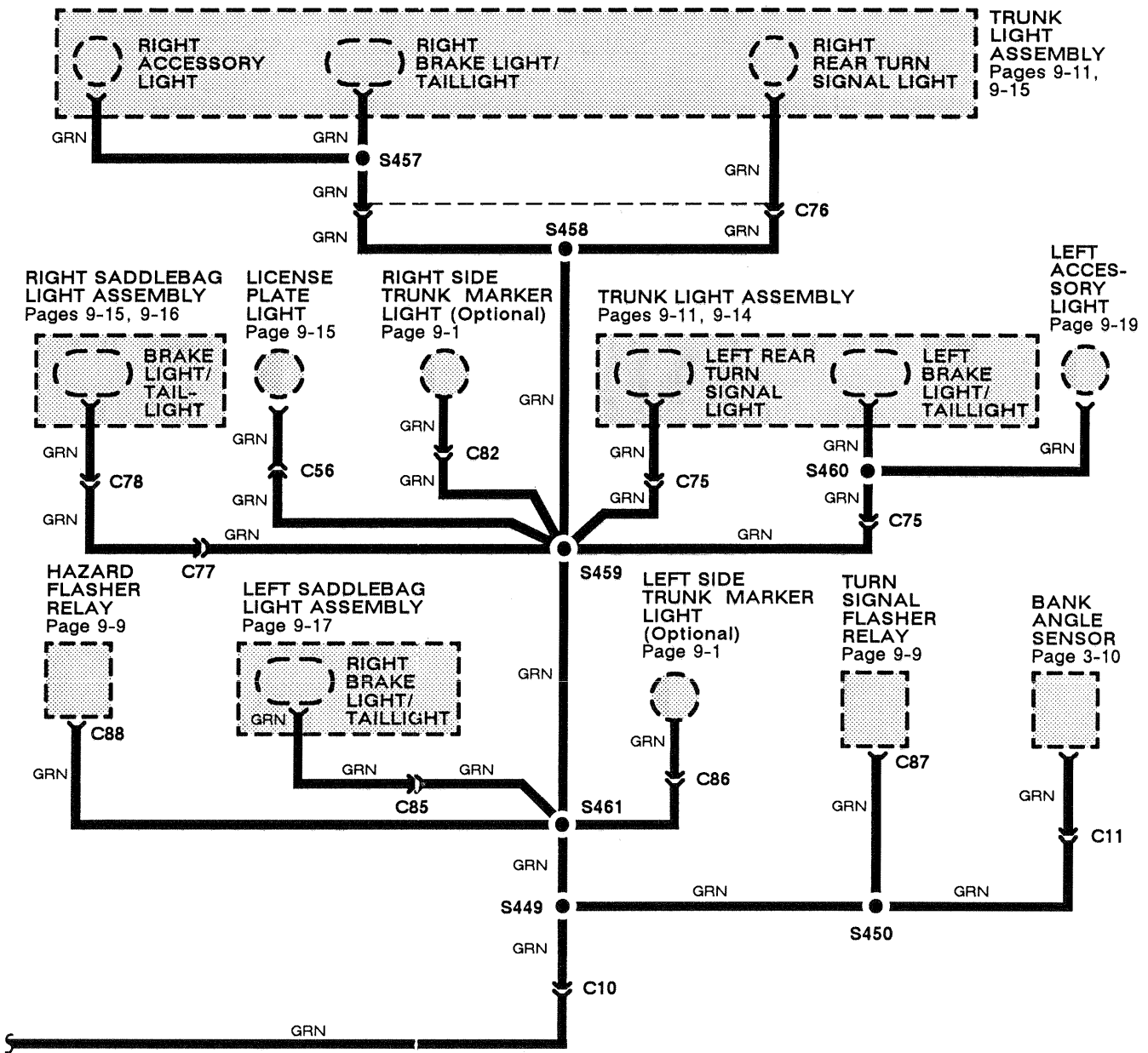
# Ground Distribution: G100, G102, G103, and G104 (Int)

Circuit Schematic (cont'd)



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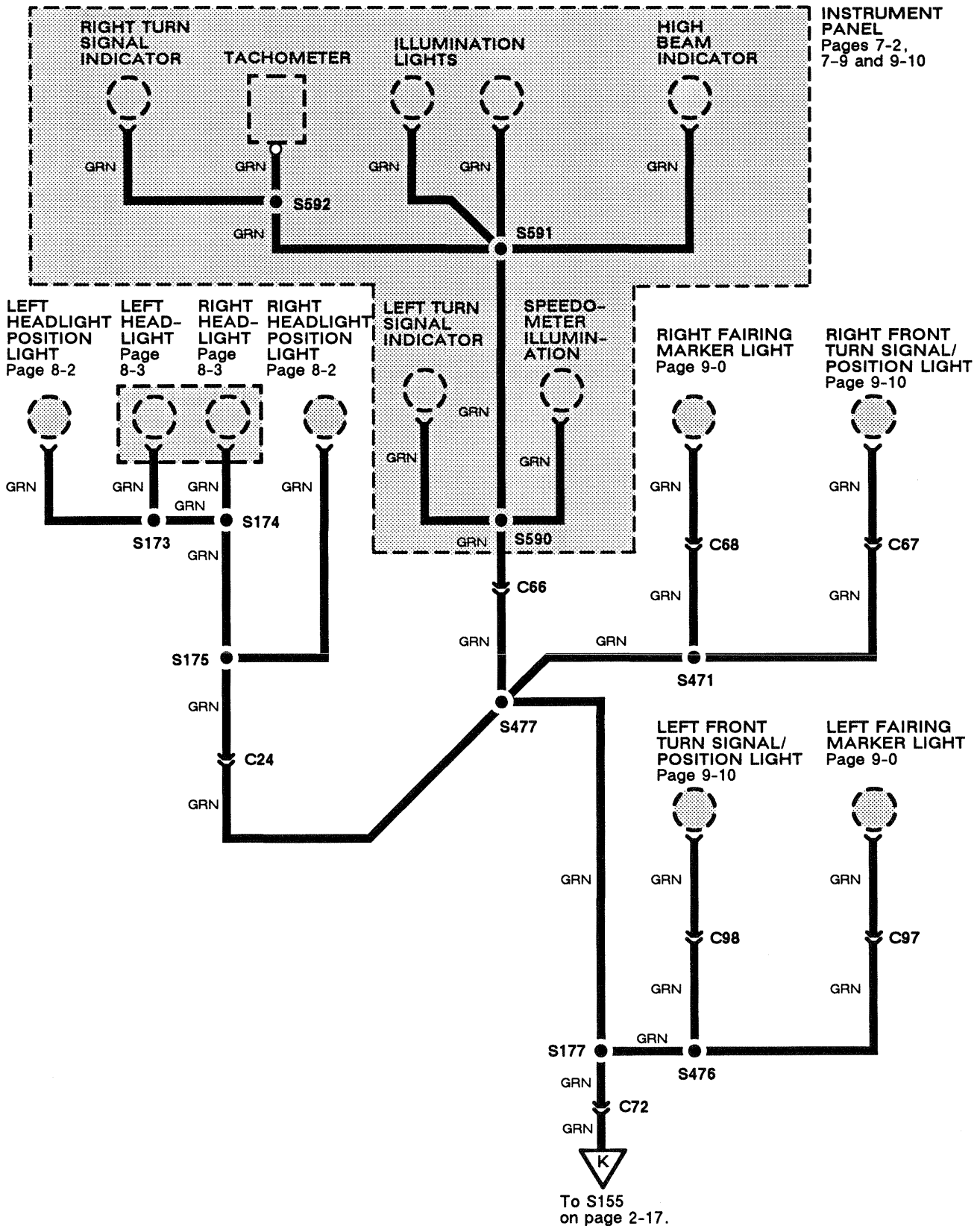
goldwingdocs.com



(cont'd)

# Ground Distribution: G100, G102, G103, and G104 (Int)

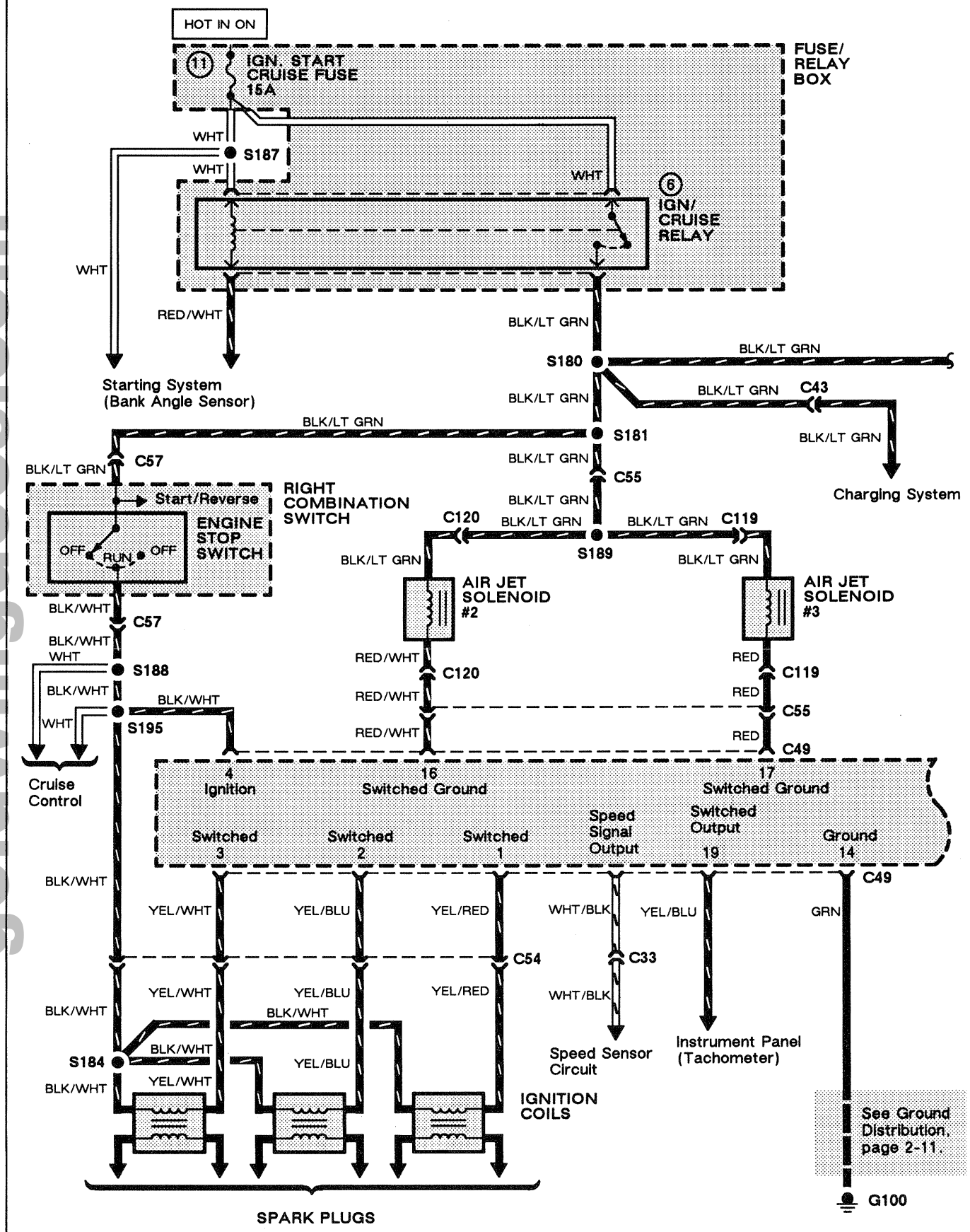
Circuit Schematic (cont'd)

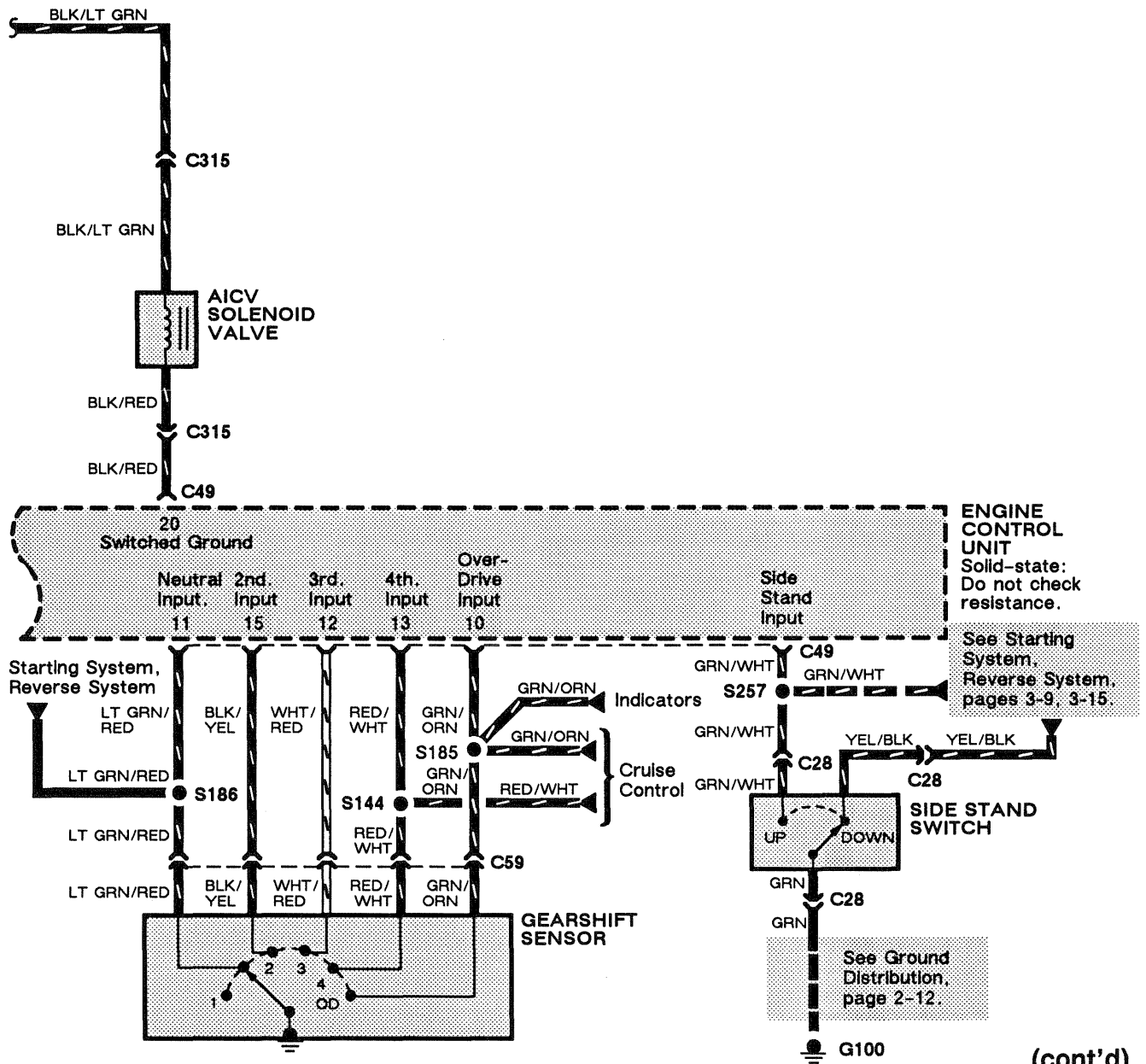


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# Engine Control System: Asp and SE

## Circuit Schematic

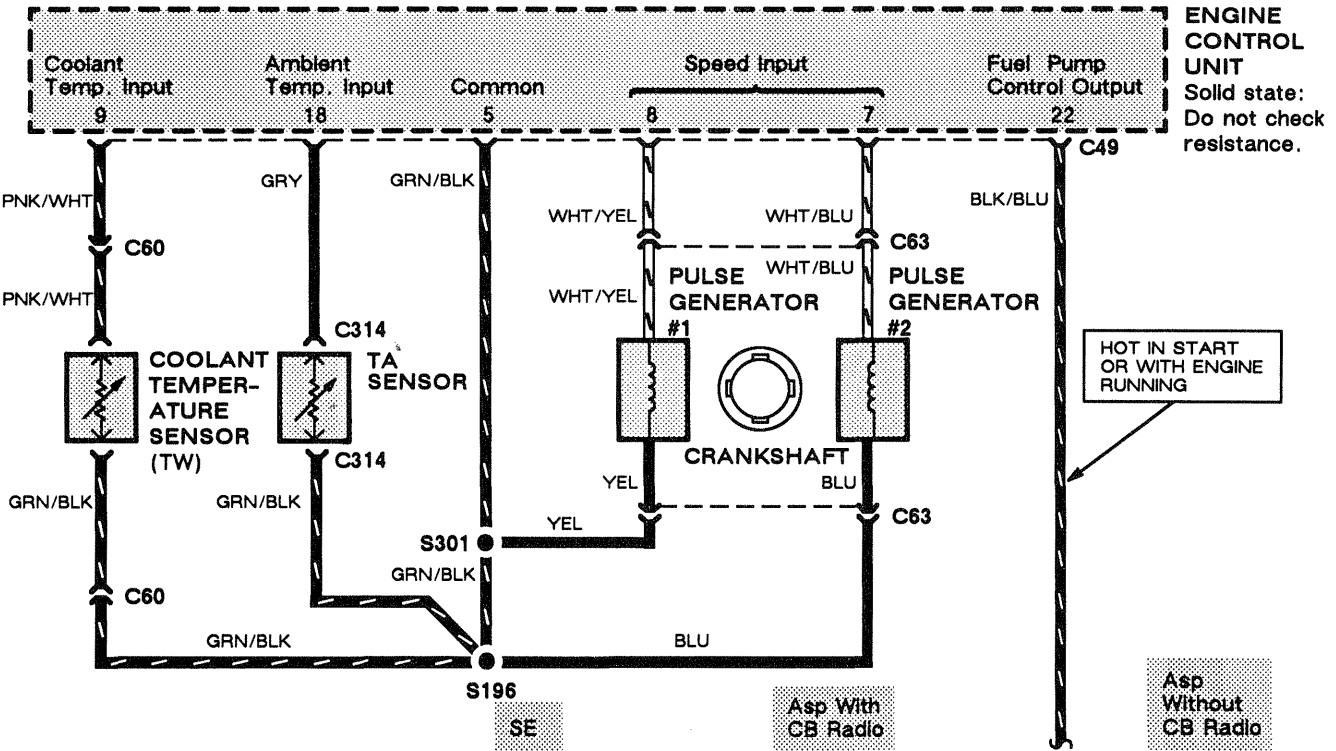




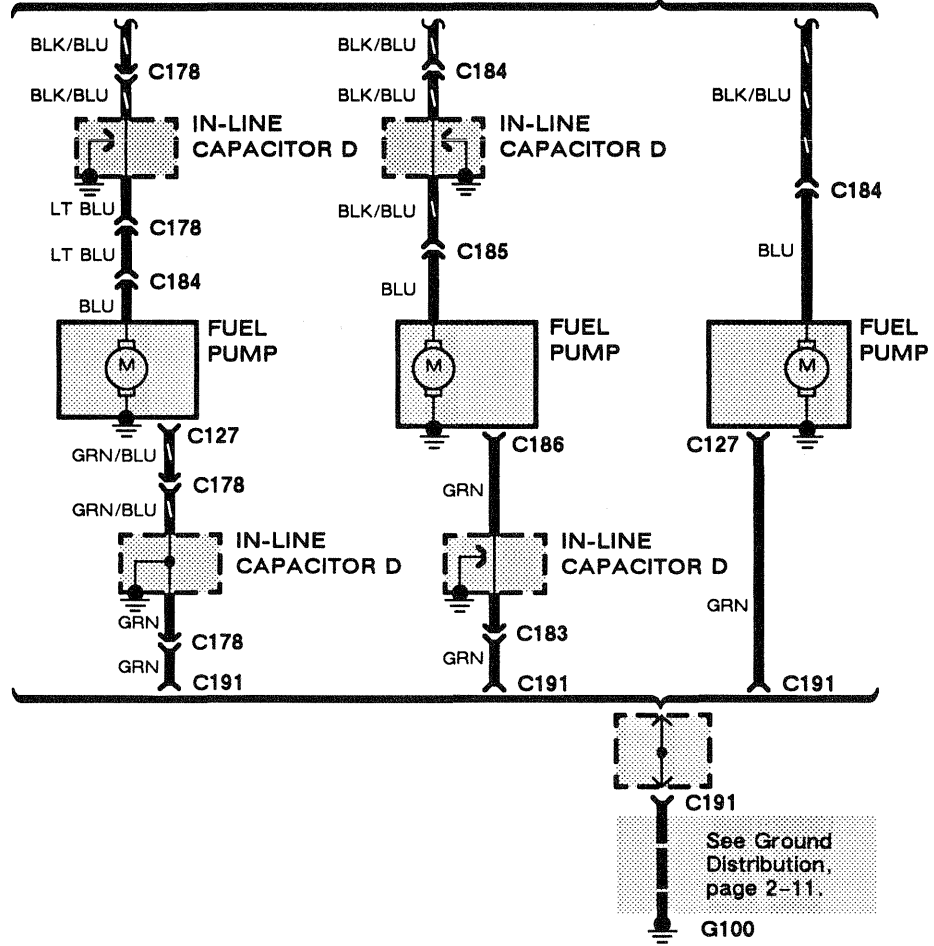
(cont'd)

# Engine Control System: Asp and SE

## Circuit Schematic (cont'd)



HOT IN START OR WITH ENGINE RUNNING



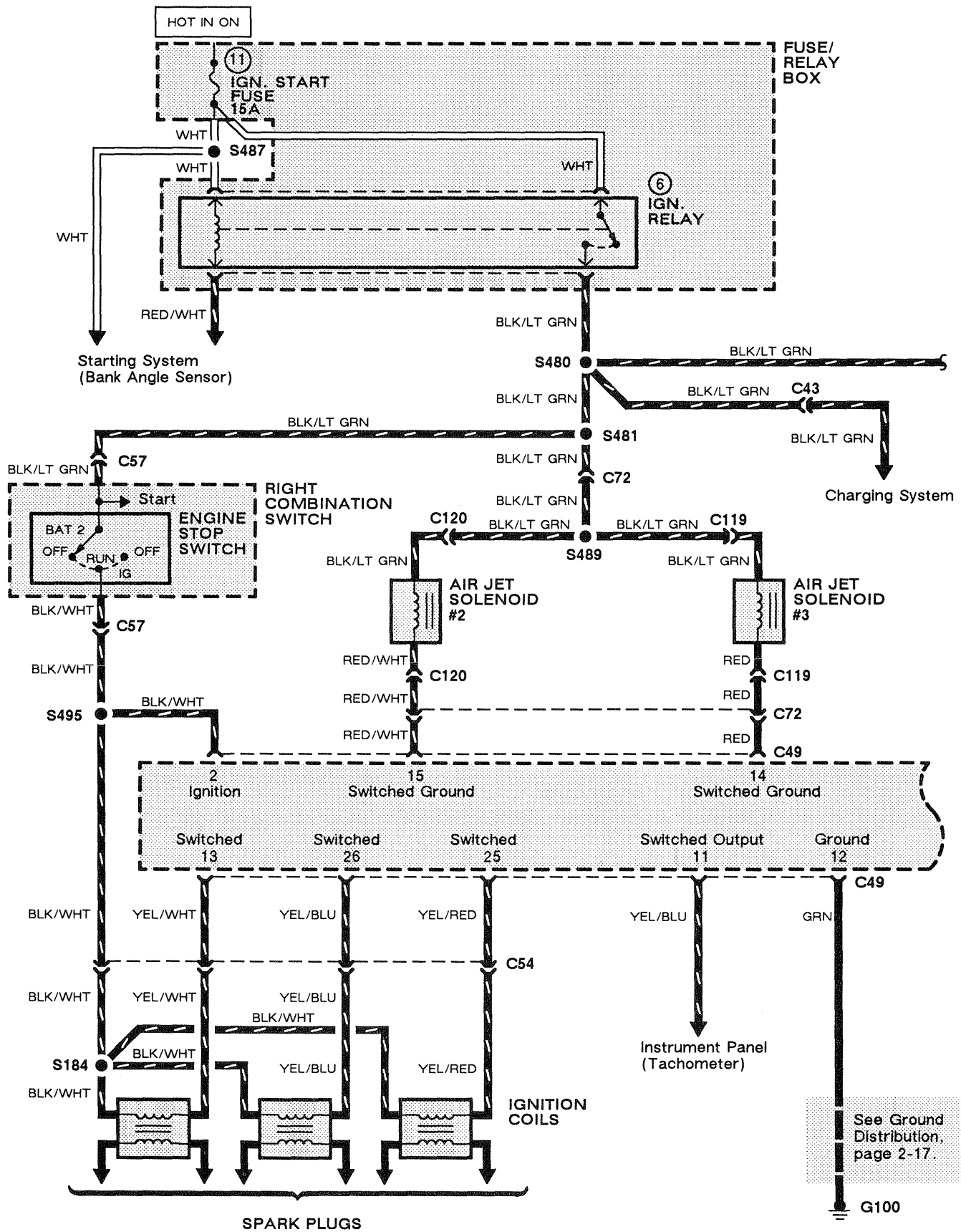
goldwingdocs.com



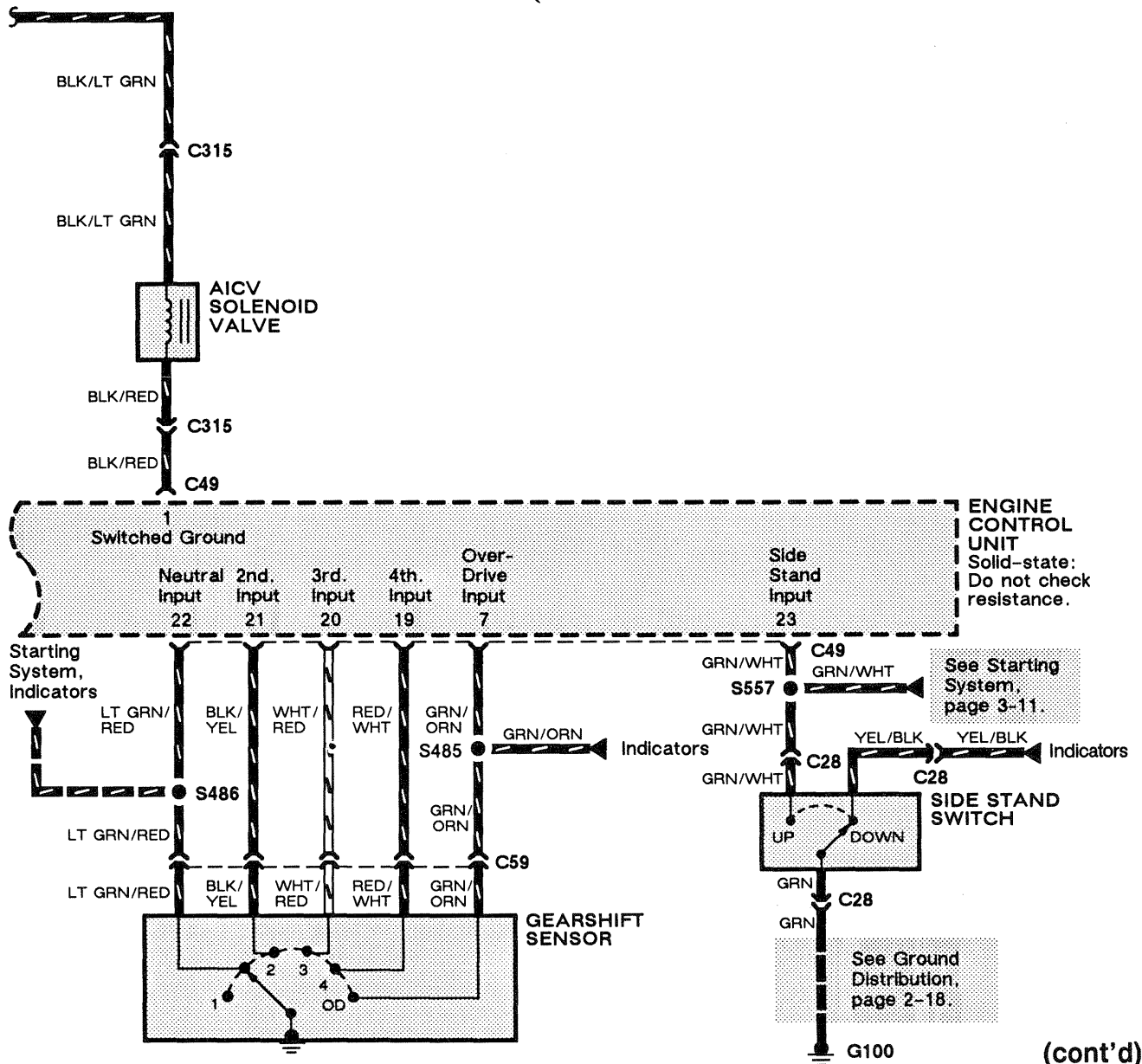
**goldwingdocs.com**

# Engine Control System: Int

## Circuit Schematic



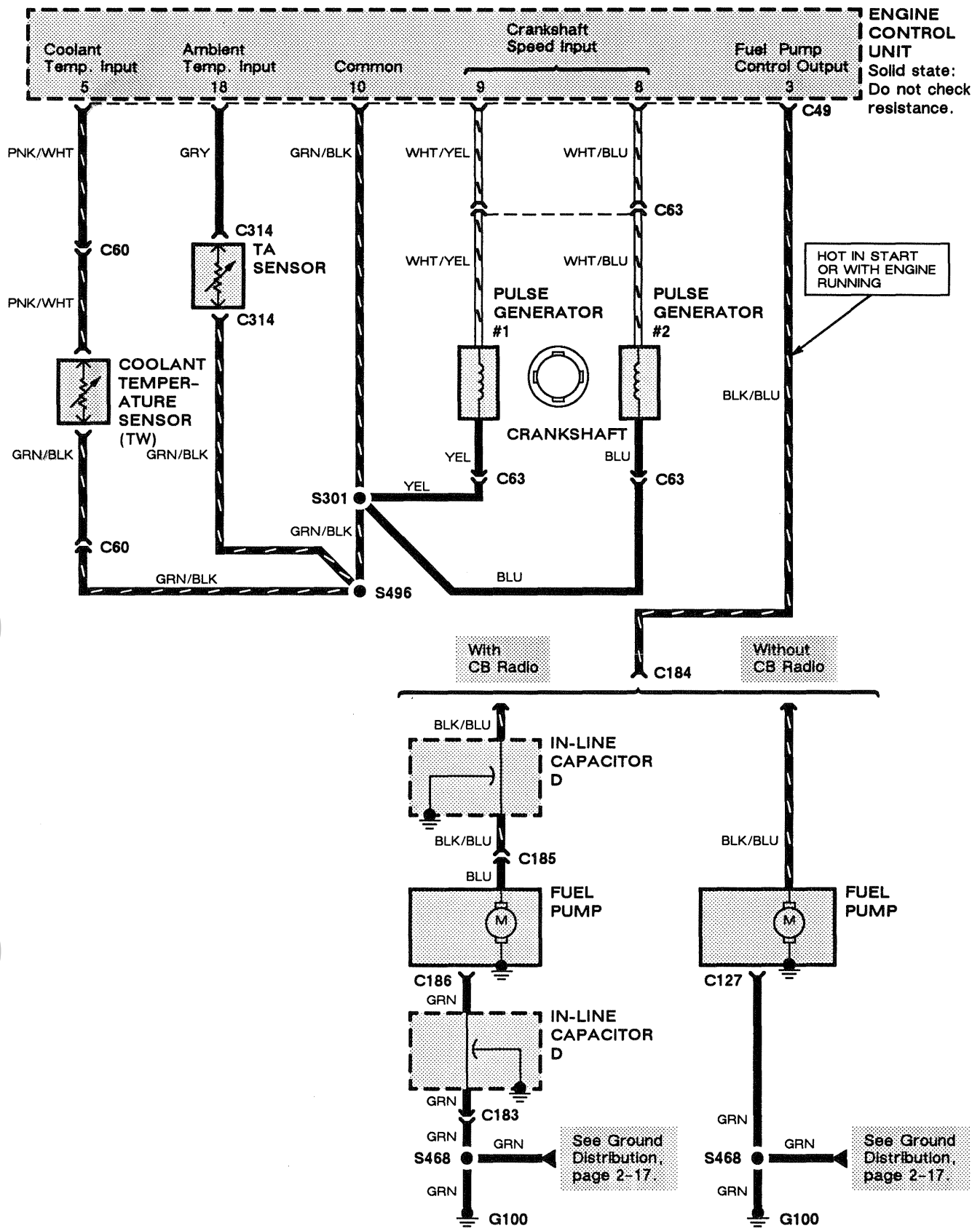
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(cont'd)

# Engine Control System: Int

## Circuit Schematic (cont'd)

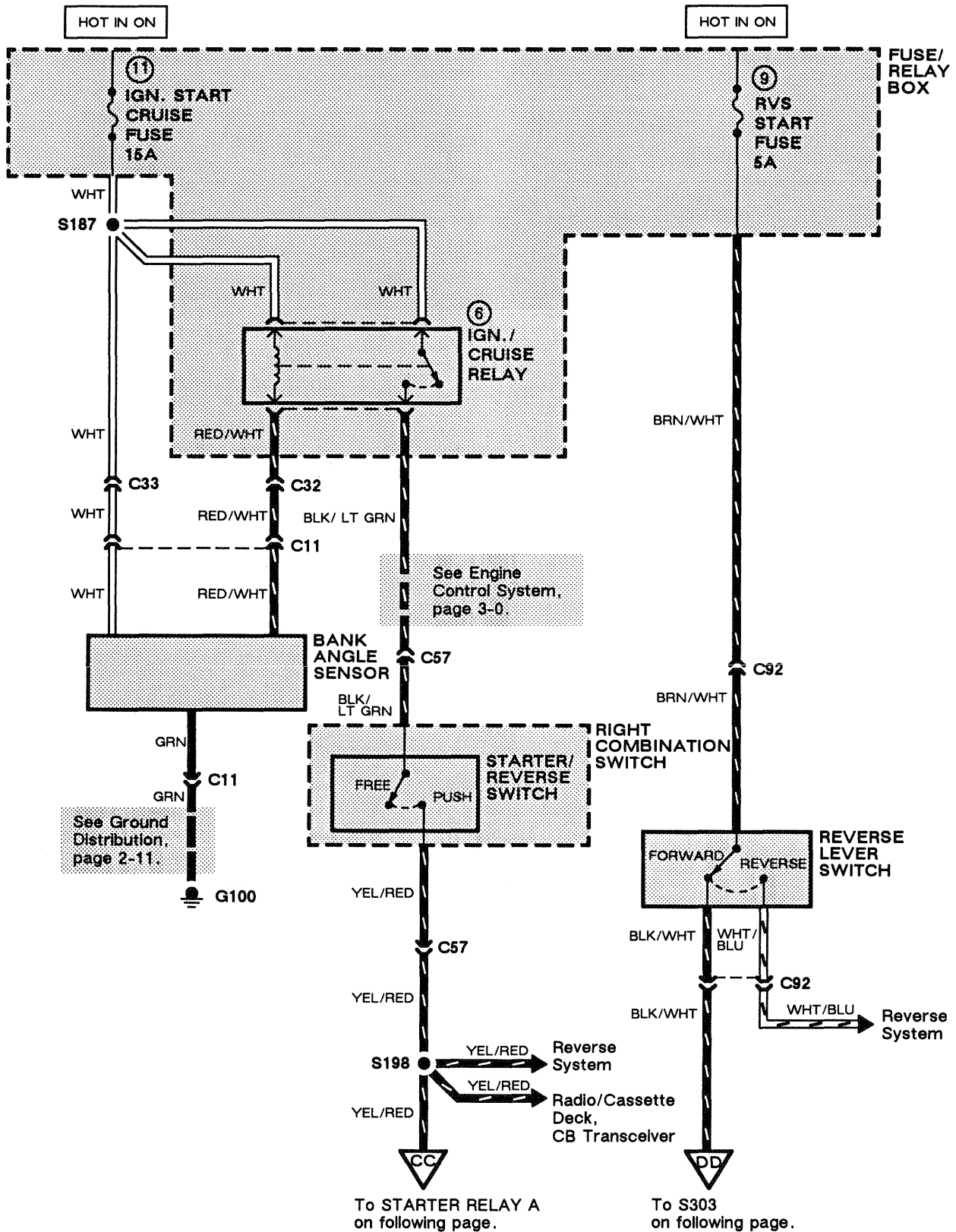


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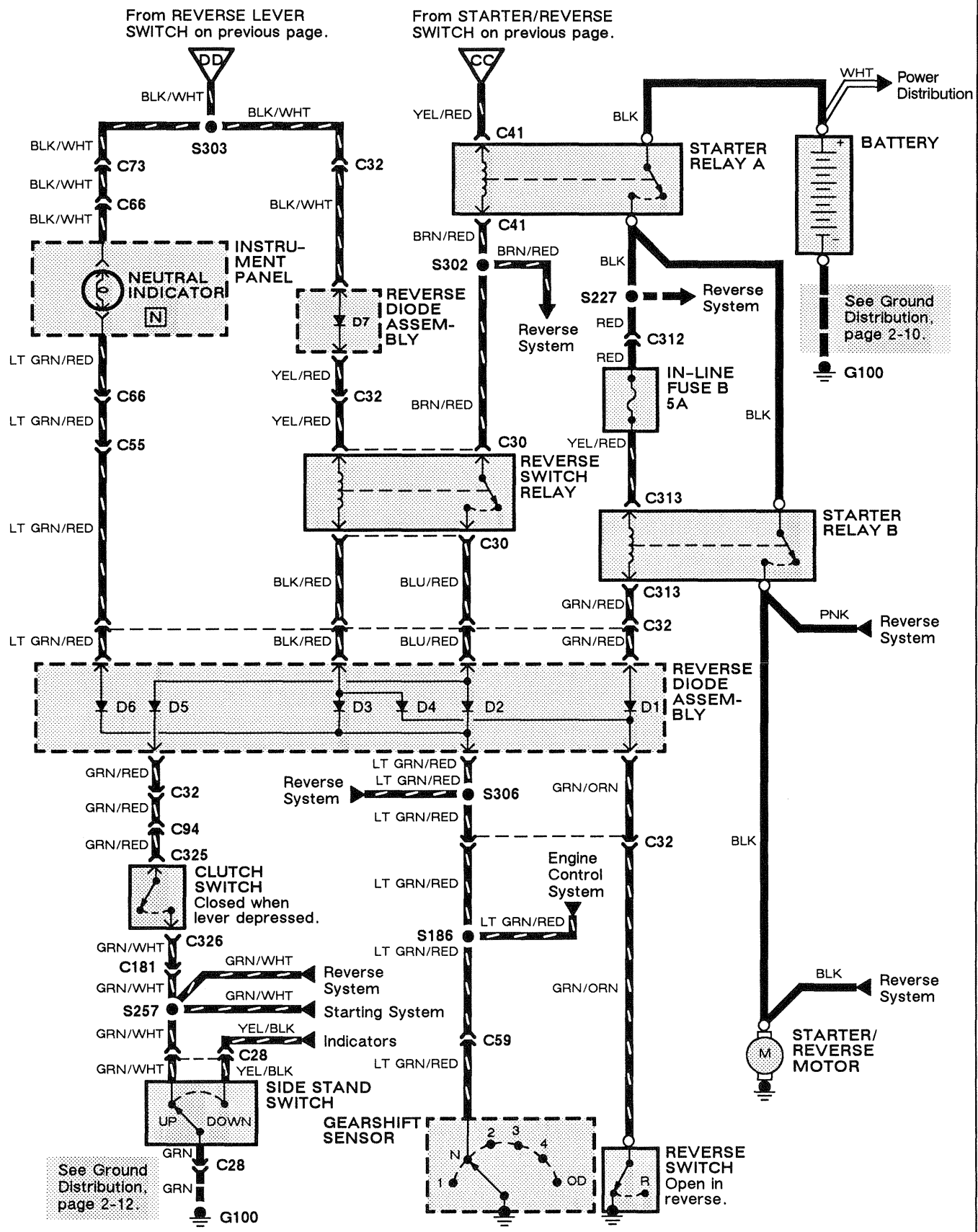
# Starting System: Asp and SE

## Circuit Schematic



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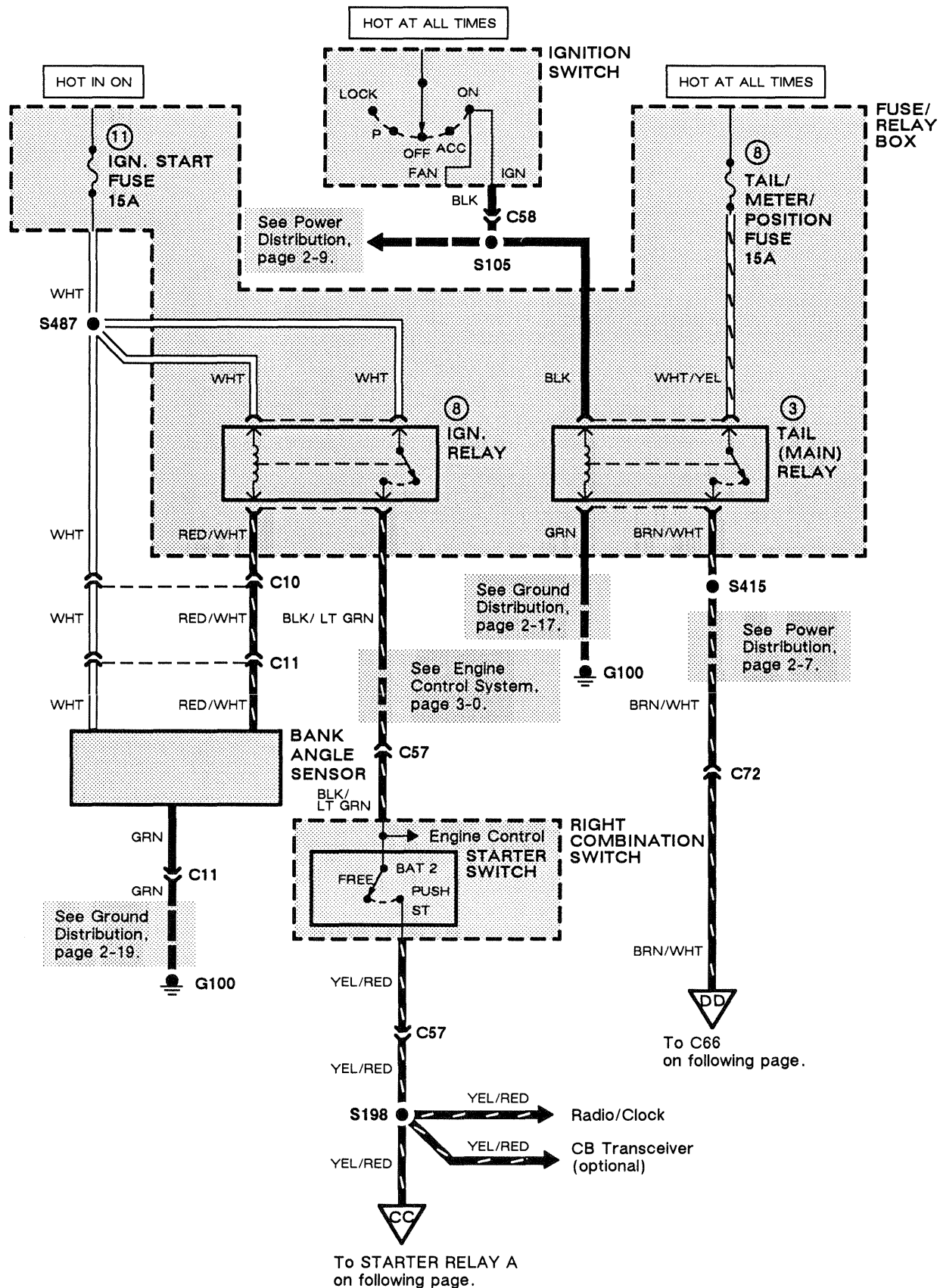


See Ground Distribution, page 2-12.

See Ground Distribution, page 2-10.

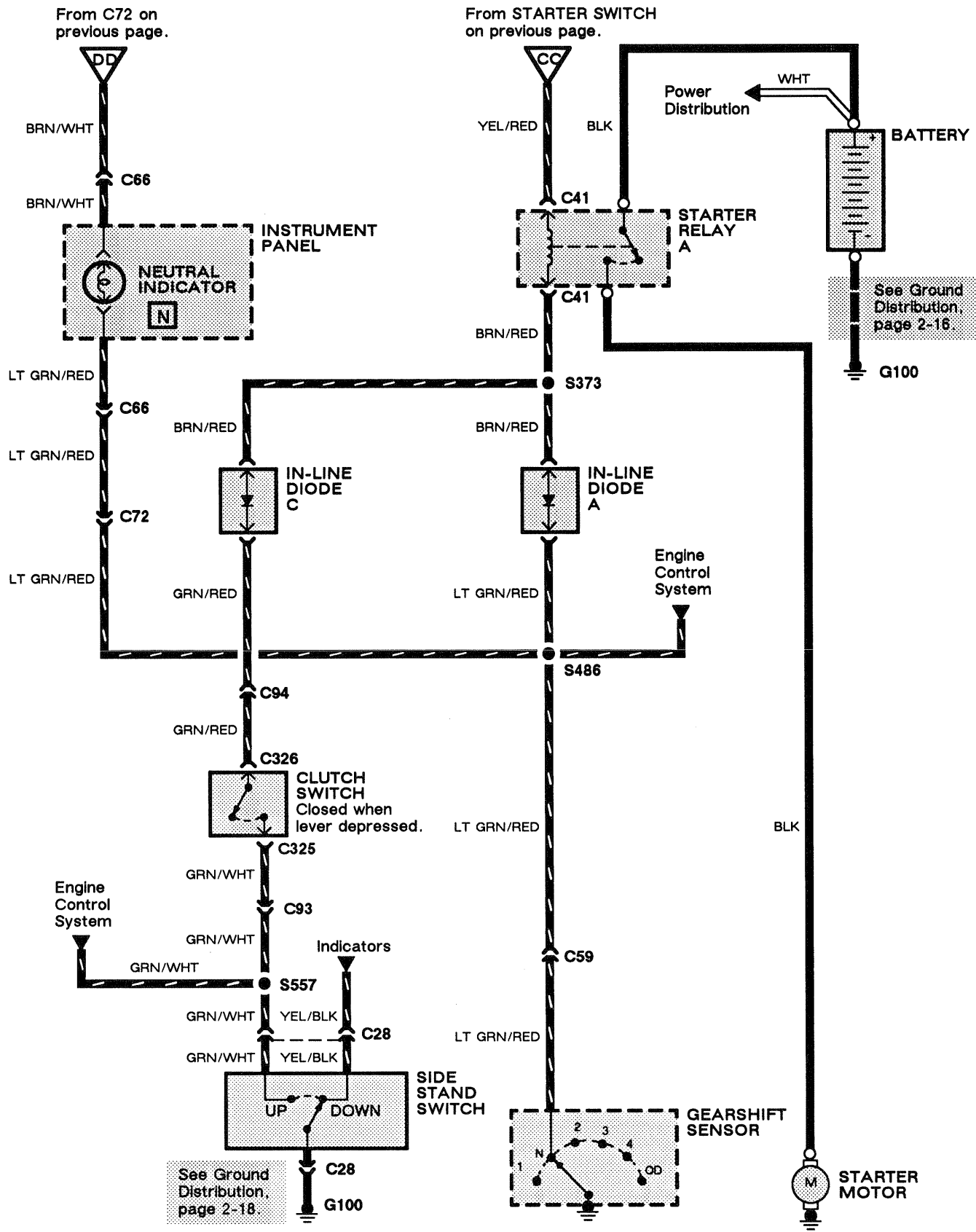
# Starting System: Int

## Circuit Schematic



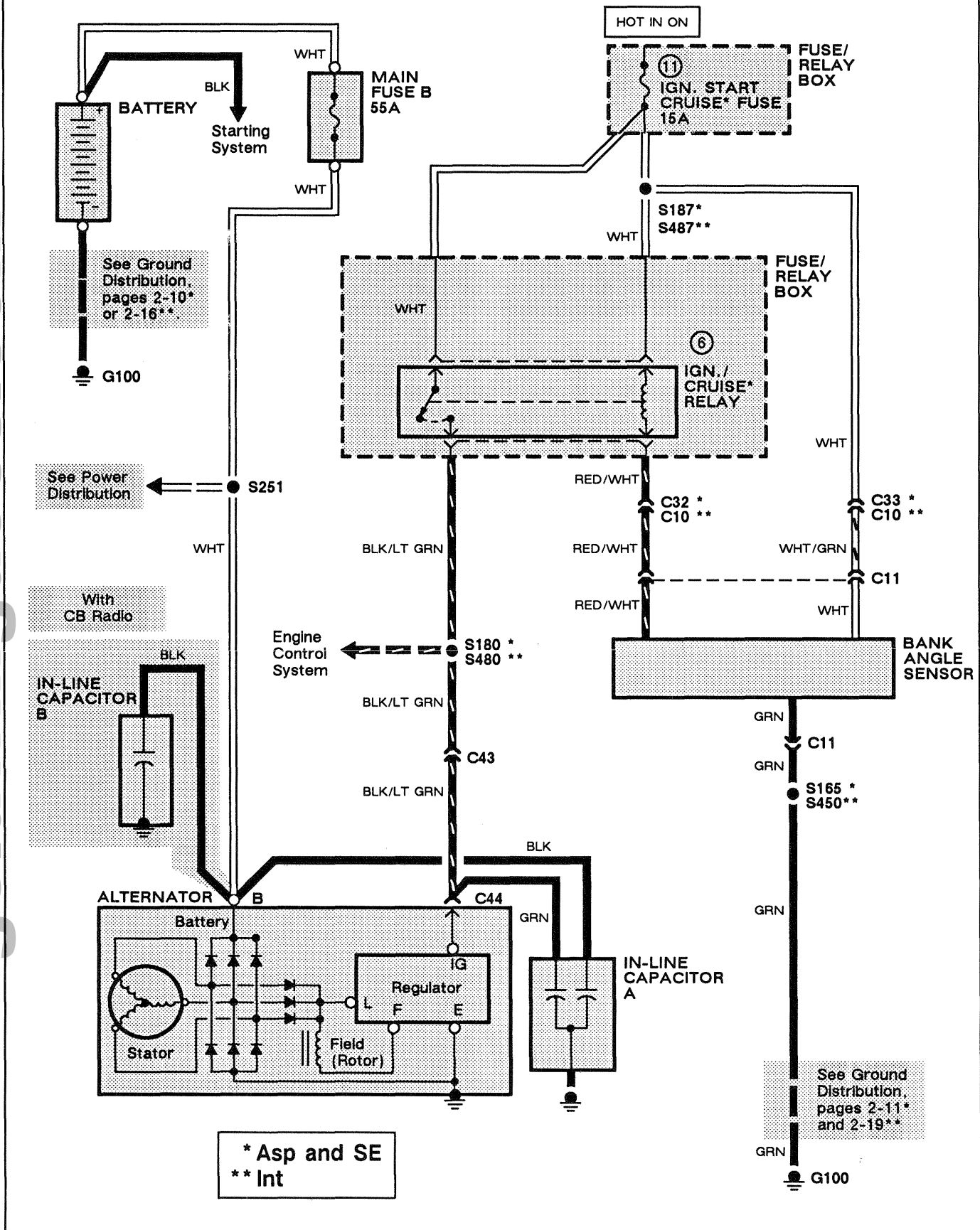


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# Charging System

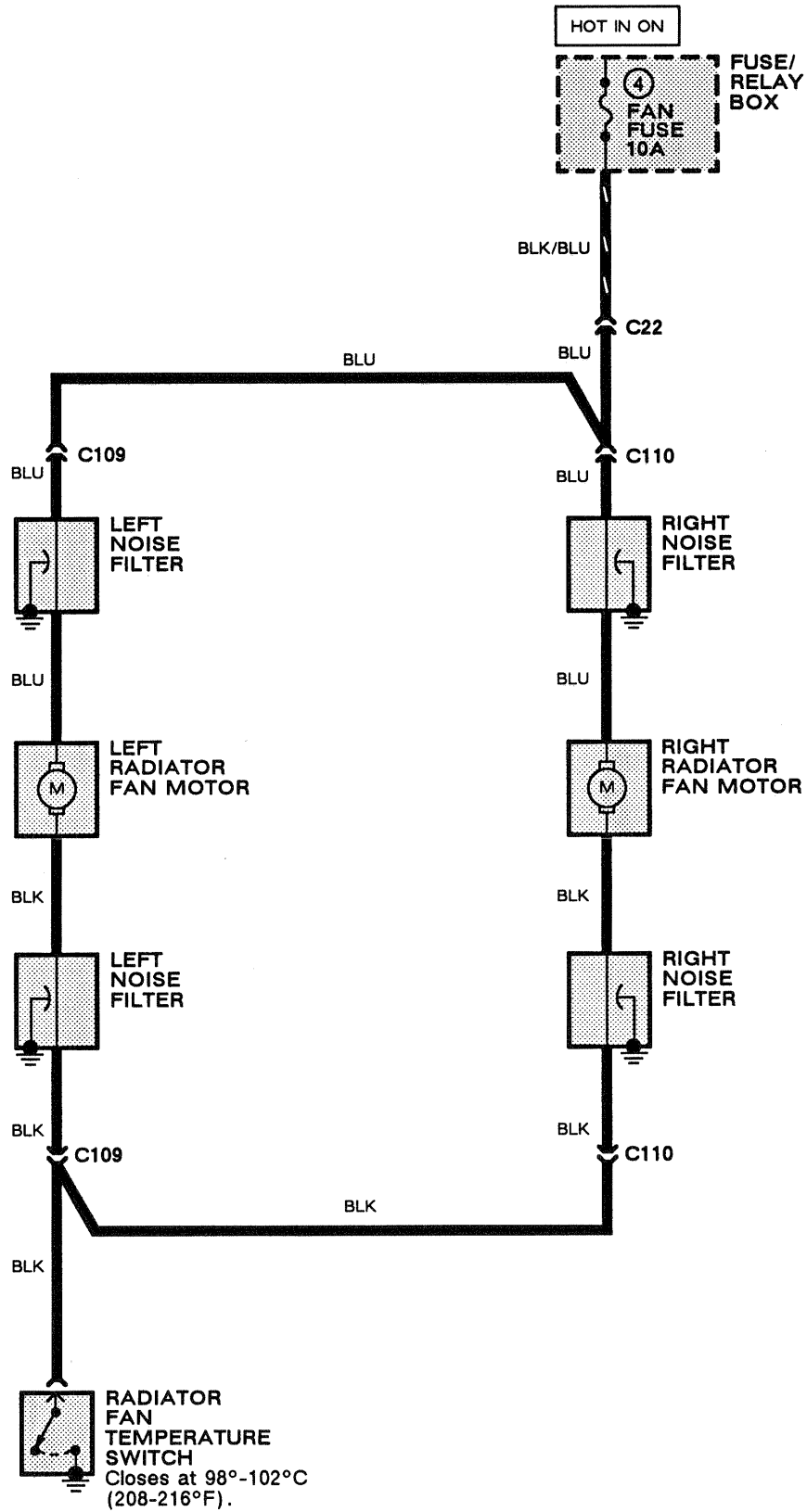
## Circuit Schematic



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# Radiator Fans

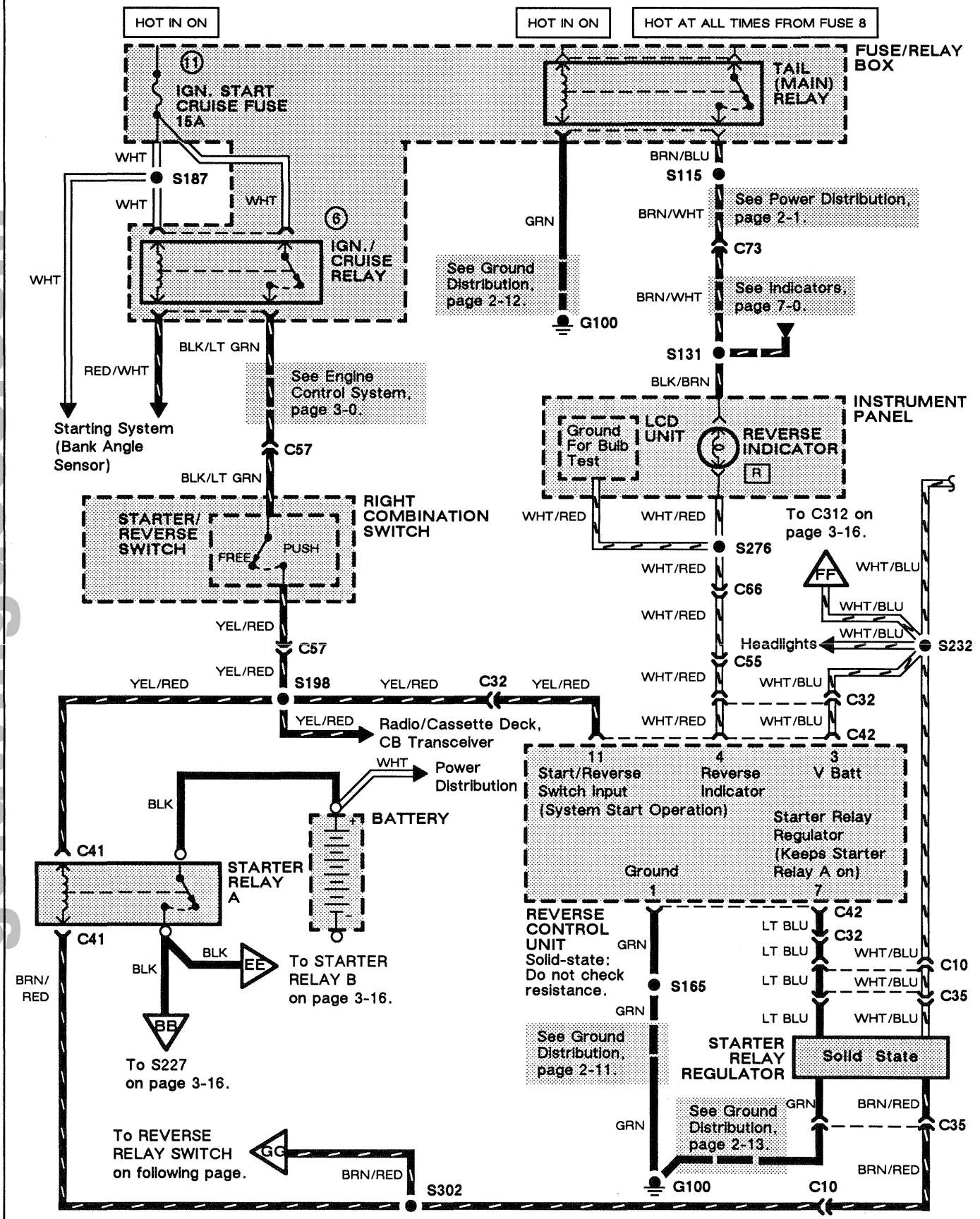
## Circuit Schematic



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# Reverse System

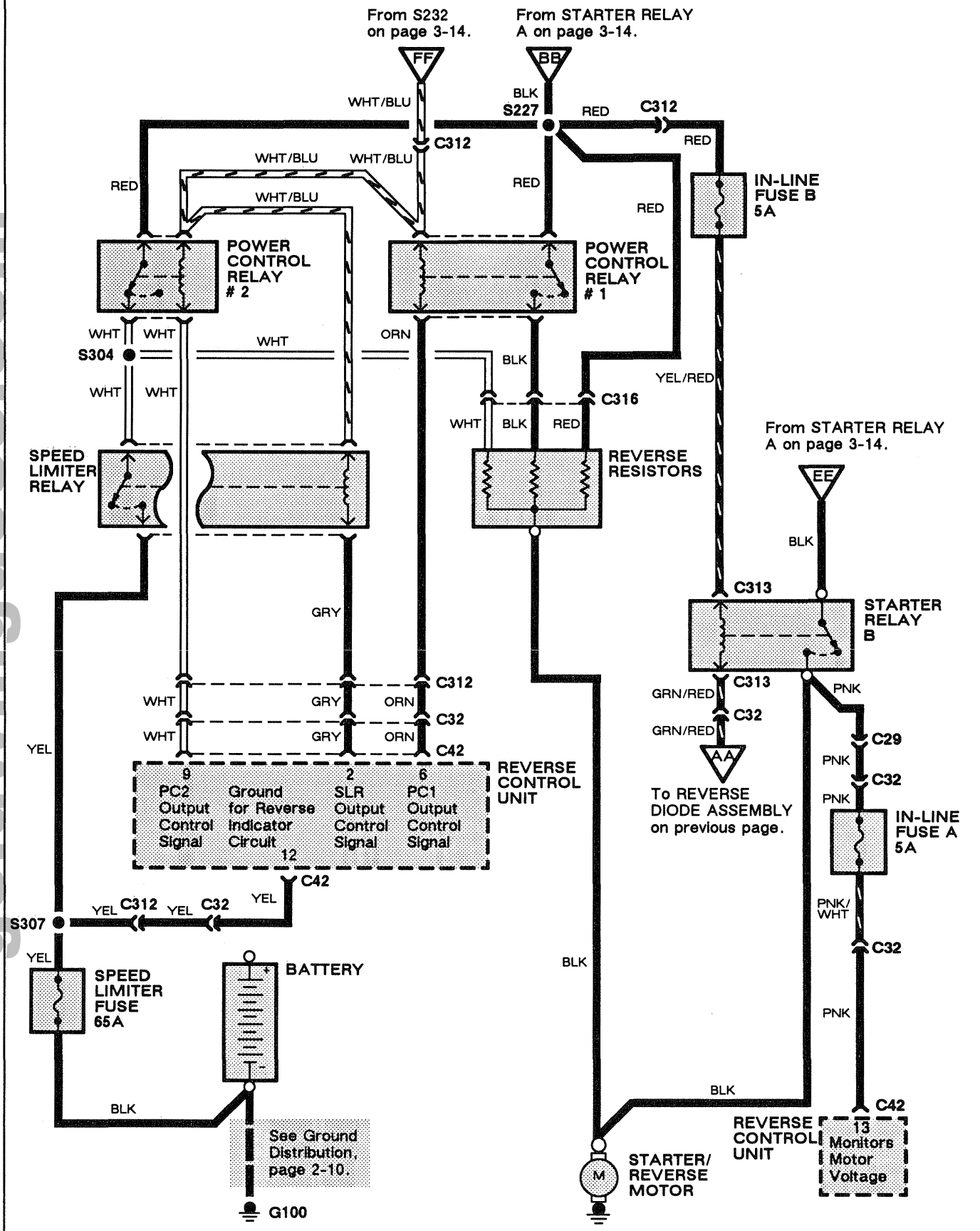
## Circuit Schematic





# Reverse System

Circuit Schematic (cont'd)



## How the Circuit Works

The reverse control unit takes a series of inputs from external switches and also monitors voltage developed at the starter/reverse motor to determine what outputs should be controlled to make reverse direction possible.

When reverse lever switch is in REVERSE position, battery voltage is applied to pin 3 (WHT/BLU) and ground is provided on pin 1 (GRN) from G100.

### System Check

If power and ground are OK, the reverse control unit then starts a system check to look for the following:

- Battery voltage applied to pin 5 (BLU/RED) when engine is started and oil pressure is above 1-3 psi.
- Ground present at pin 8 (LT GRN/RED) when gearshift sensor is in NEUTRAL.
- Ground present at pin 10 (GRN/WHT) when side stand switch is in the UP position.
- Ground present on pin 12 (YEL), providing a ground for the reverse indicator and to establish that the speed limiter fuse is good.

When the reverse indicator has been illuminated, the driver knows the system is ready for operation. Then the driver presses the starter/reverse switch and battery voltage is applied to pin 11 (YEL/RED) of the reverse control unit. As this input is received, a set of outputs starts controlling other system components.

- The reverse control unit provides 9 volts for one second on pin 14 (YEL/RED) to briefly energize the reverse relay switch. The reverse relay switch contacts close to provide a one second path to ground. This pulls the contacts of starter relay A closed.
- At the same time that pin 14 outputs to reverse relay switch, the reverse control unit grounds pin 7 (LT BLU), which grounds the starter relay regulator. This provides the hold-in current path (BRN/RED) to keep starter relay A's contacts closed while the starter/reverse switch is pushed.
- Pin 6 (ORN) is grounded by the reverse control unit when the starter/reverse switch is pushed and minimum load is applied to motor.

- Pin 9 (WHT) is grounded when maximum load is applied to motor.

### System Reset

System reset is required when vehicle speed exceeds 2.5 km/h or when the starter/reverse motor has experienced an electrical motor brake of three seconds or more. The reverse control unit monitors the starter/reverse motor's voltage, and if it determines an excessive speed, it grounds pin 2 (GRY), allowing the speed limiter relay's contacts to close. This removes some of the voltage to the starter/reverse motor.

If it determines an electrical motor brake, then the control unit removes all power to the starter/reverse motor by deenergizing starter relay A. The reverse control unit also provides battery voltage to pin 4 (WHT/RED), turning the reverse indicator off. Before the system may be operated again, the reverse lever switch must be recycled back to the forward position, applying battery voltage to pin 14 (YEL/RED).

# Reverse System

## Troubleshooting

SYMPTOM	DIAGNOSIS
<ul style="list-style-type: none"><li>Reverse system doesn't operate and reverse indicator doesn't light.</li></ul>	<ul style="list-style-type: none"><li>No power to reverse control unit, do self-test A pin 3.</li><li>No ground to control module, do self-test B pin 1.</li><li>Bad side stand switch input, do self-test B pin 10.</li><li>No neutral position input from gearshift sensor, do self-test B pin 8.</li><li>Incorrect oil pressure switch input, do self-test A pin 5.</li><li>Bad speed limiter fuse (65A), do self-test B pin 12.</li><li>Faulty reverse control unit. Replace with known good reverse control unit.</li></ul>
<ul style="list-style-type: none"><li>Reverse system operates for only a few seconds, then quits. Reverse indicator turns off or reverse system doesn't operate and reverse indicator lights.</li></ul>	<ul style="list-style-type: none"><li>No voltage to starter/reverse motor, do self-test A pin 13.</li><li>No control signal to reverse control unit from starter/reverse switch, do self-test A pin 11.</li><li>No control signal from reverse control unit to reverse relay switch, do self-test A pin 14.</li><li>No control signal from reverse control unit to starter relay regulator, do self-test A pin 7.</li></ul>

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SYMPTOM	DIAGNOSIS
<ul style="list-style-type: none"> <li>Reverse system operates, but very slowly or no power on inclines.</li> </ul>	<ul style="list-style-type: none"> <li>Faulty control signal from reverse control unit to power relay control #1, do self-test A pin 6.</li> <li>Faulty control signal from reverse control unit to power relay control #2, do self-test A pin 9.</li> <li>Inoperative power relays, do self-test F.</li> <li>If all the above is OK, check red circuits to power relay controls for battery voltage with ignition ON, starter reverse switch in REVERSE and starter/reverse switch pushed. If voltage is not present, service circuits for an open.</li> </ul>
<ul style="list-style-type: none"> <li>Reverse system operates above 2.5 km/h down inclines.</li> </ul>	<ul style="list-style-type: none"> <li>Inoperative speed limiter relay, do self-test A pin 2.</li> </ul>
<ul style="list-style-type: none"> <li>Reverse system operates, but reverse indicator doesn't light.</li> </ul>	<ul style="list-style-type: none"> <li>No control signal from reverse control unit indicator, do self-test A pin 4.</li> </ul>

(cont'd)

# Reverse System

## Troubleshooting (cont'd)

### SELF-TEST A: Static Measurements

**Note:** Leave C42 **connected** to reverse control unit.

Make all measurements between pin # given in domestic table and ground (pin #1).

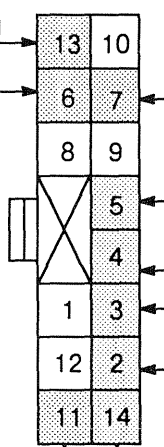
**Starter Reverse Motor Input (PNK)**  
Varying voltage present with ignition switch in ON, reverse lever switch in REVERSE and starter reverse switch pushed.  
If not, check in-line fuse A (5 amp). If fuse is good, check circuit for an open.  
If all measurements are good, do self-test A pin 11.

**Power Relay Control #1 Output (ORN)**  
Battery voltage with ignition switch in ON and reverse lever switch in REVERSE.  
If not, replace reverse control unit.  
Lightly apply rear brake. Voltage should drop .5 volts. If not, replace reverse control unit.  
If both measurements are correct, go to self-test F.

**Starter/Reverse Switch Input (YEL/RED)**  
Battery voltage with ignition switch ON and starter/reverse switch depressed.  
If not, service YEL/RED circuit for an open.  
If measurements are correct, go to next diagnostic step.

**Reverse Relay Switch Input/Output (YEL/RED)**  
Battery voltage with reverse lever switch in FORWARD.  
If not, do self-test C.  
9 volts for approximately 1 second with starter reverse switch pushed.  
If not, replace control unit.  
If all measurements are correct, service YEL/RED circuit for an open.

C42  
(HARNES SIDE)



**Starter Relay Regulator Output (LT BLU)**  
Voltage drops from 1.5 volts to 0 volts with engine running, reverse lever switch in REVERSE and starter/reverse switch pushed.  
If not, replace reverse control unit.

**Oil Pressure Switch Input (BLU/RED)**  
0 volts with ignition switch ON.  
If not, check to see if oil pressure indicator operates.  
If so, service BLU/RED circuit for an open.  
If oil pressure indicator doesn't light, replace oil pressure switch.

**Reverse Indicator Output (WHT/RED)**  
With ignition ON, see if indicator illuminates for bulb test.  
0 volts present with reverse system in operation.  
If not, replace reverse control unit.  
If so, short WHT/RED circuit to ground and if indicator doesn't illuminate, service WHT/RED circuit for an open.

**Reverse Lever Switch Input (WHT/BLU)**  
Battery voltage with ignition switch ON and reverse lever switch in REVERSE.  
If not, do self-test C.

**Speed Limiter Relay Control (GRY)**  
Battery voltage with ignition switch ON, reverse lever switch in REVERSE and starter/reverse switch pushed. If not, replace reverse control unit.  
Push cycle on level ground to exceed 2.5 km/h while in reverse operation; voltage will drop to below .5 volts.  
If not, replace reverse control unit.  
If all measurements are correct, go to self-test G.

**SELF-TEST B: Continuity Test**

**Note:** Disconnect C42 from reverse control unit.

Make measurements between G100 (terminal) and desired pin on connector C42.

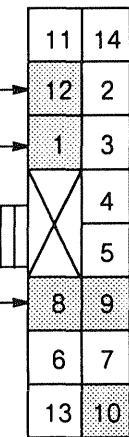
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Speed Limiter Fuse (65 amp)  
Input (YEL)  
Check for continuity to ground G100.  
If bad, check speed limiter fuse (65 amp).  
If good, check (YEL) or (BLK) circuit for an open.  
If all measurements are good, go to next diagnostic step.

Ground Input (GRN)  
Check for continuity to ground G100.  
If there is no continuity, repair GRN circuit for an open.  
If OK, go to next diagnostic step.

Neutral Switch Input (LT GRN/RED)  
With transmission in neutral, check for continuity to ground.  
If not, check LT GRN/RED circuit for an open.  
If OK, see if neutral indicator illuminates in bulb test and then stays illuminated.  
If bulb doesn't light during bulb test, replace bulb.  
If bulb only lights for bulb test, do self-test E.

C42  
(TERMINAL SIDE)



Power Relay Control #2 Output (WHT)  
Battery voltage with ignition switch ON and reverse lever switch in REVERSE.  
If not, replace reverse control unit.  
Fully apply rear brake. Voltage should drop below .5 volts.  
If not, replace reverse control unit.  
If both measurements are correct, do self-test F.

Side Stand Switch Input (GRN/WHT)  
With side stand in UP, continuity should exist to ground G100.  
If not, check GRY/WHT circuit for an open.  
If OK, go to self-test D.

(cont'd)

# Reverse System

## Troubleshooting (cont'd)

### SELF-TEST C: Reverse Lever Switch

**Note:** Consult service manual for mechanical operations and alignment.

1. With transmission in NEUTRAL and reverse lever switch in FORWARD, see if neutral indicator lights.  
If yes, go to step 3.  
If no, go to next step.
2. Check for battery voltage at BRN/WHT circuit of reverse lever switch connector C92.  
If yes, go to next step.  
If no, service BRN/WHT circuit for an open.
3. With C92 disconnected check continuity between:
  - BRN and BLK/WHT circuits with reverse lever switch in FORWARD
  - BRN and WHT/BLU circuits with reverse lever switch in REVERSEIf no continuity exists, replace reverse lever switch.  
If all measurements are OK, go to next step.
4. Service WHT/BLU circuit for an open.

### SELF-TEST D: Side Stand Switch

1. With ignition ON and side stand DOWN, check to see if side stand indicator lights.  
If yes, jump to step 3.  
If no, go to next step.
2. With C28 disconnected, check for continuity between GRN circuit and ground G100.  
If yes, go to next step.  
If no, service GRN circuit for an open.
3. Disconnect C28 and check continuity between GRN/WHT and GRN circuits on switch side of connector with side stand switch DOWN.  
If yes, go to next step.  
If no, replace side stand switch.
4. With C28 still disconnected, check continuity between YEL/BLK and GRN circuits.  
If no, replace side stand switch.

### SELF-TEST E: Gearshift Sensor Test

1. With C59 disconnected, continuity exists between LT GRN/RED circuit and ground, with transmission in NEUTRAL.  
If not, replace gearshift sensor.

**SELF-TEST F: Power Relay Control Test**

1. With suspected relay disconnected, apply 12 volts across coil and measure continuity across contacts.  
Power relay control #1—continuity exists  
Power relay control #2—continuity does not exist  
If incorrect, replace relay.  
If OK, go to next step.
2. Power relay control #1; check continuity of BLK circuit from contacts and repair if necessary.  
Power relay control #2; check continuity of WHT circuit from contacts and repair if necessary.  
If all measurements are OK, go to self-test H.

**SELF-TEST G: Speed Limiter Relay Test**

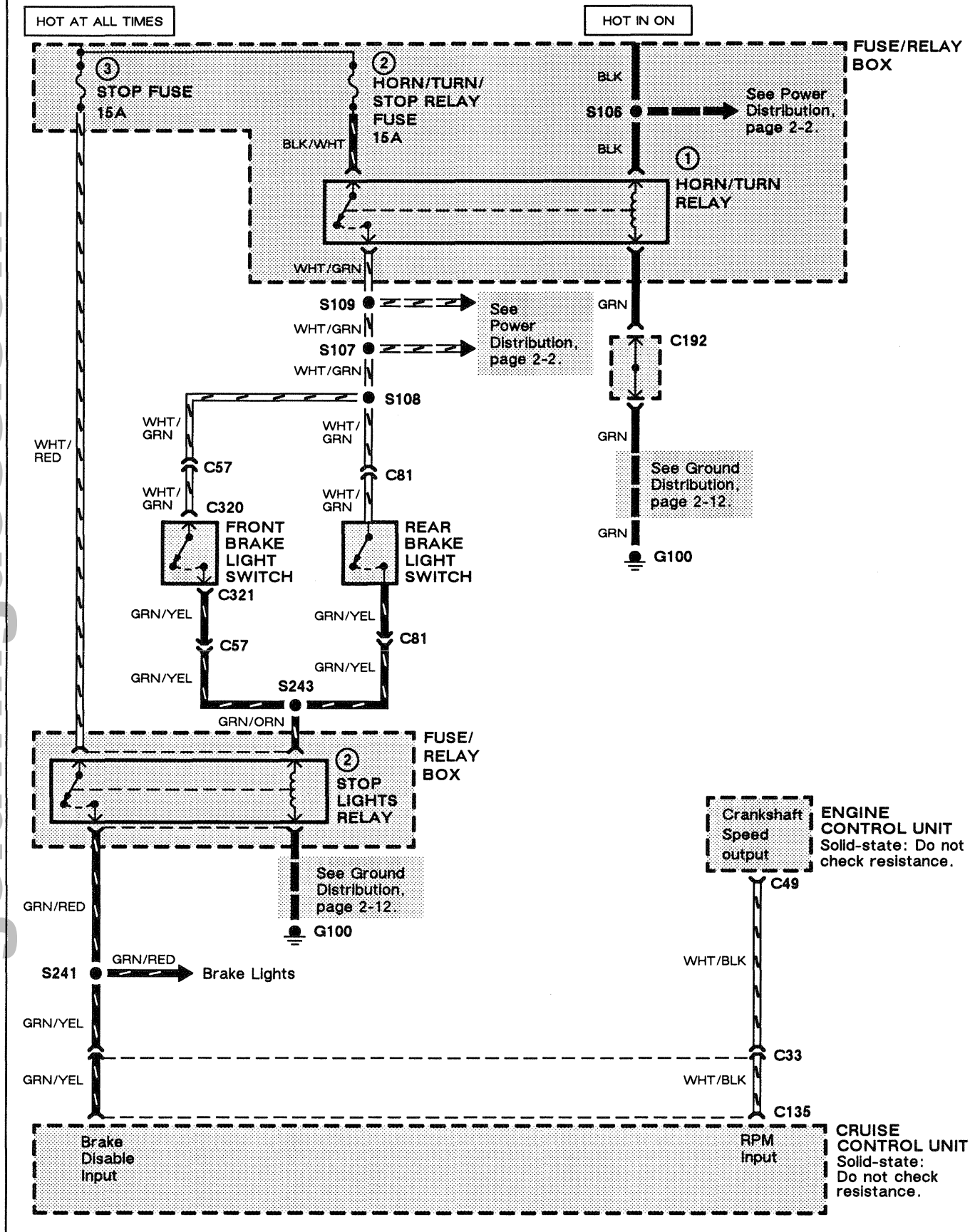
1. With relay disconnected, apply 12 volts across the coil and measure continuity across contacts; continuity should exist.  
If not, replace speed limiter relay.  
If OK, go to next step.
2. Check continuity of WHT circuit and YEL circuit from contacts and repair if necessary.  
If OK, go to self-test H.

**SELF-TEST H: Reverse Resistors**

1. Disconnect starter/reverse motor terminal connector from reverse resistors.
2. Disconnect connector C316 and measure between all wires and terminal from previous step.
3. If resistance is above 2 ohms for any measurement, replace reverse resistors.

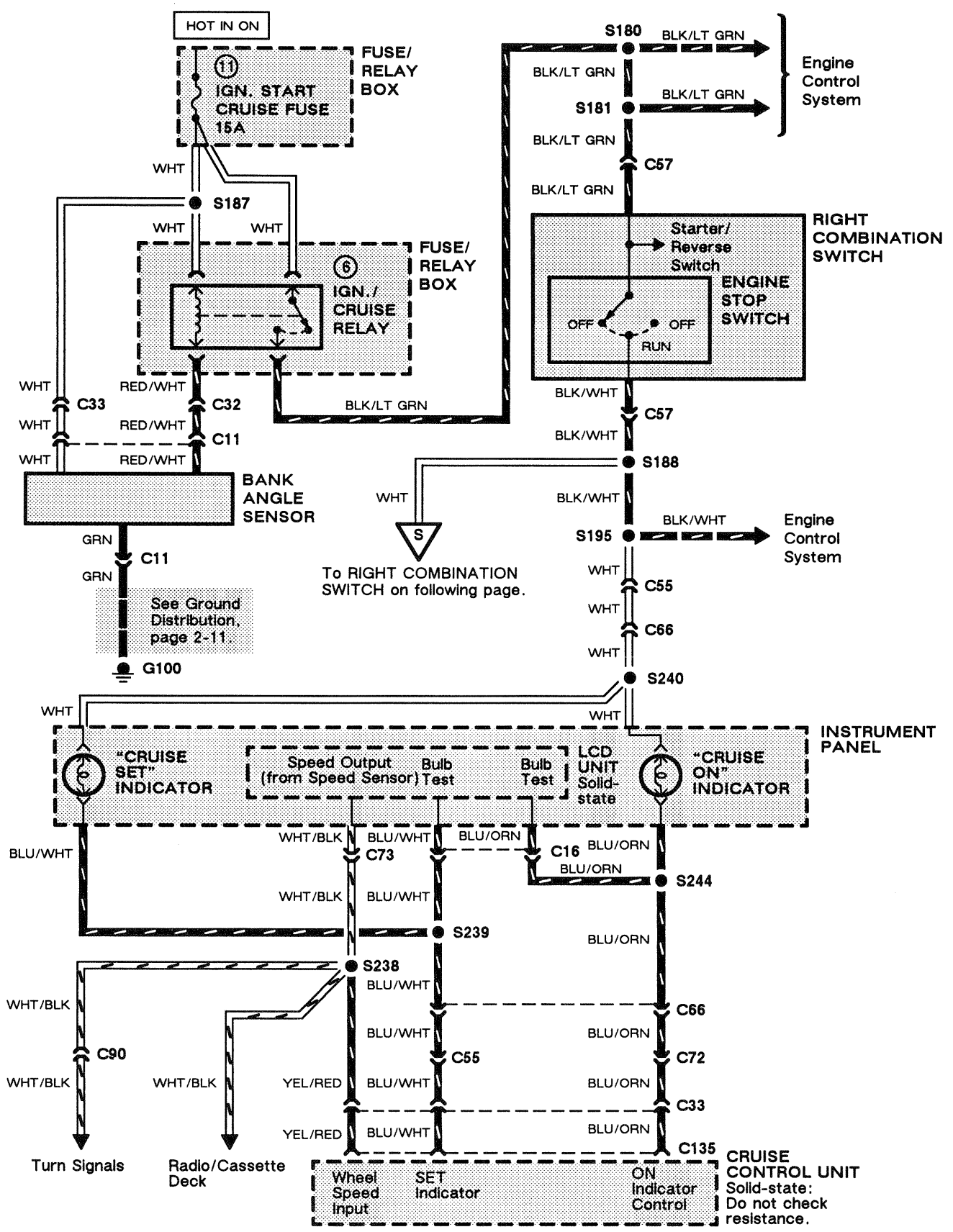
# Cruise Control

## Circuit Schematic



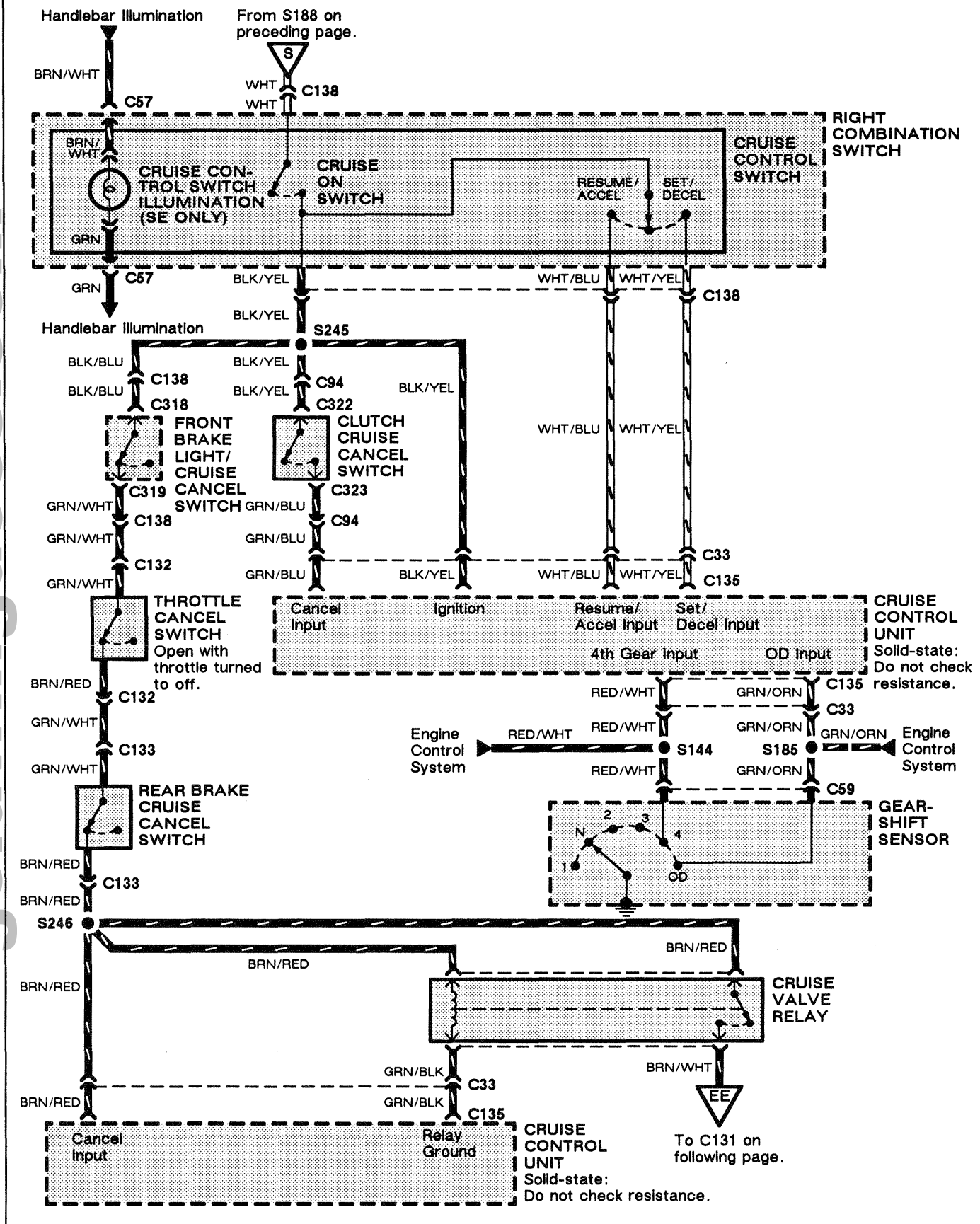
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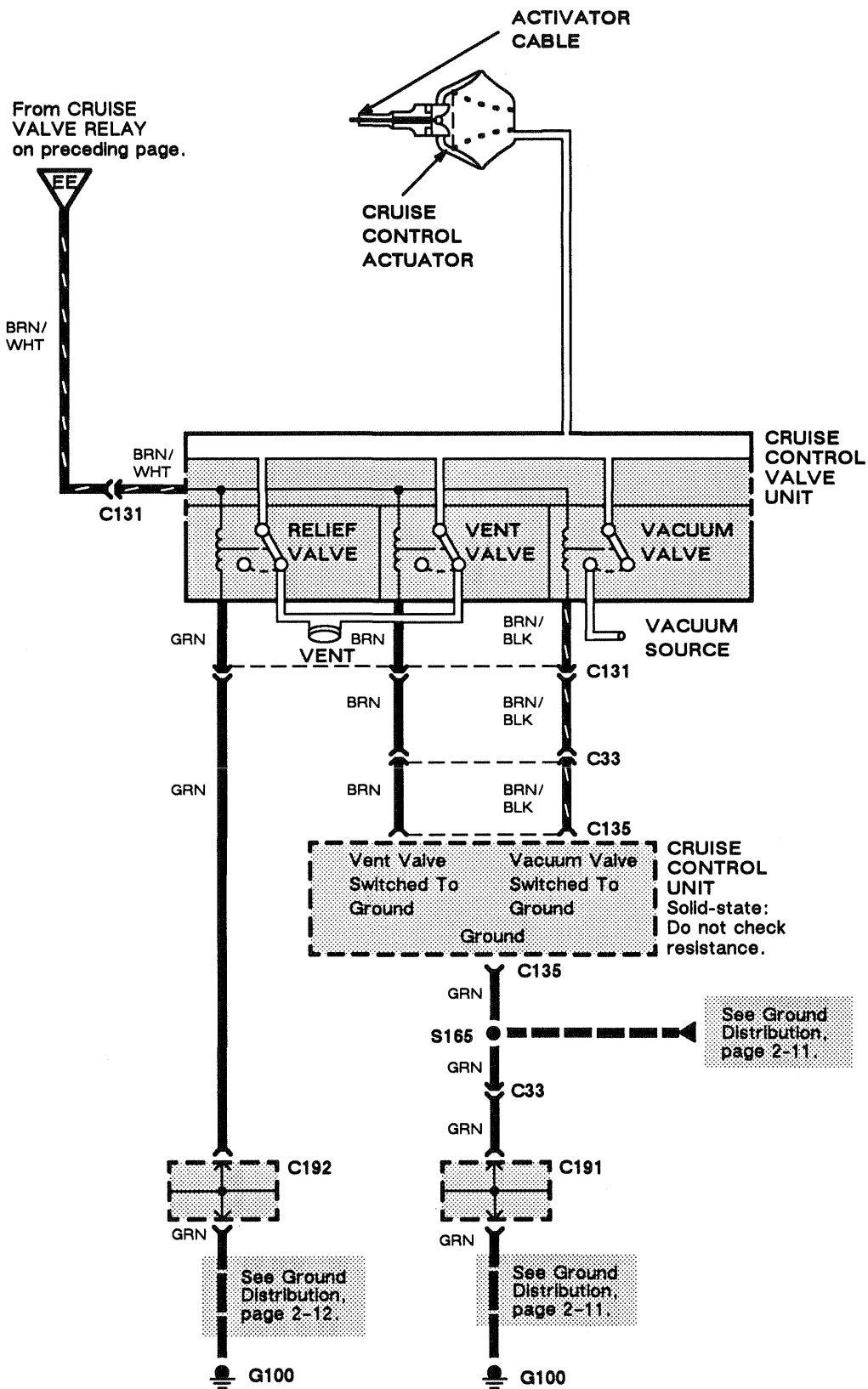
# Cruise Control

## Circuit Schematic (cont'd)



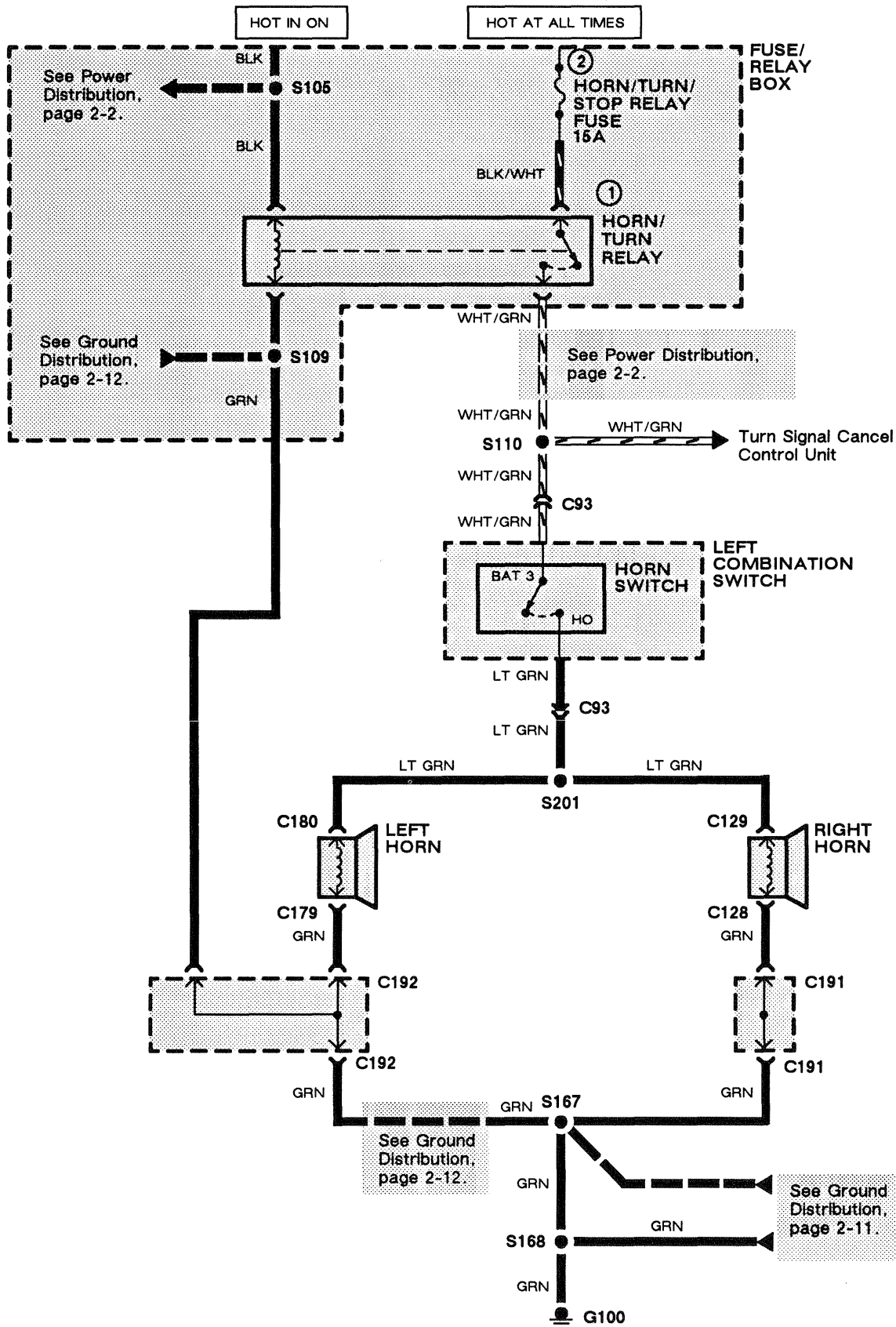


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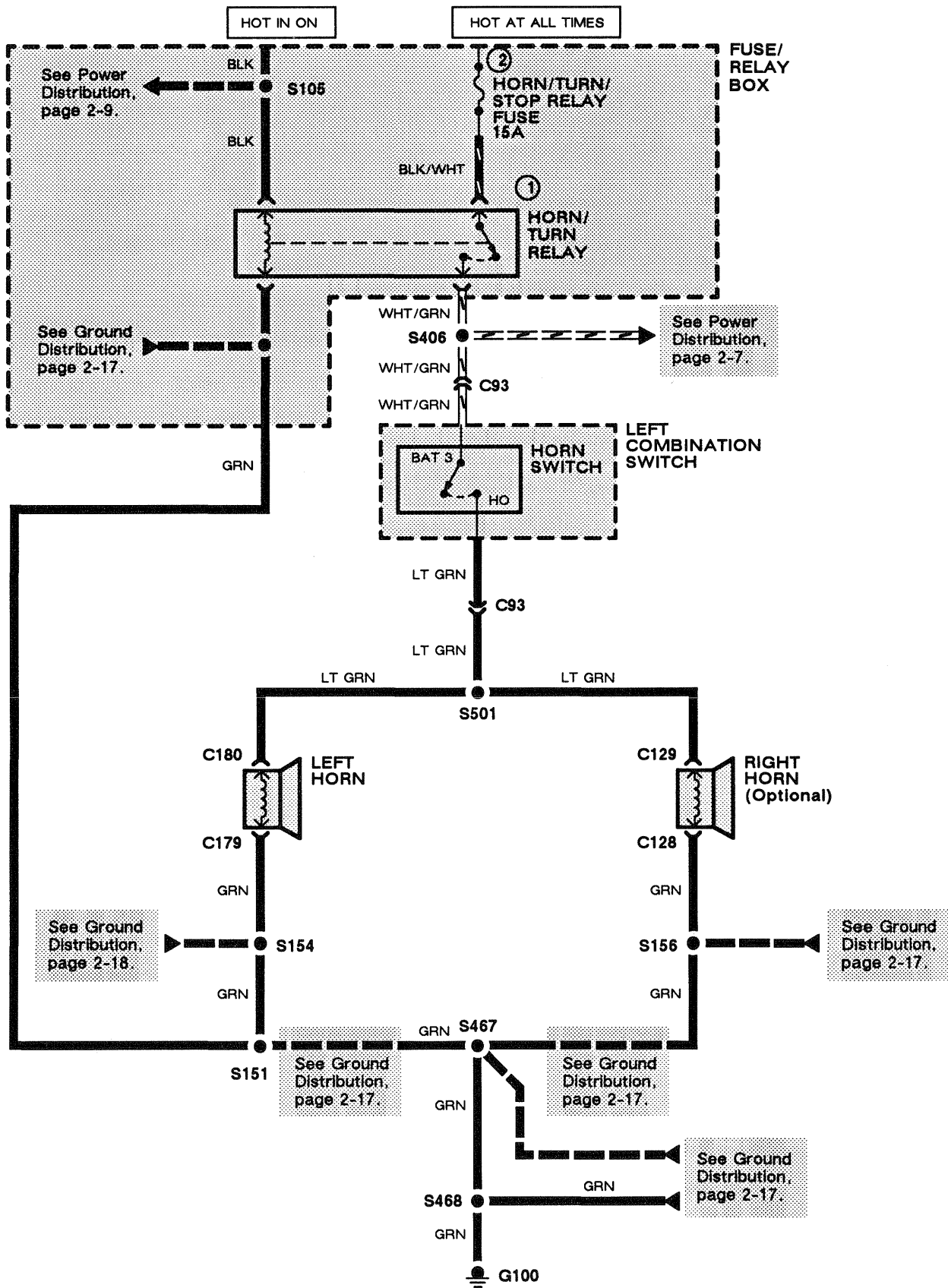


# Horn: Asp and SE

## Circuit Schematic

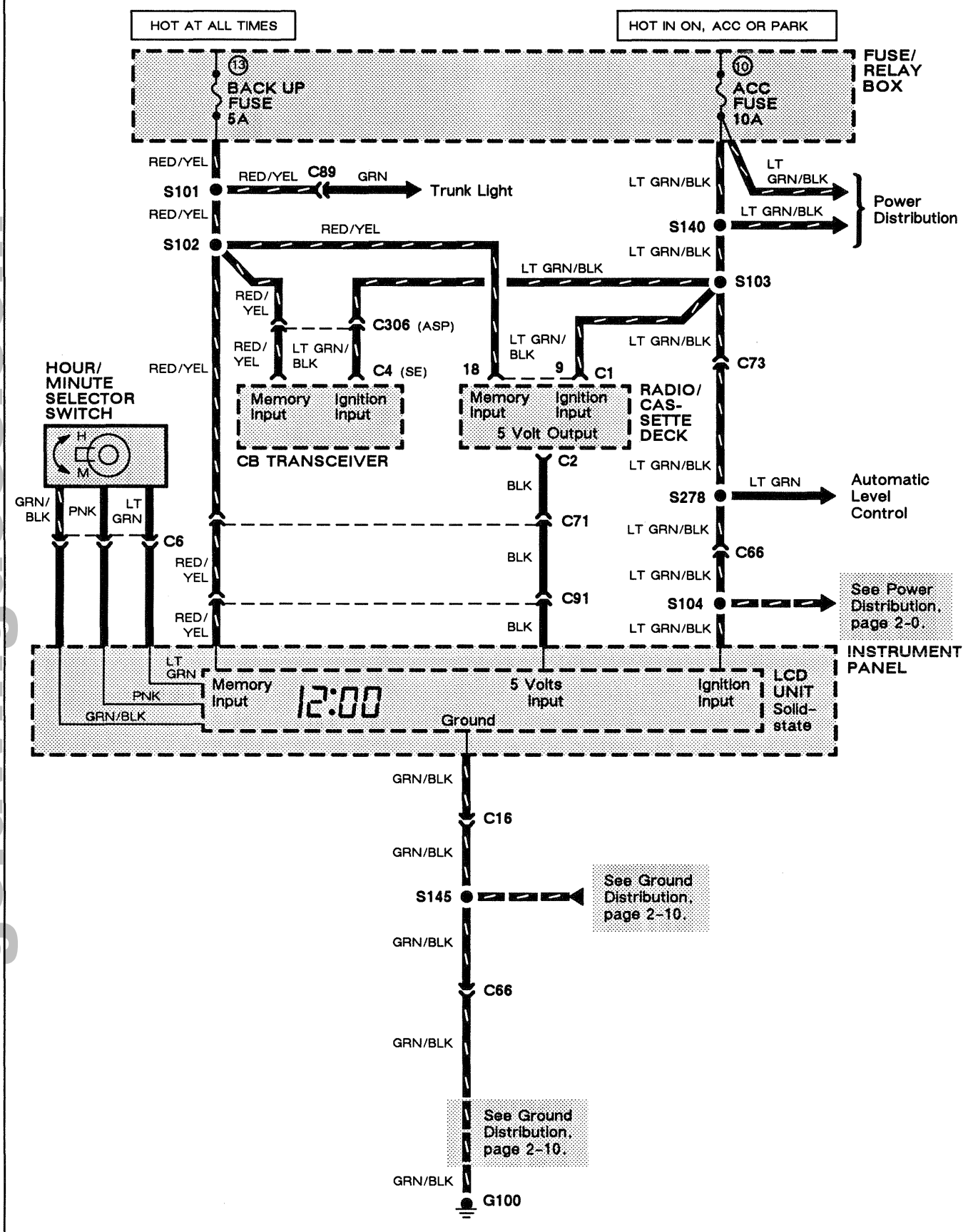


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# Clock: Asp and SE

## Circuit Schematic

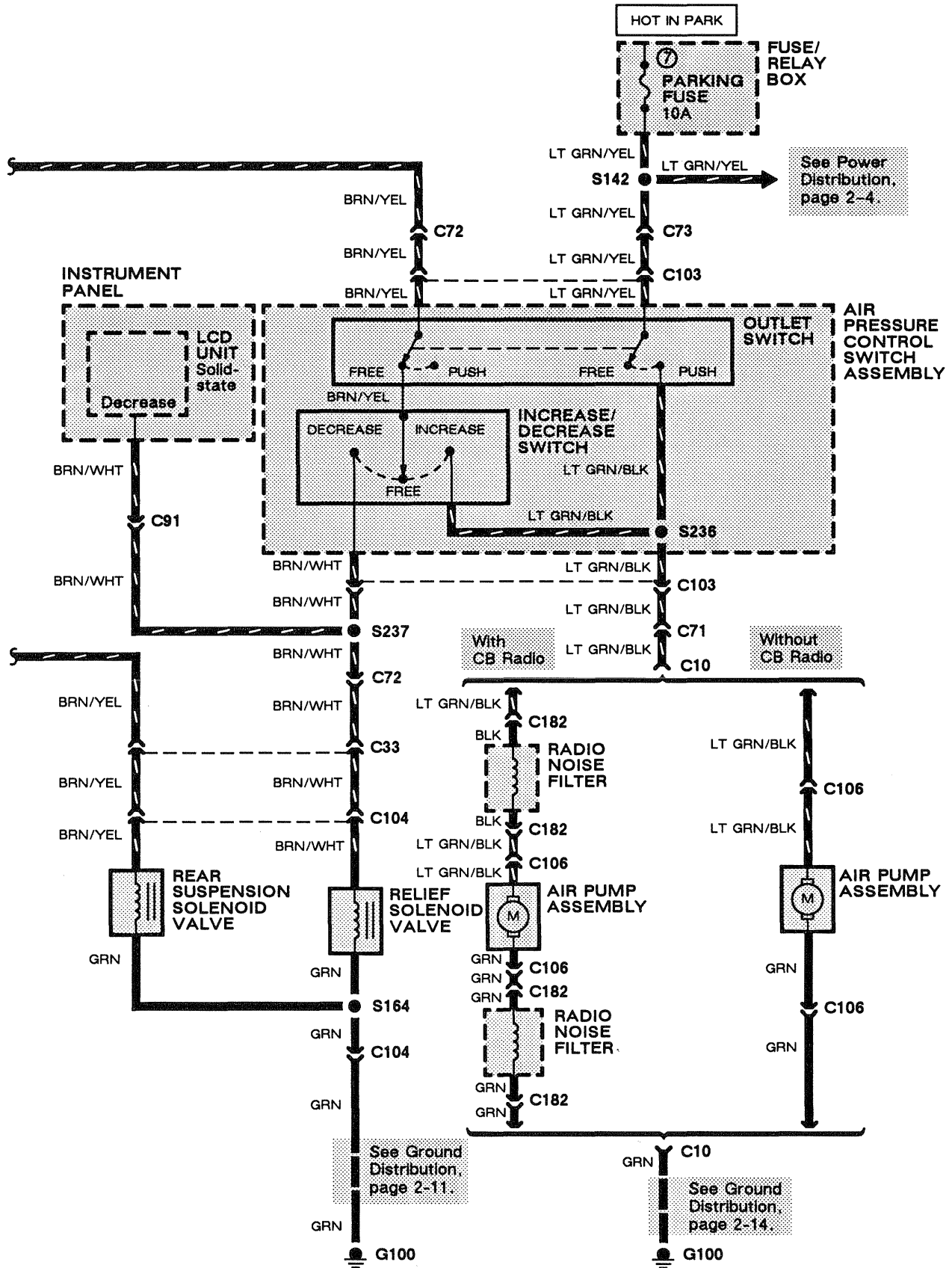


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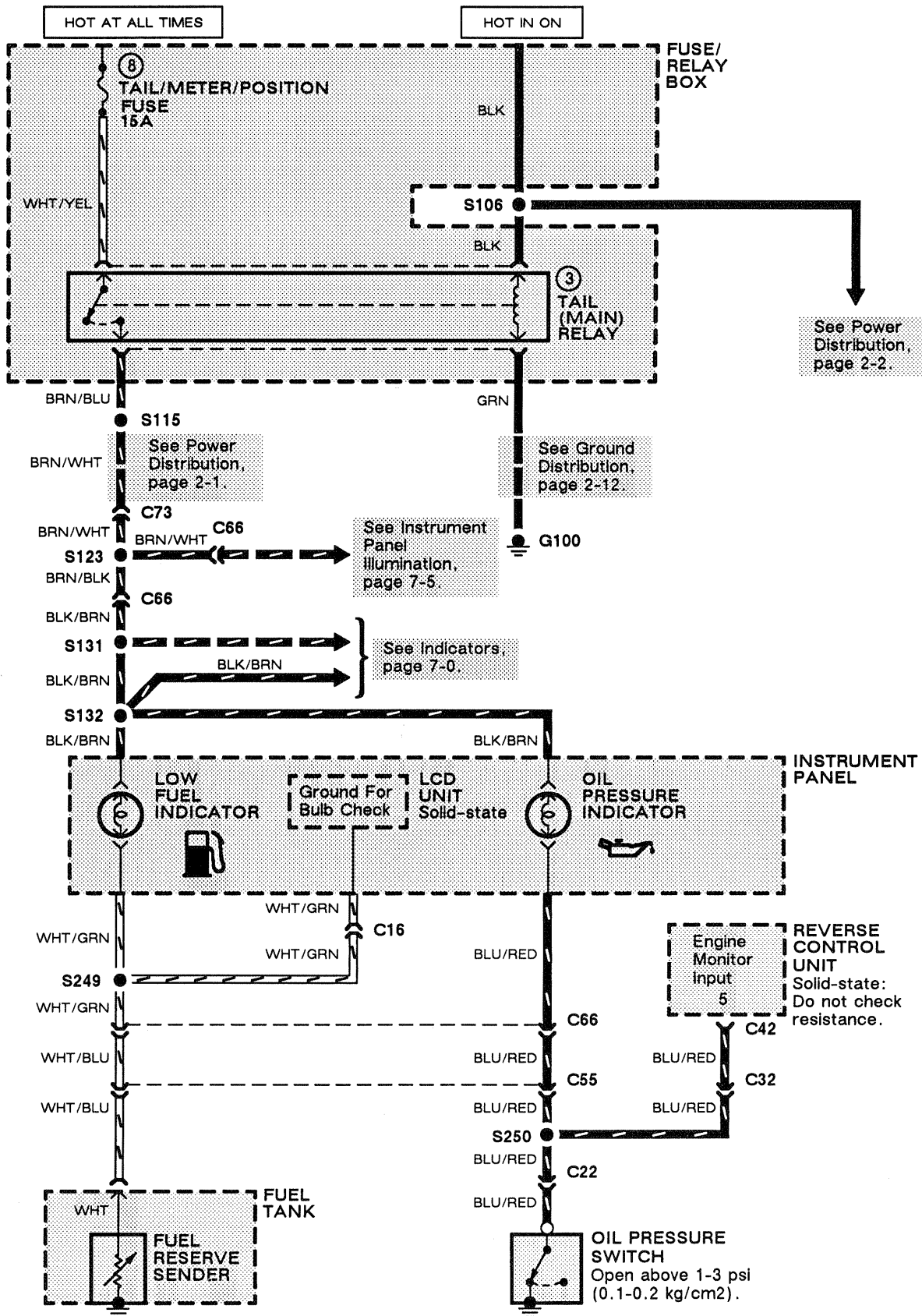


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# Low Fuel and Oil Pressure Warning System: Asp and SE

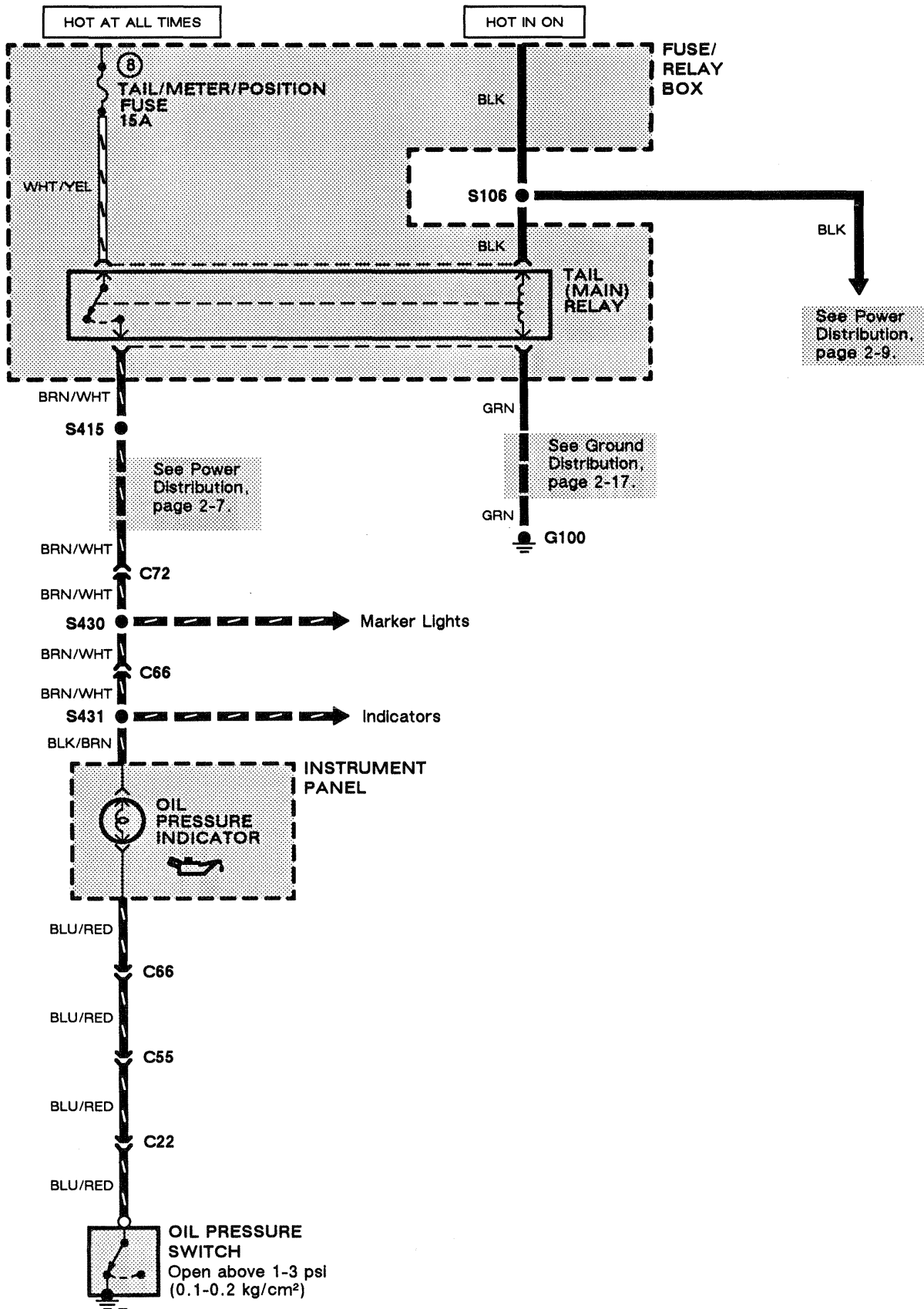
## Circuit Schematic





Int

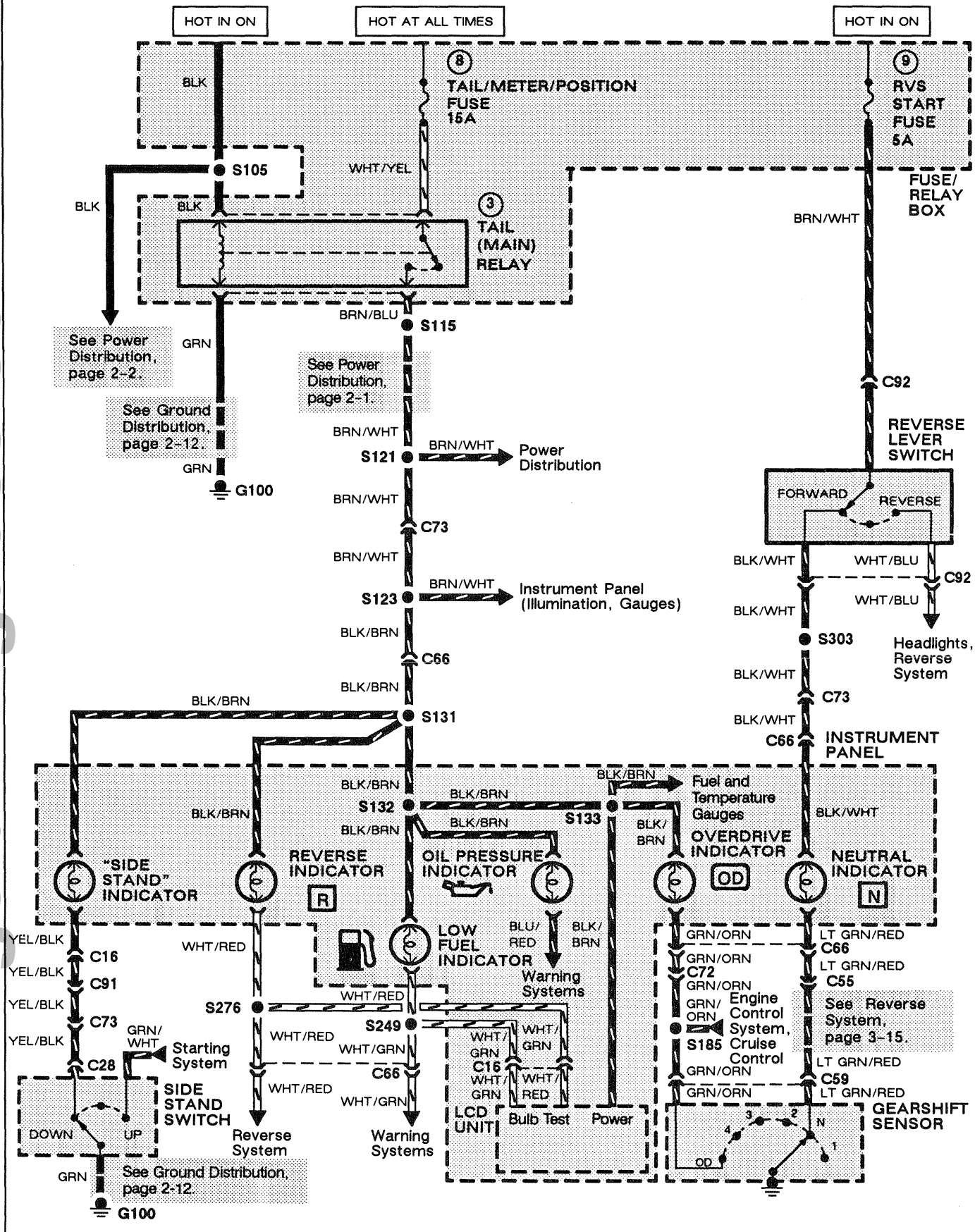
- Oil Pressure Warning System



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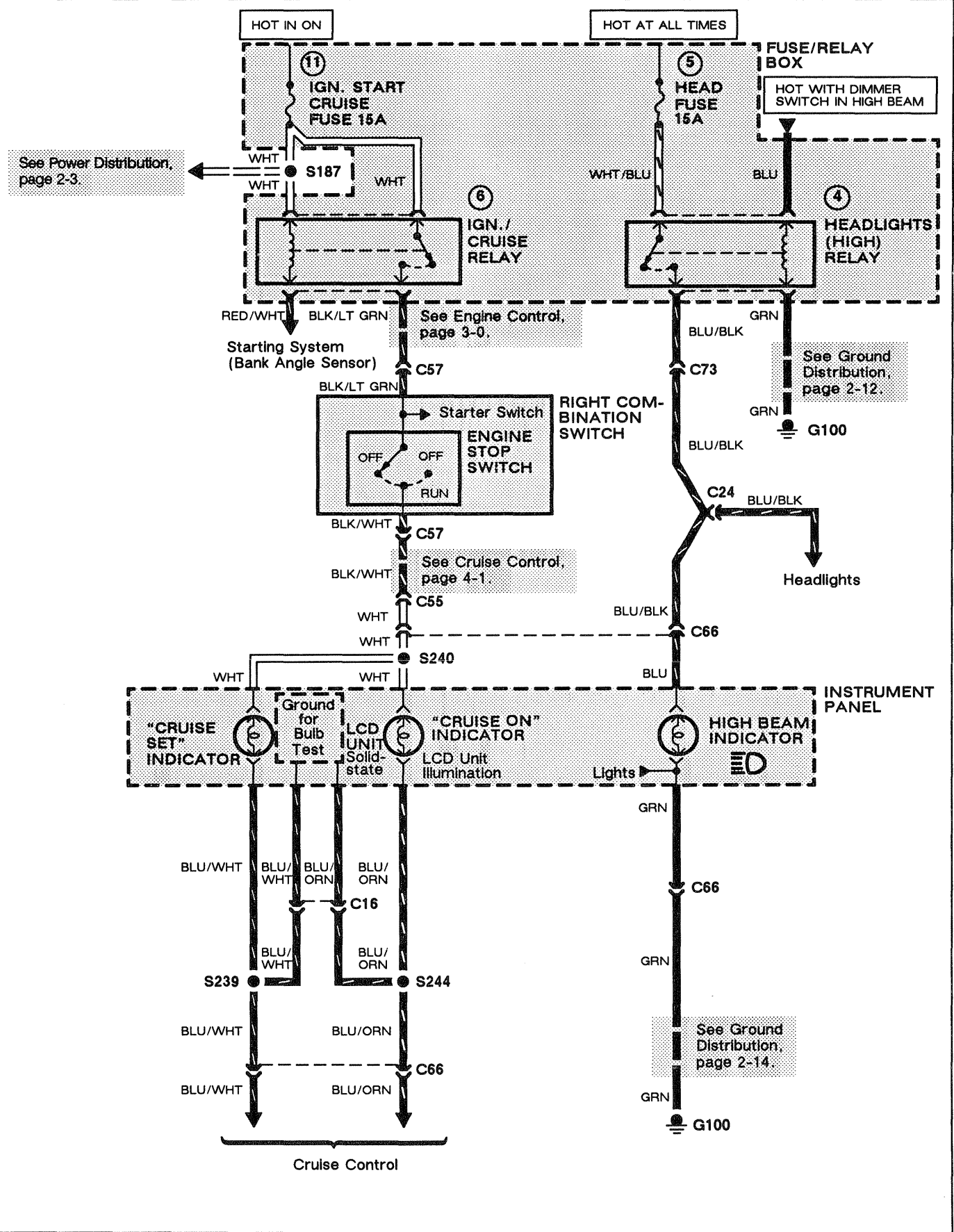
# Indicators: Asp and SE

## Circuit Schematic



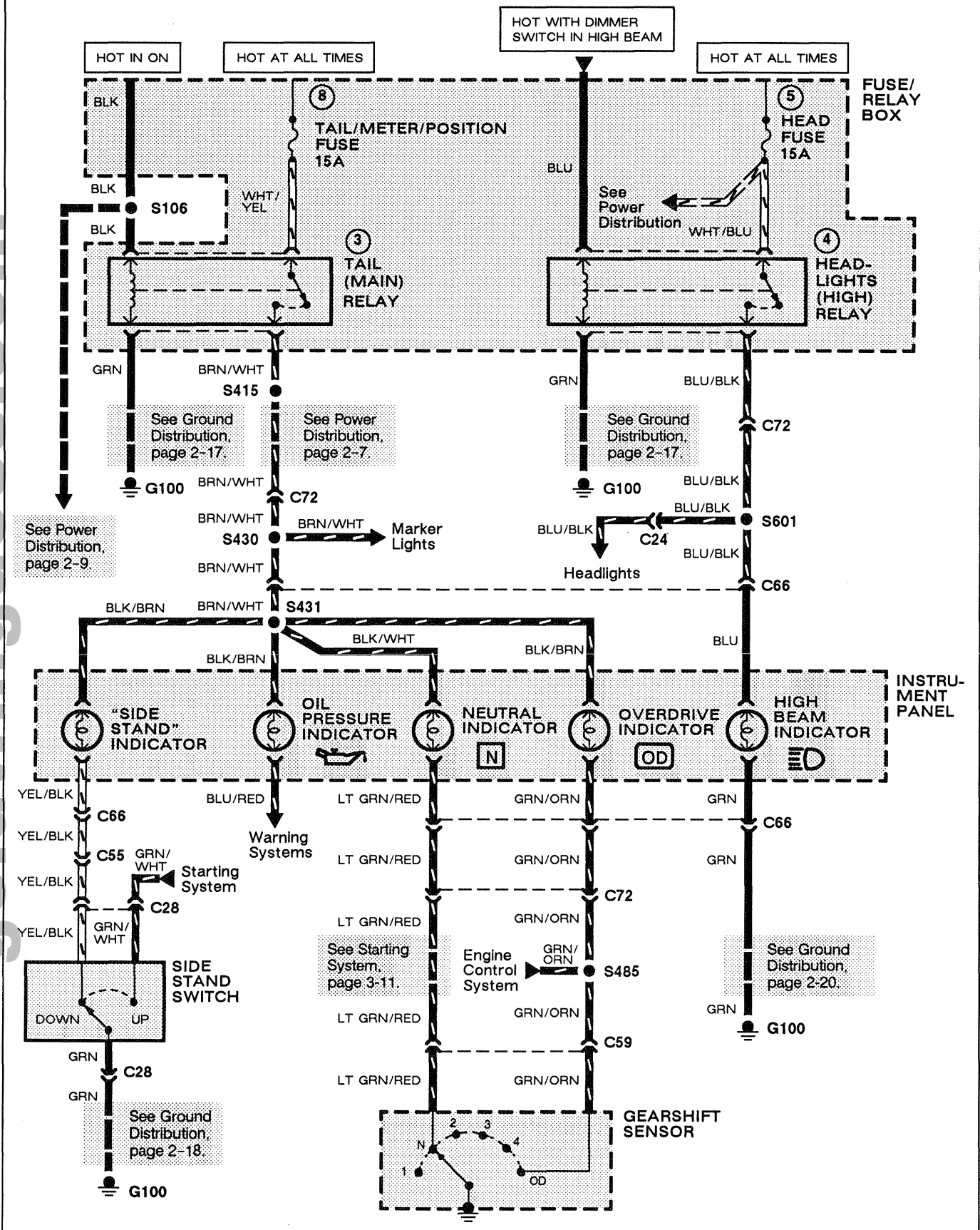
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# Indicators: Int

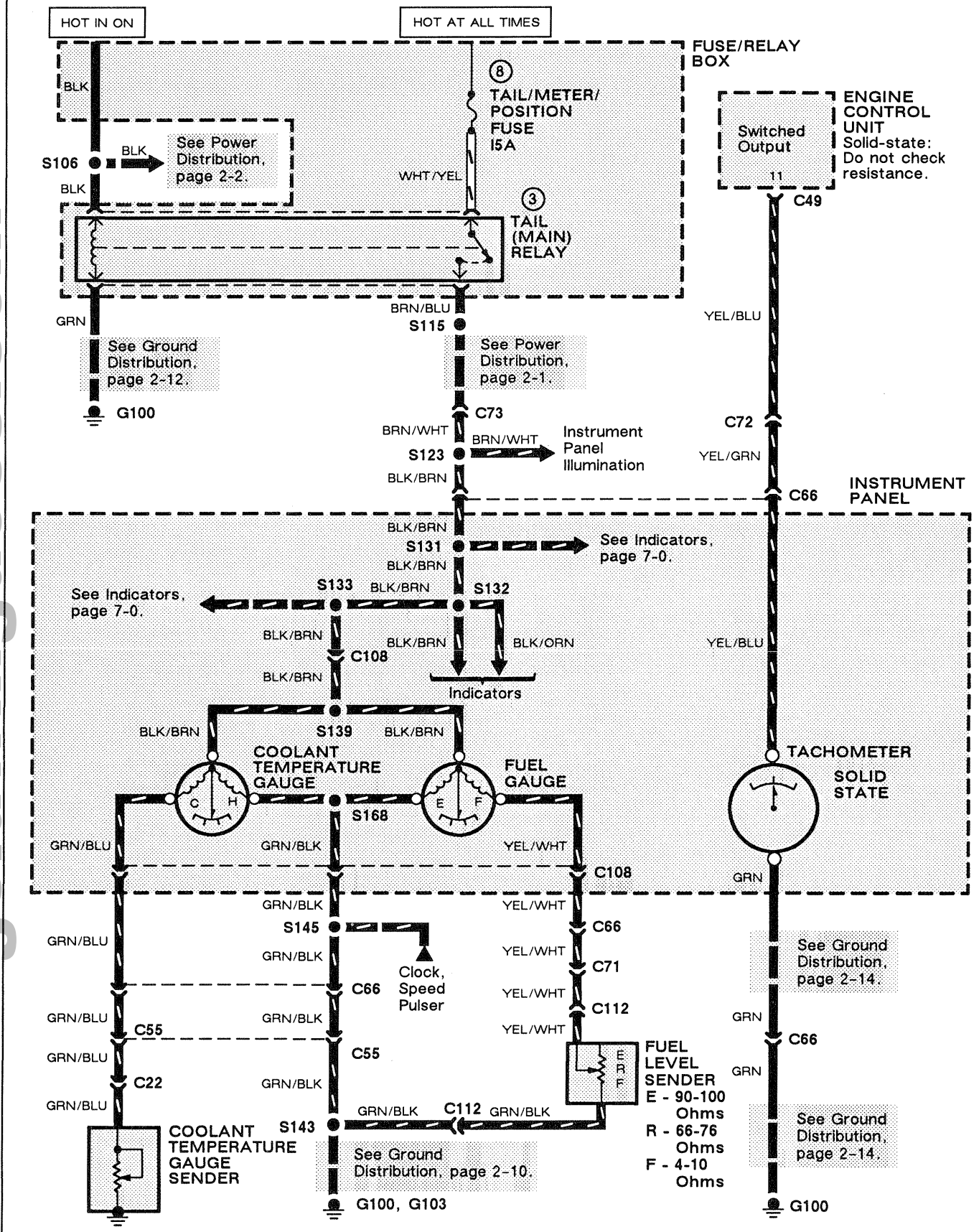
## Circuit Schematic



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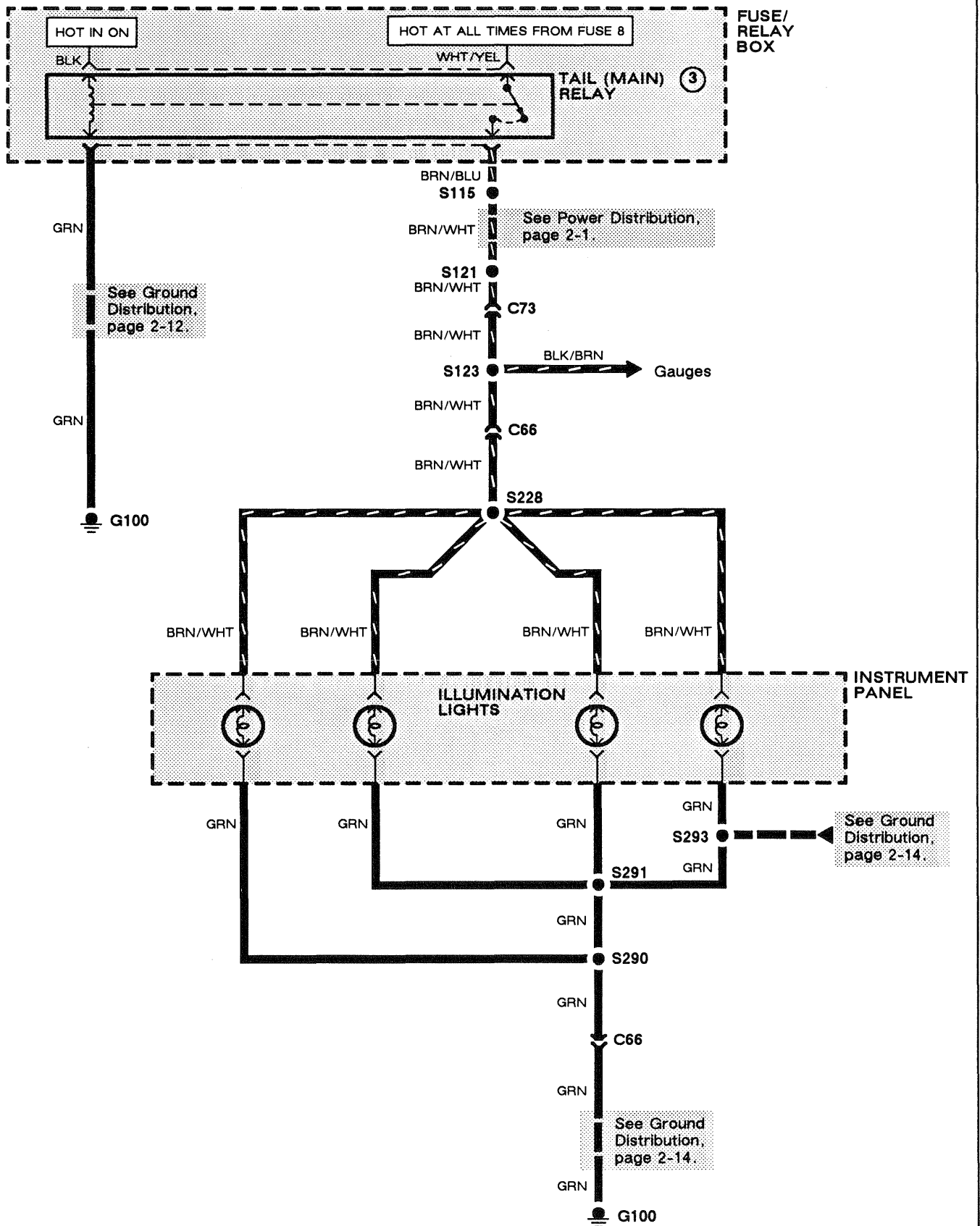
# Instrument Panel: Gauges, Illumination Lights (Asp and SE)

## Circuit Schematic



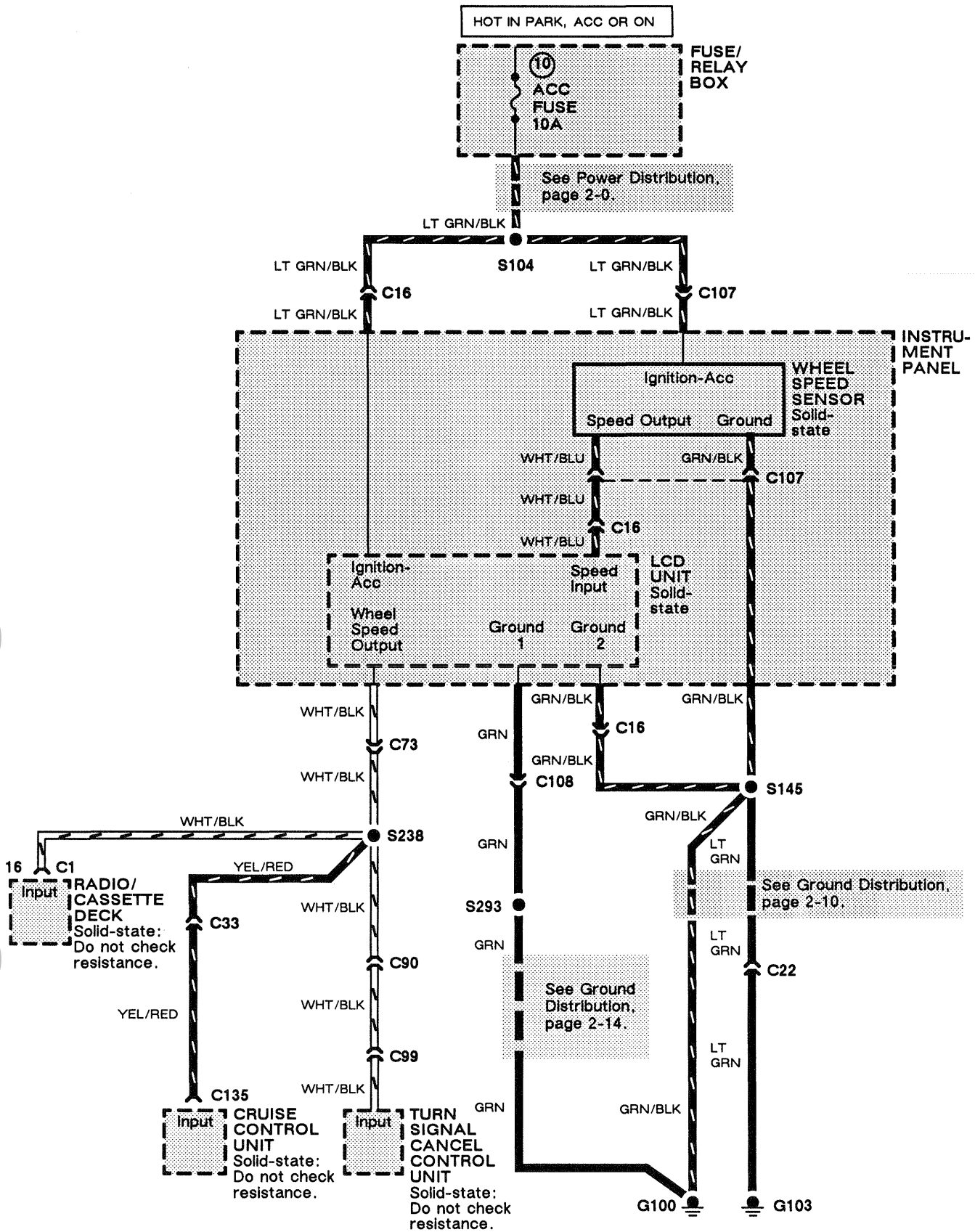
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# Speed Sensor Circuit (Wheel Speed)

## Circuit Schematic



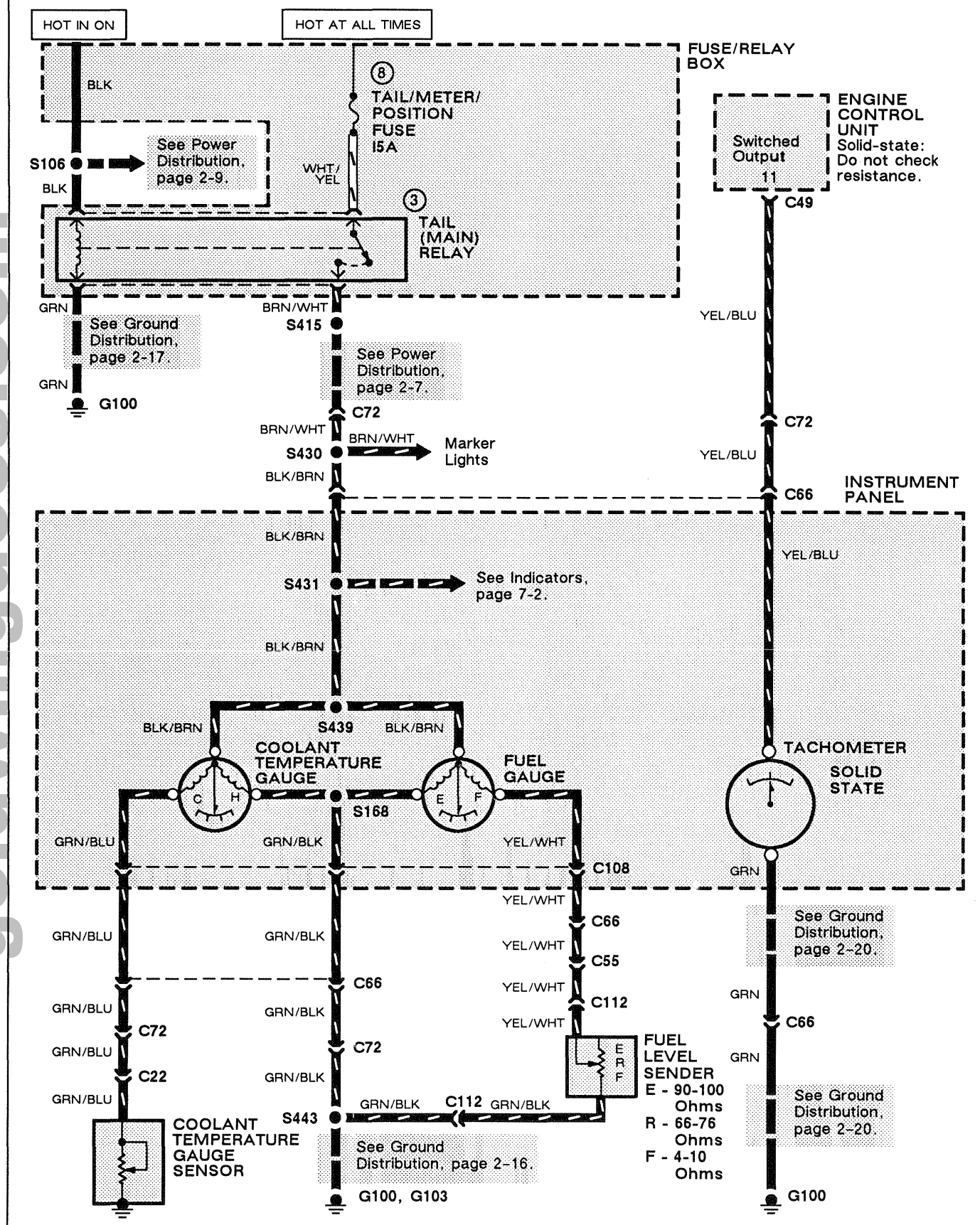
goldwingdocs.com





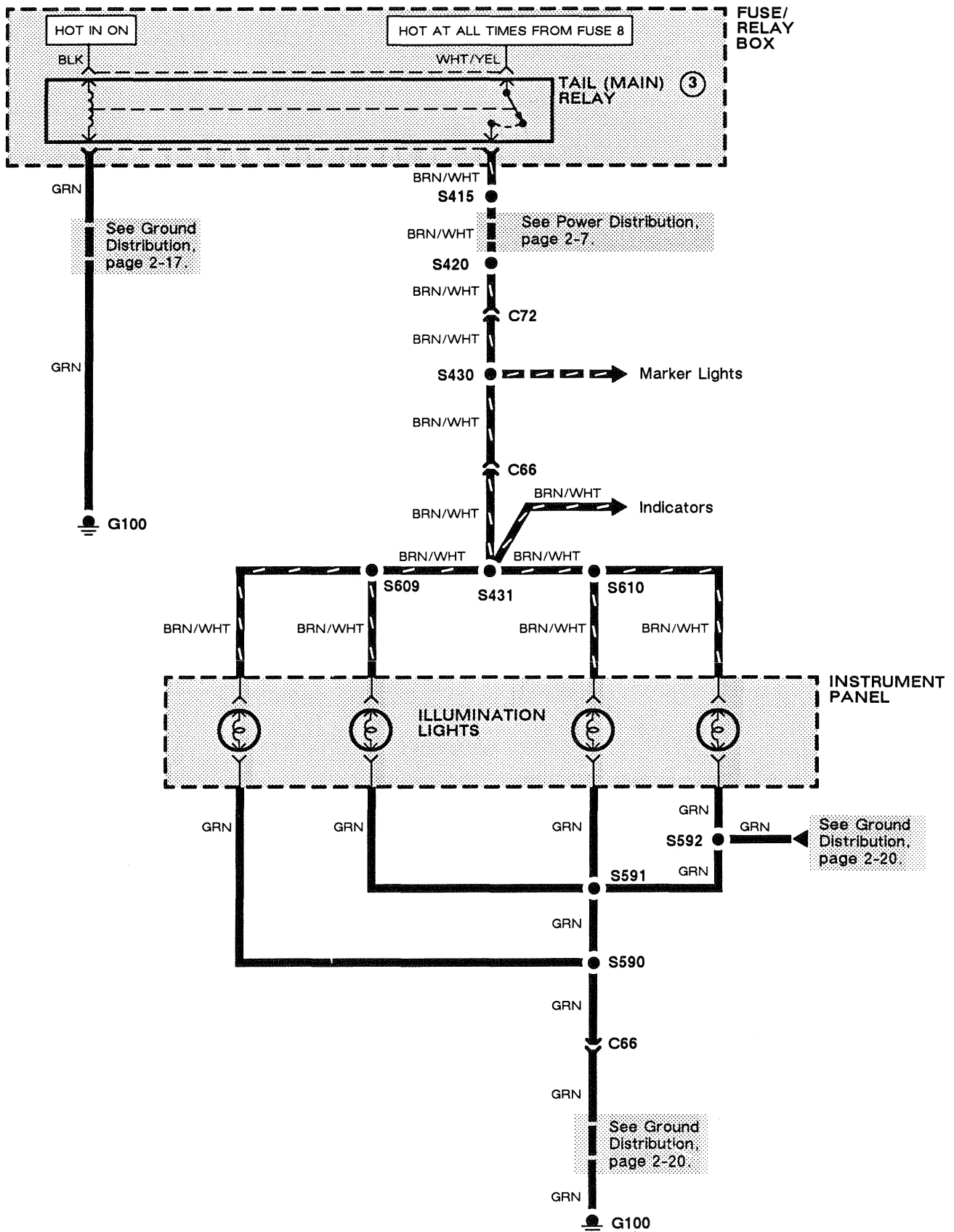
# Instrument Panel: Gauges, Illumination Lights (Int)

## Circuit Schematic



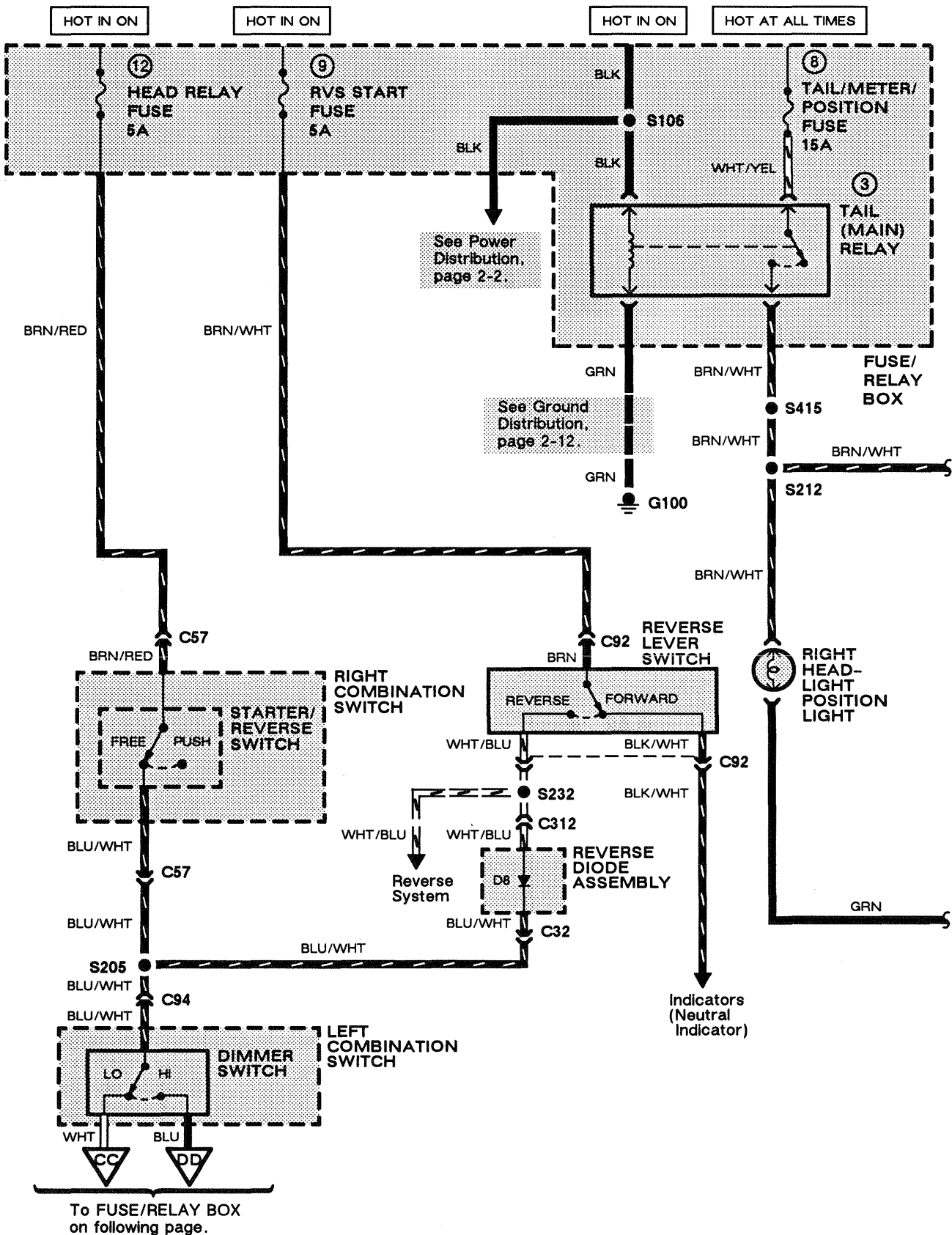
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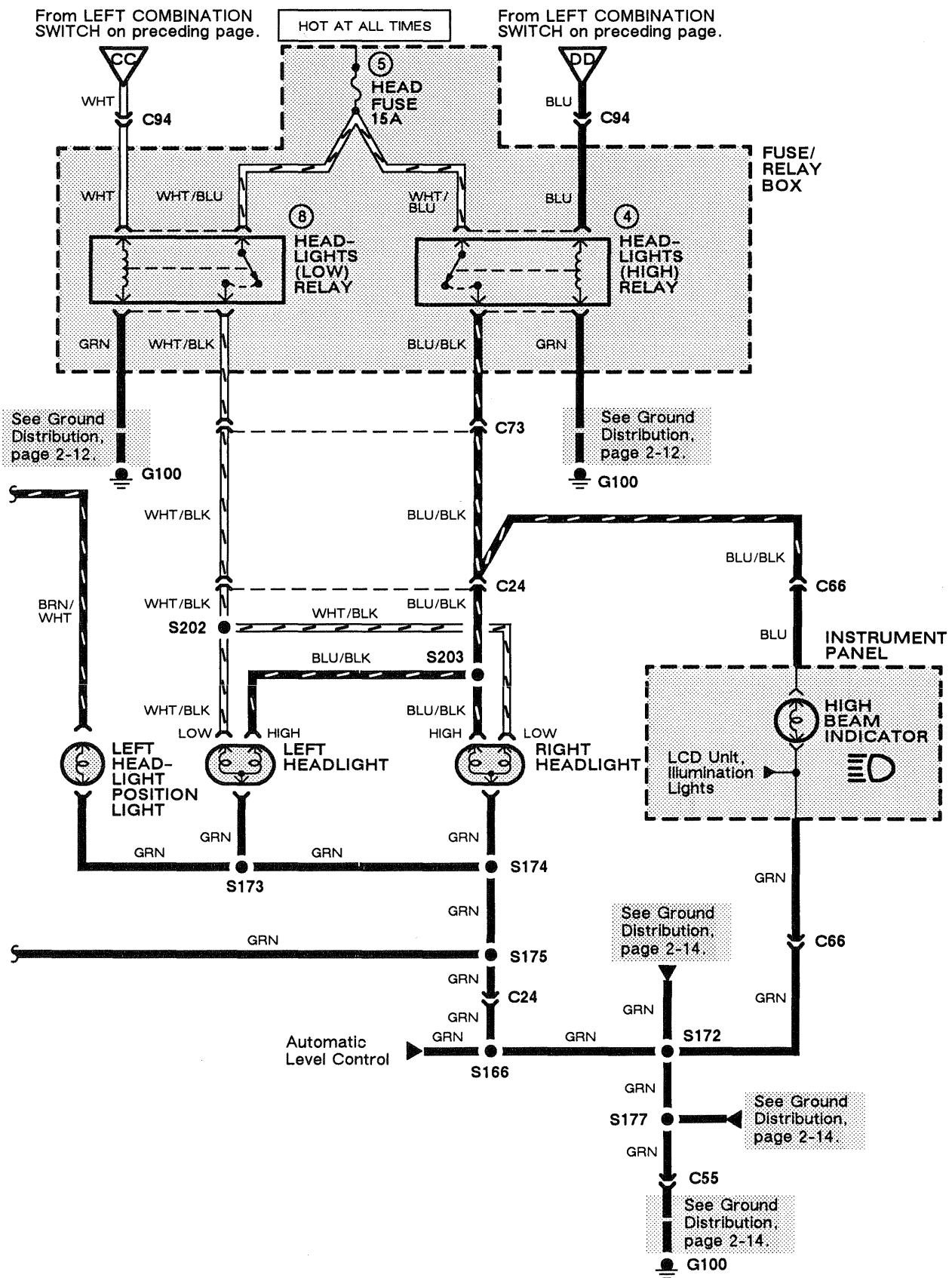


# Headlights: Asp and SE

## Circuit Schematic

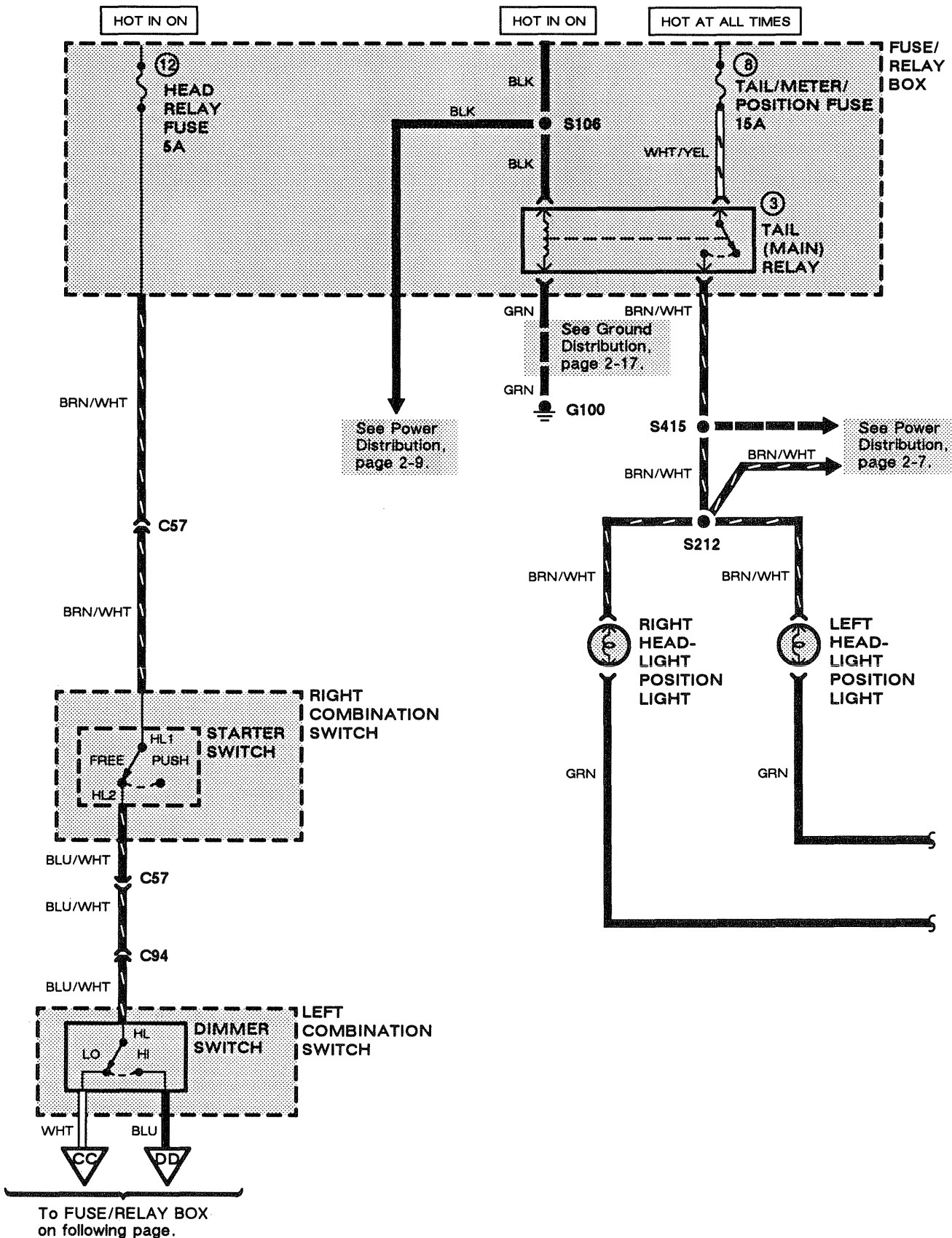


goldwingdocs.com



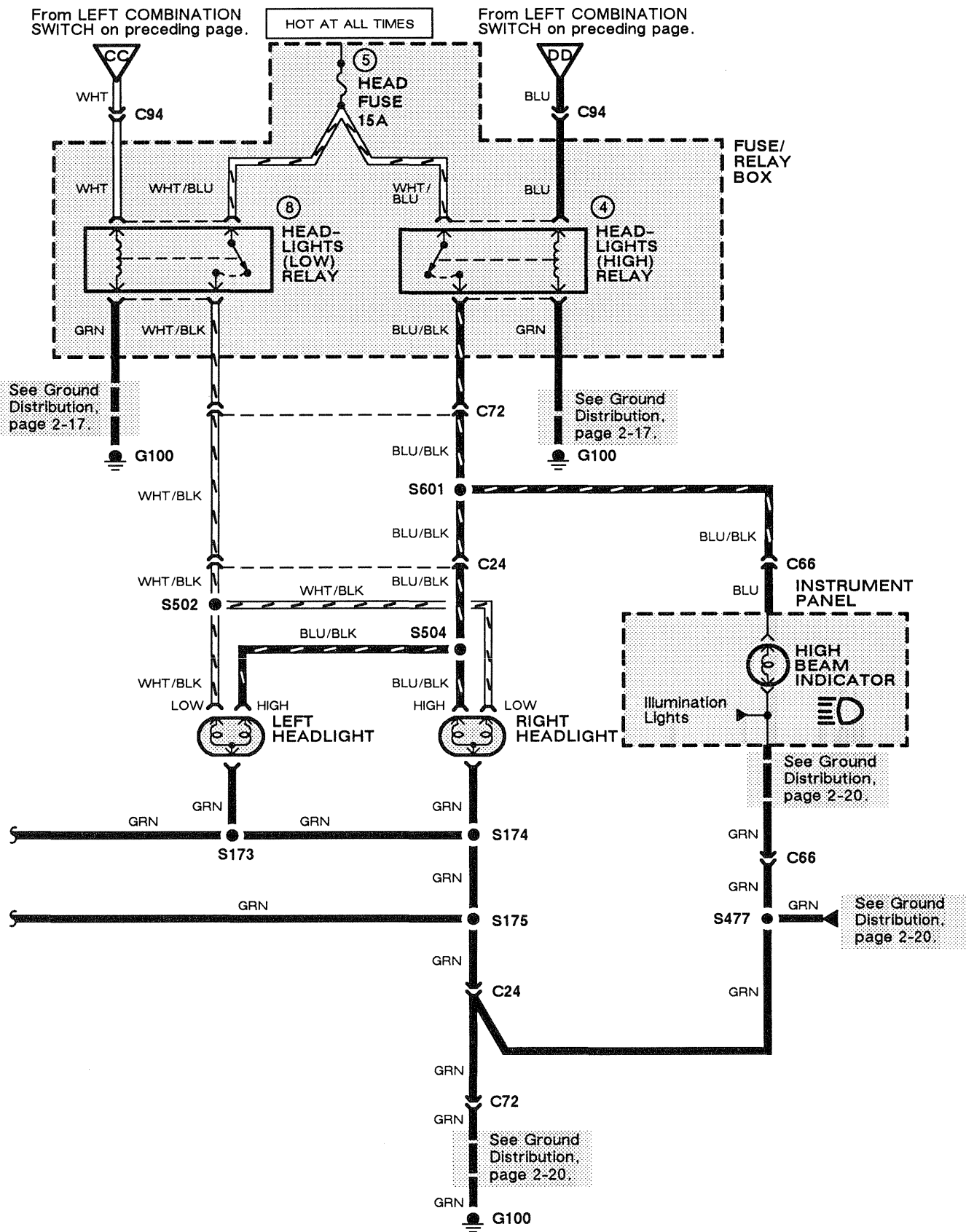
# Headlights: Int

## Circuit Schematic



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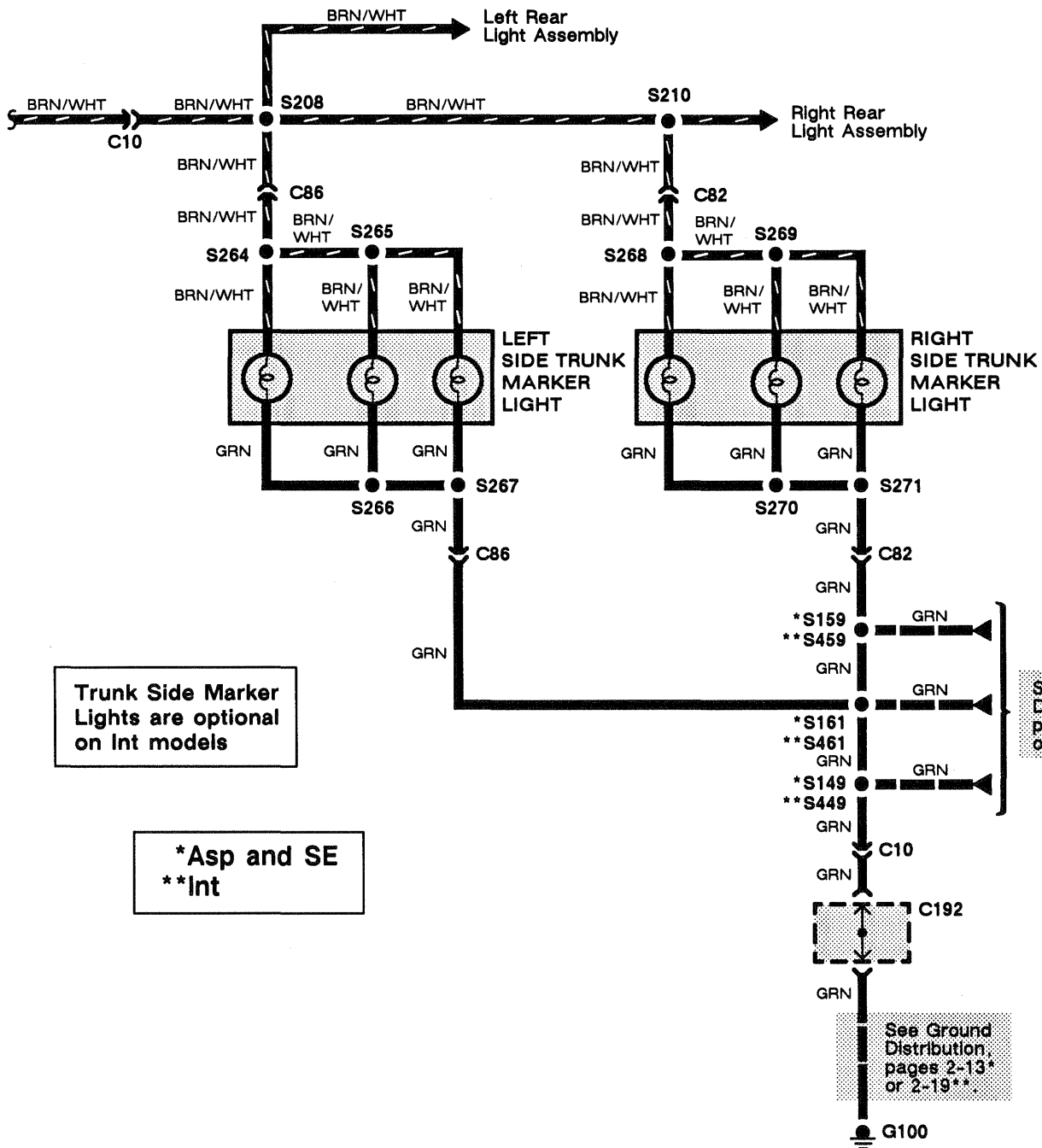
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Trunk Side Marker Lights are optional on Int models

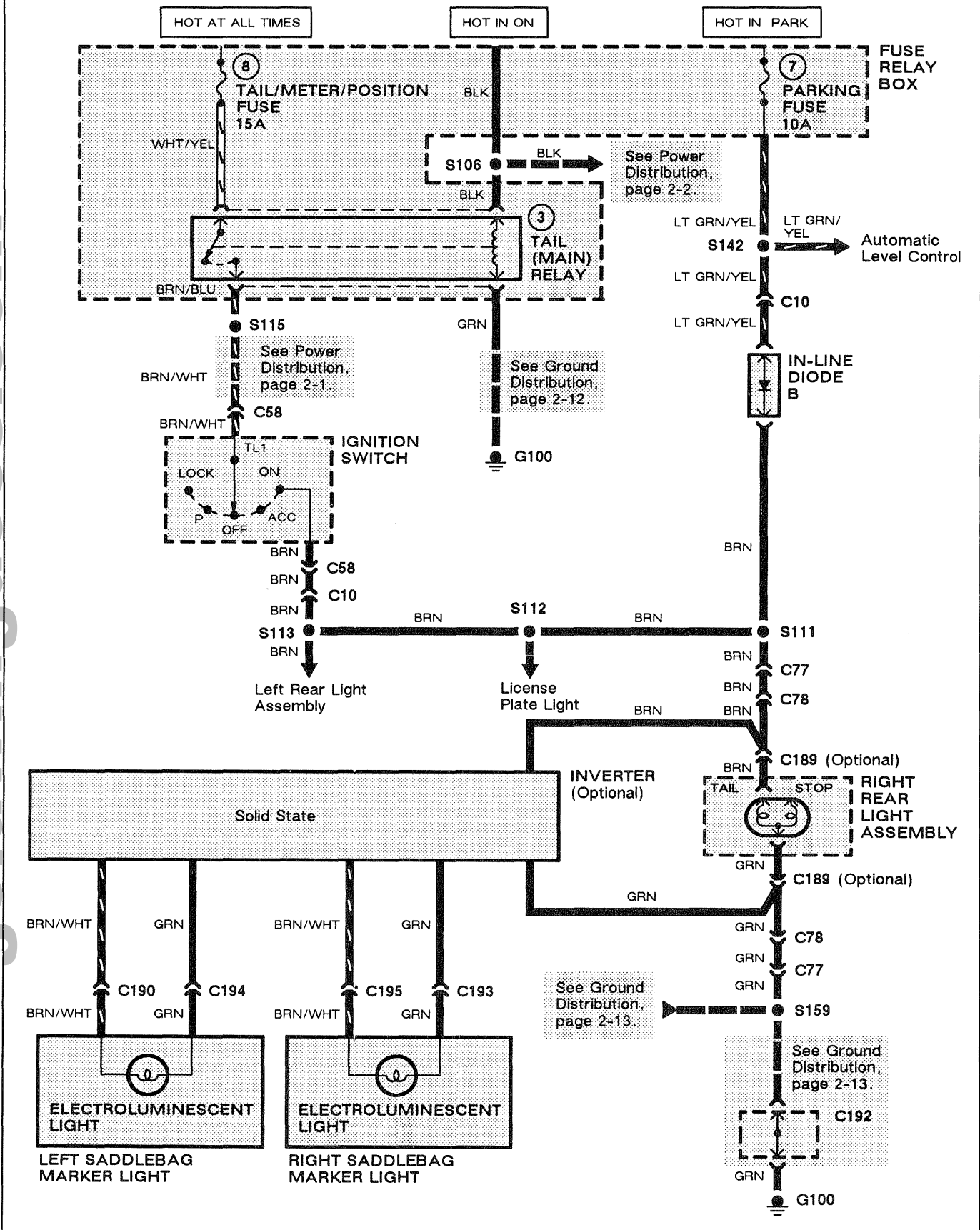
\*Asp and SE  
\*\*Int

See Ground Distribution, pages 2-13\* or 2-19\*\*

See Ground Distribution, pages 2-13\* or 2-19\*\*

# Marker Lights: Saddlebags

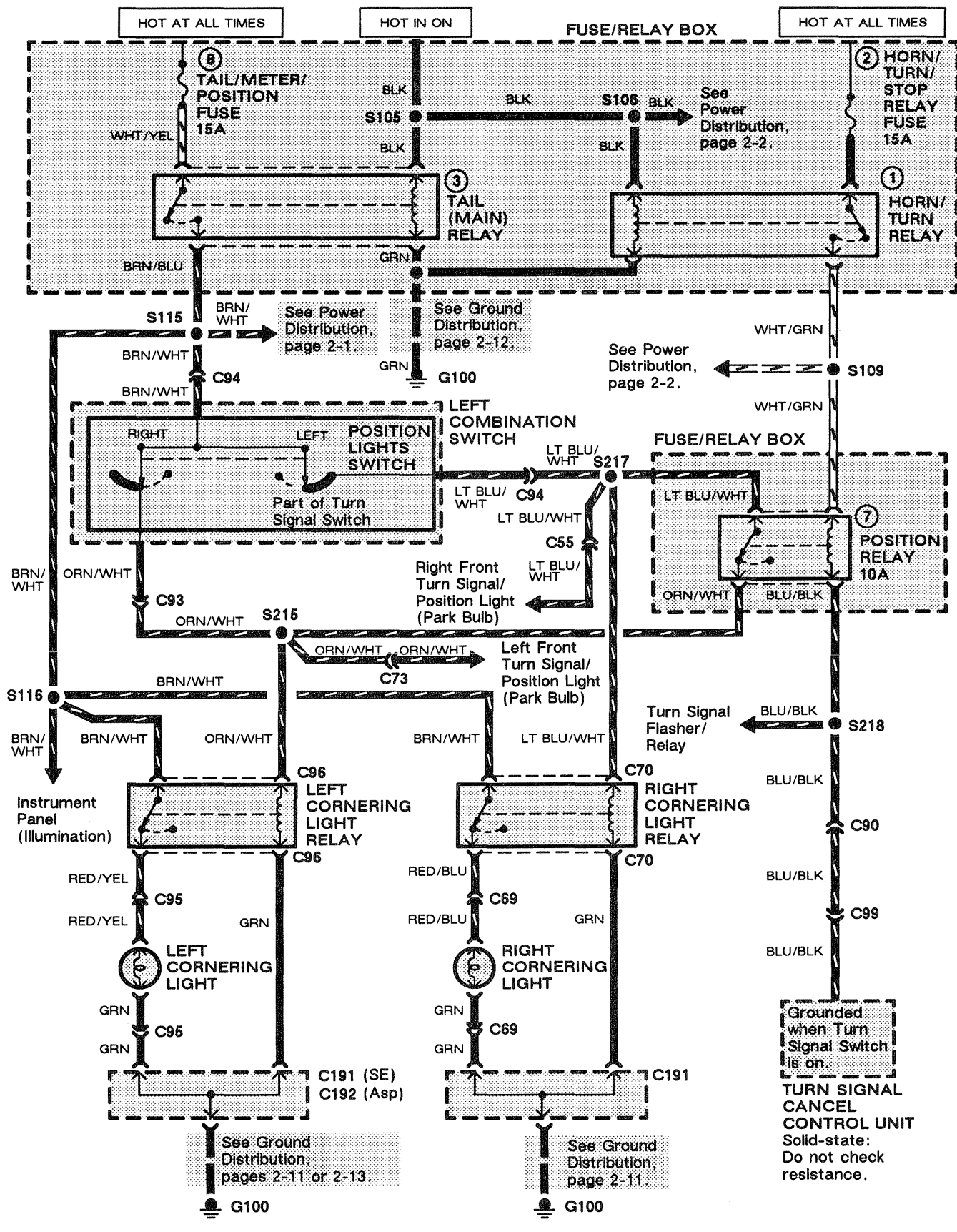
## Circuit Schematic



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# Cornering Lights: Asp and SE

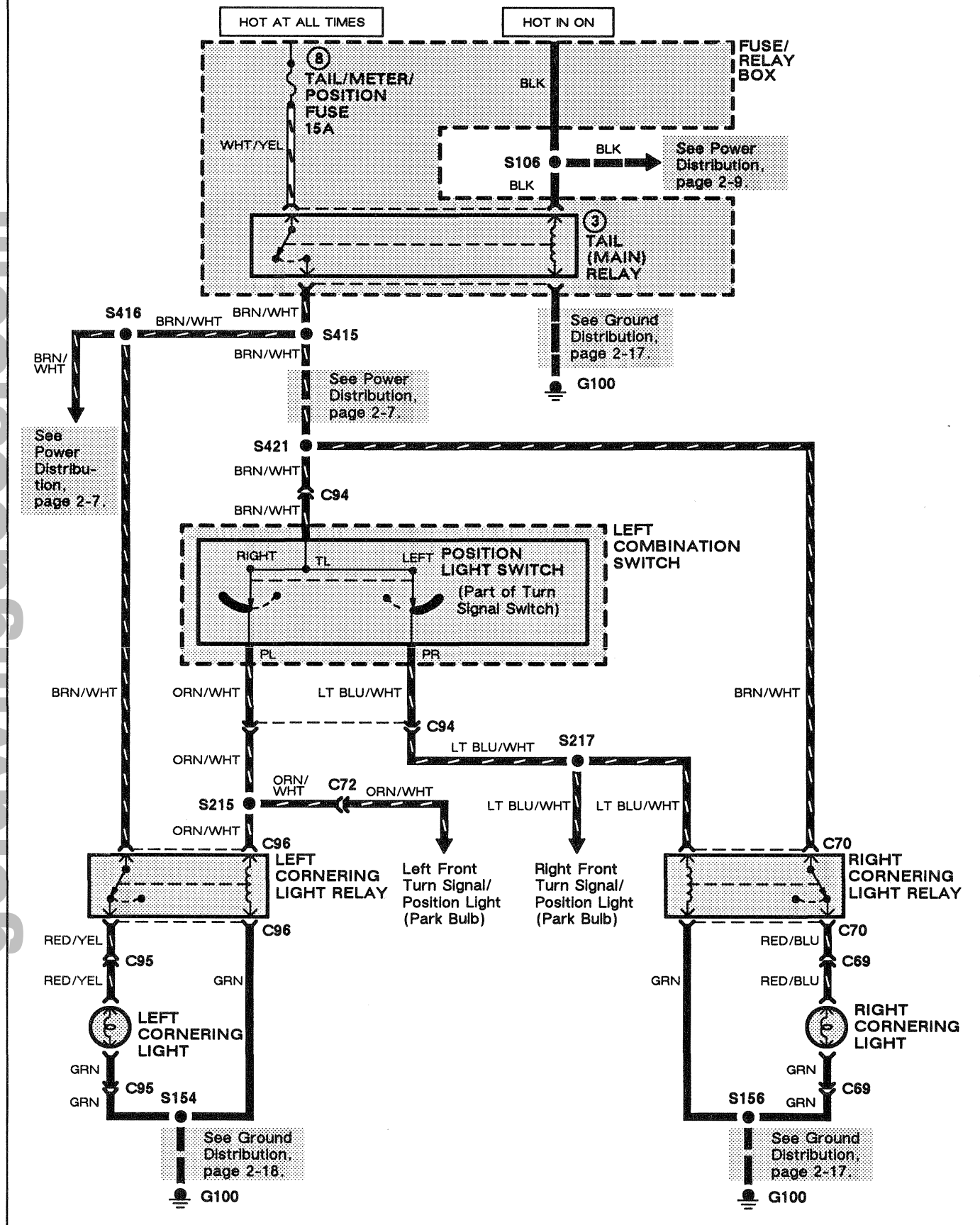
## Circuit Schematic



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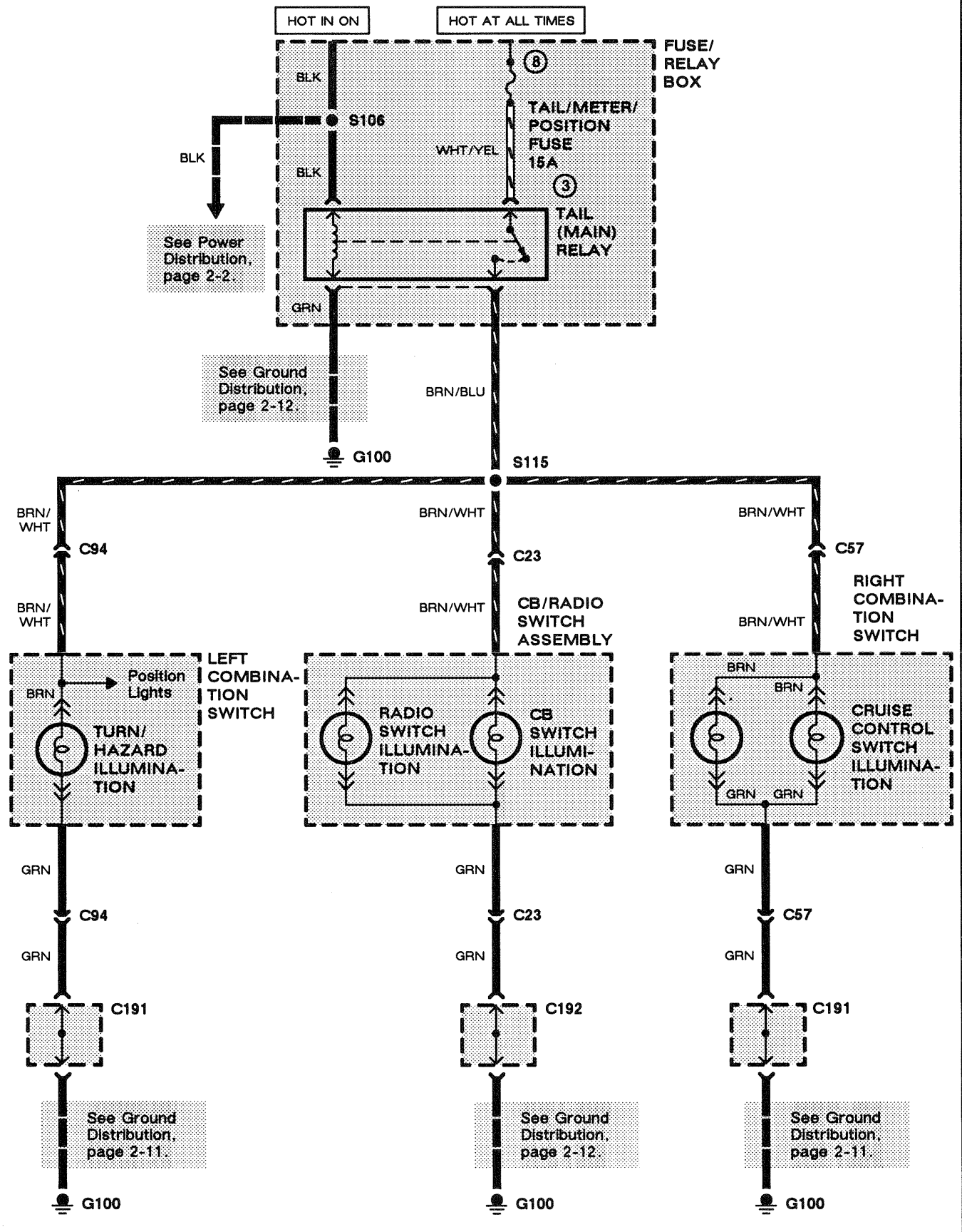
# Cornering Lights: Int

## Circuit Schematic



# Handlebar Switch Illumination

## Circuit Schematic



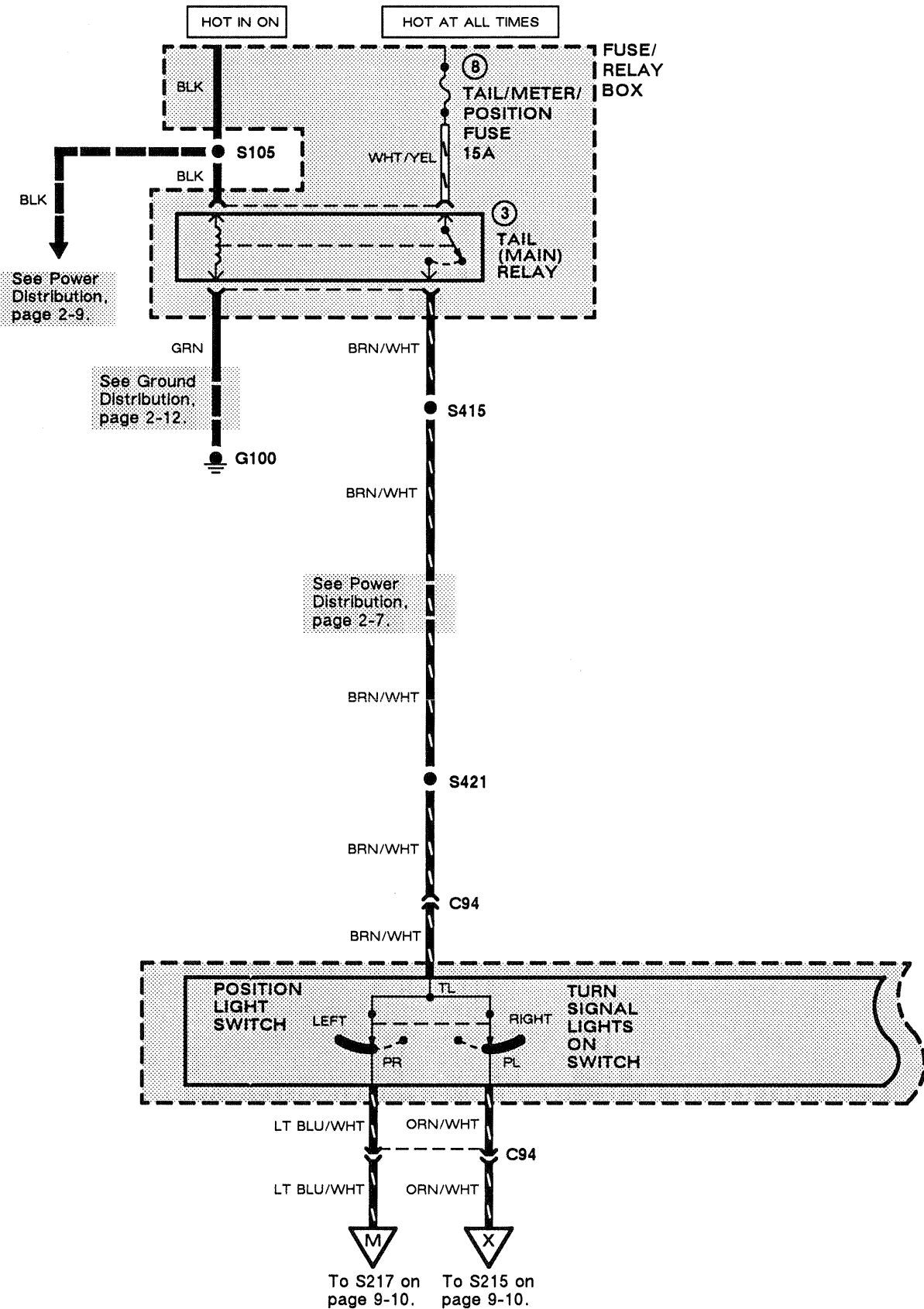
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# Turn Signal, Hazard and Position Lights: Int

## Circuit Schematic



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# Turn Signal, Hazard and Position Lights: All Models

Circuit Schematic (cont'd)

SE and Asp only

From FUSE/  
RELAY BOX  
on page 9-7.

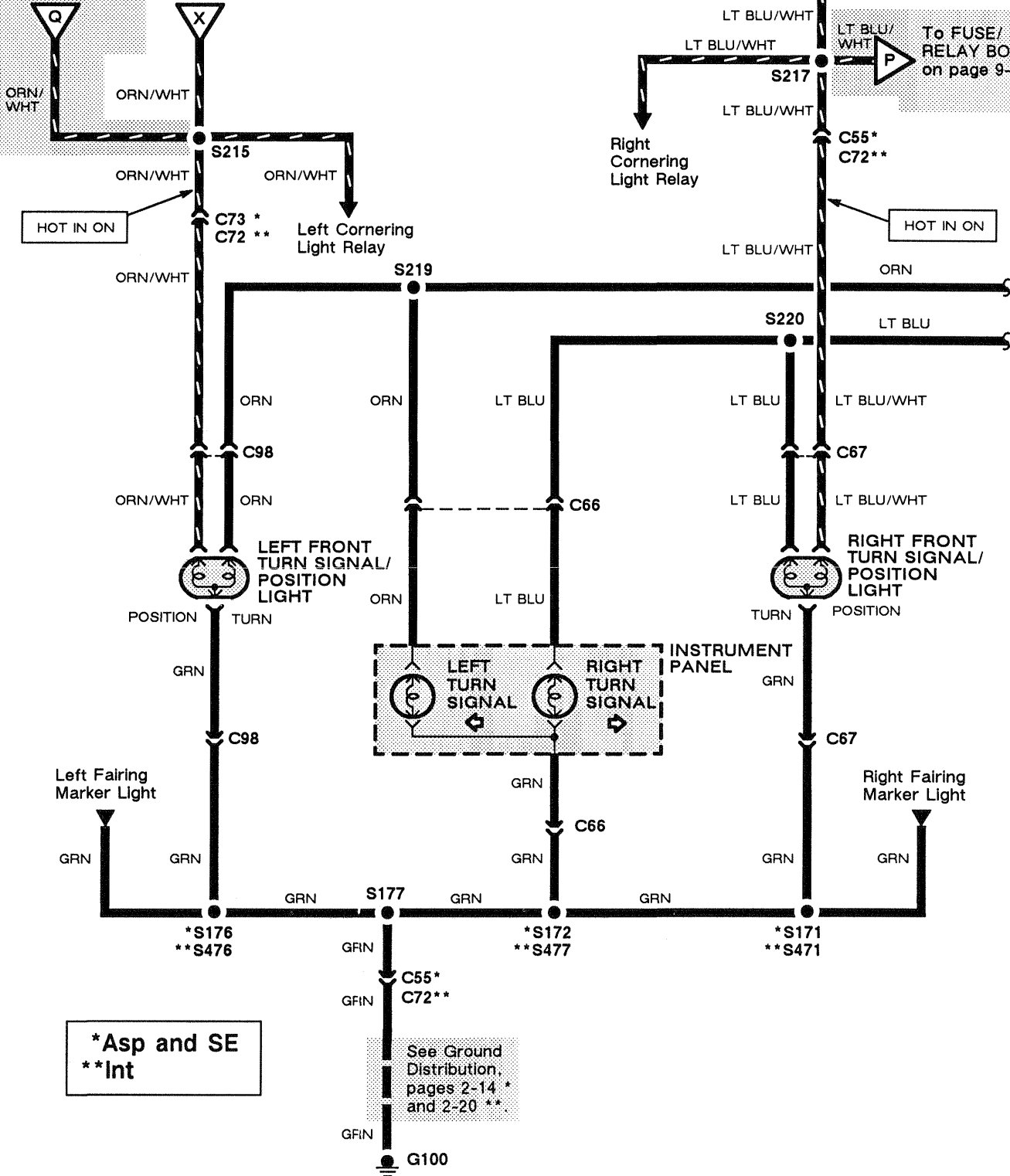
From C93 on  
page 9-6 or 9-8.

From C94 on  
page 9-6 or 9-8.

SE and Asp only

To FUSE/  
RELAY BOX  
on page 9-7.

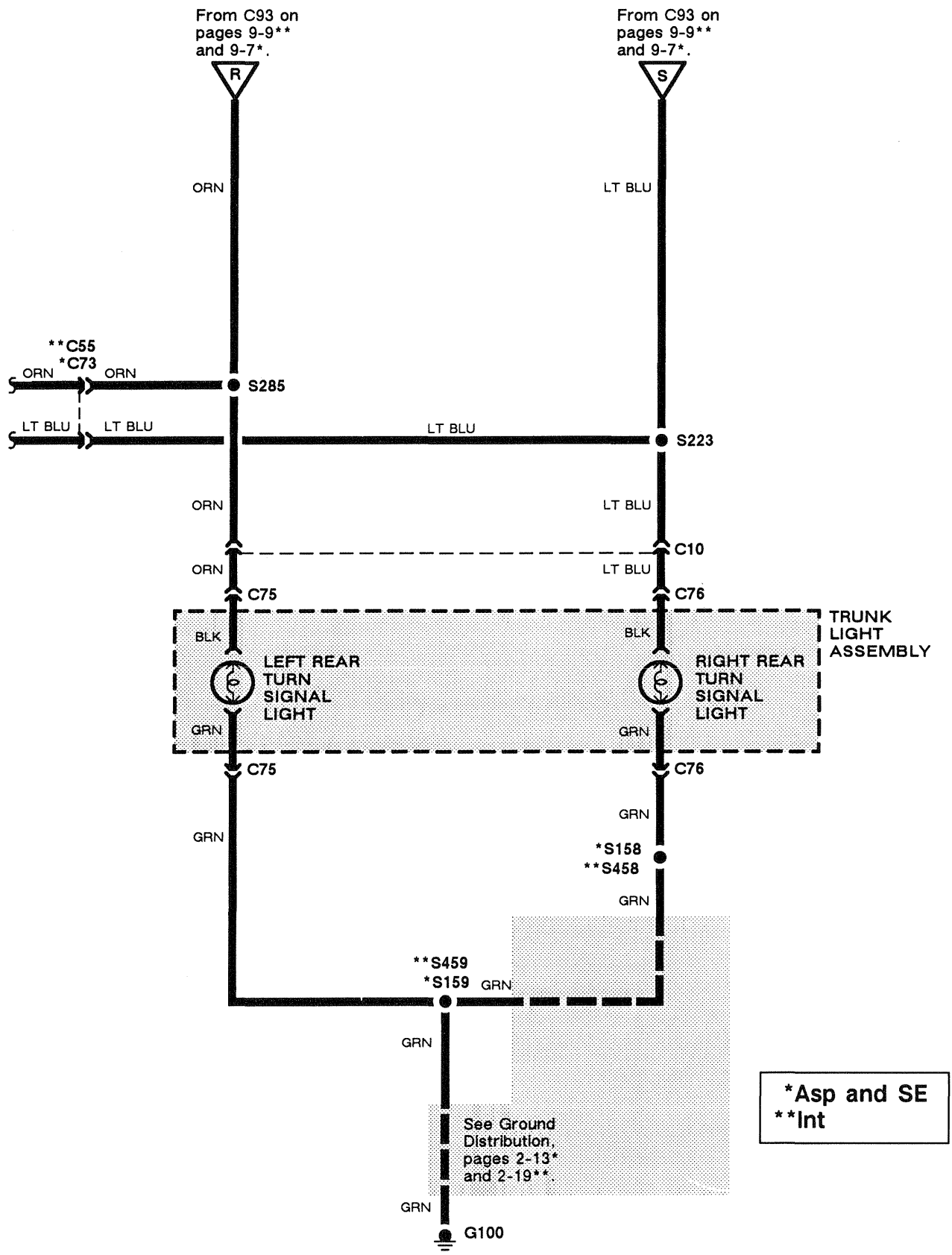
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\* Asp and SE  
\*\* Int

See Ground  
Distribution,  
pages 2-14 \*  
and 2-20 \*\*

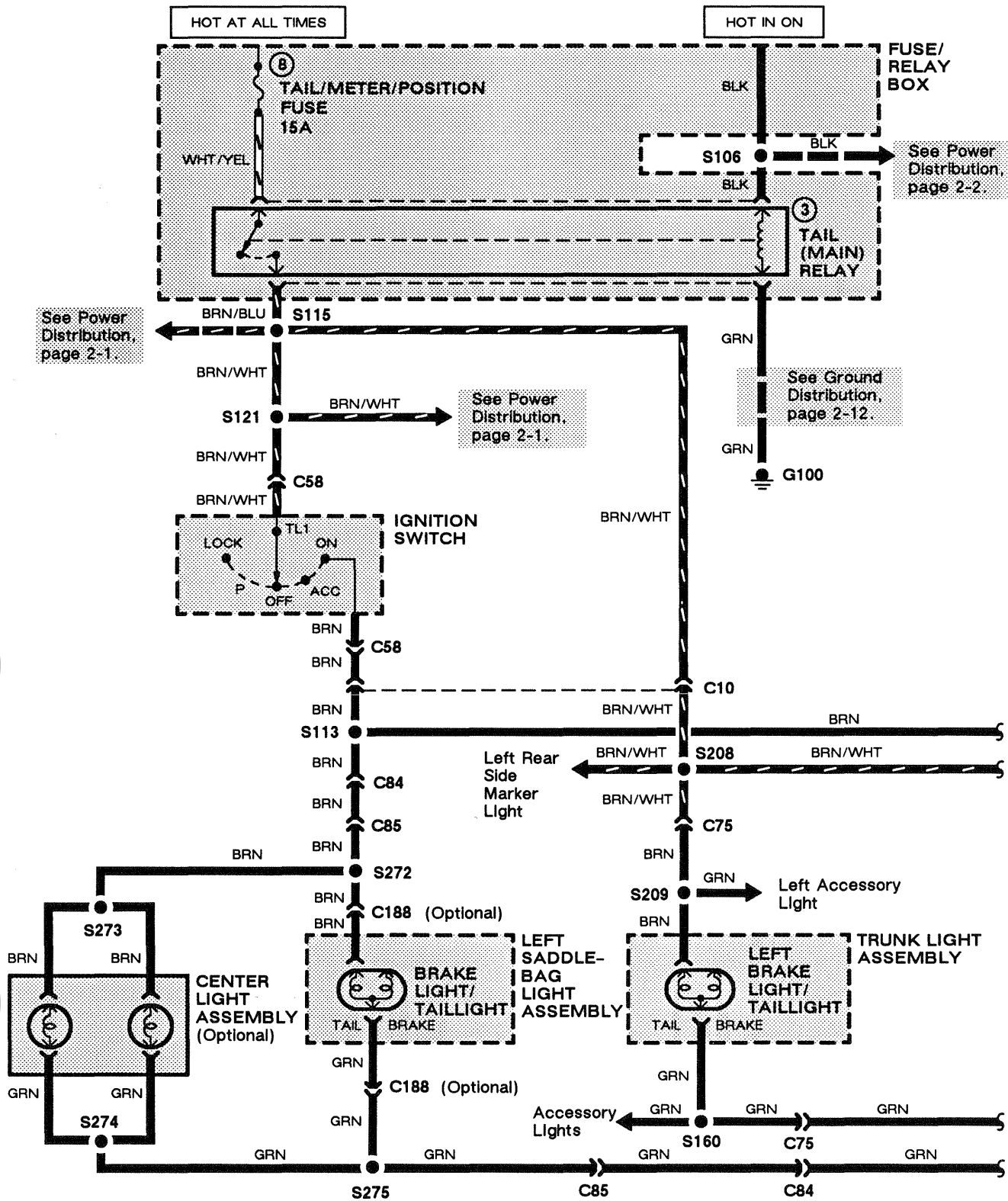
goldwingdocs.com



\*Asp and SE  
\*\*Int

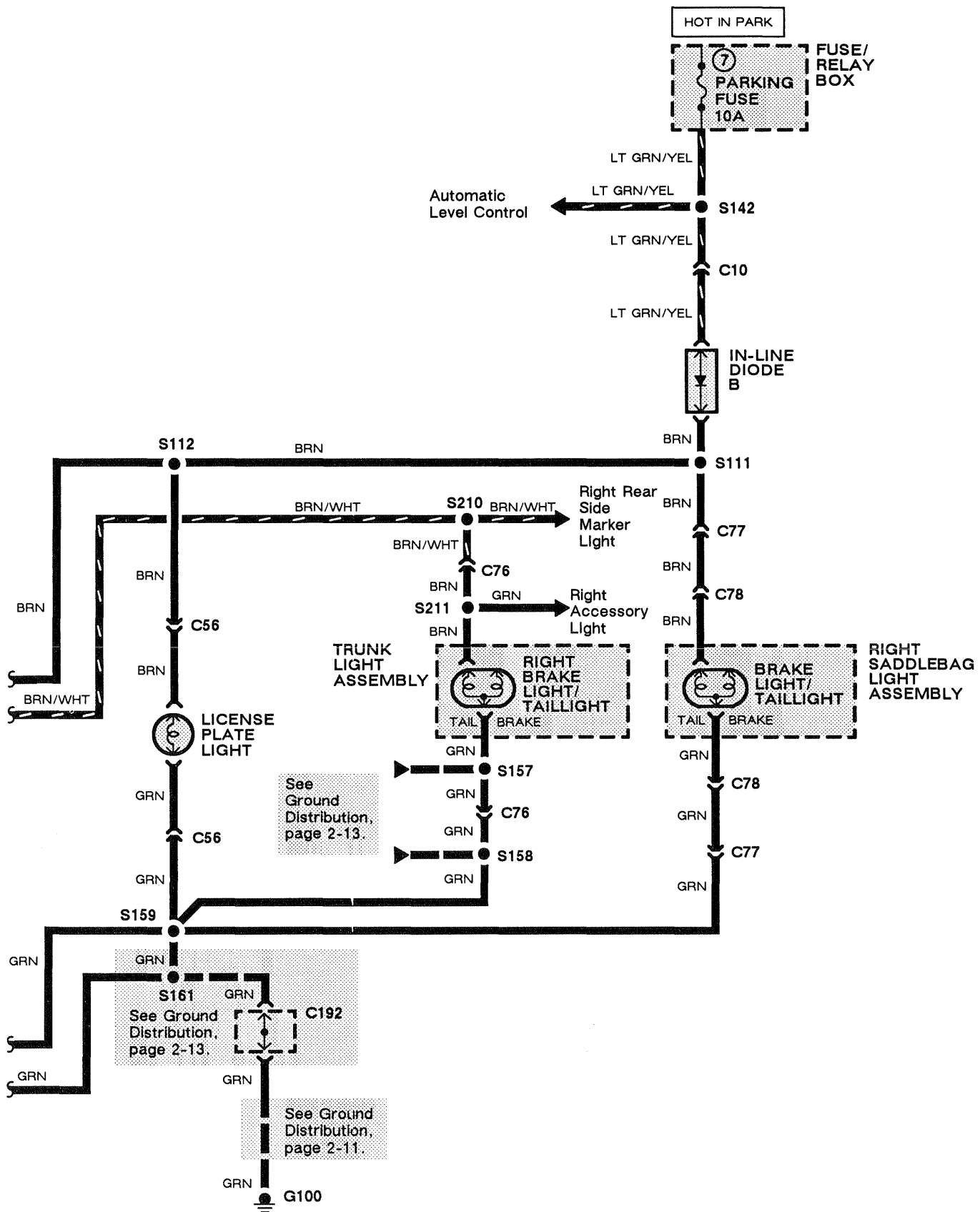
# Tail, Parking, and License Plate Lights: Asp and SE

## Circuit Schematic



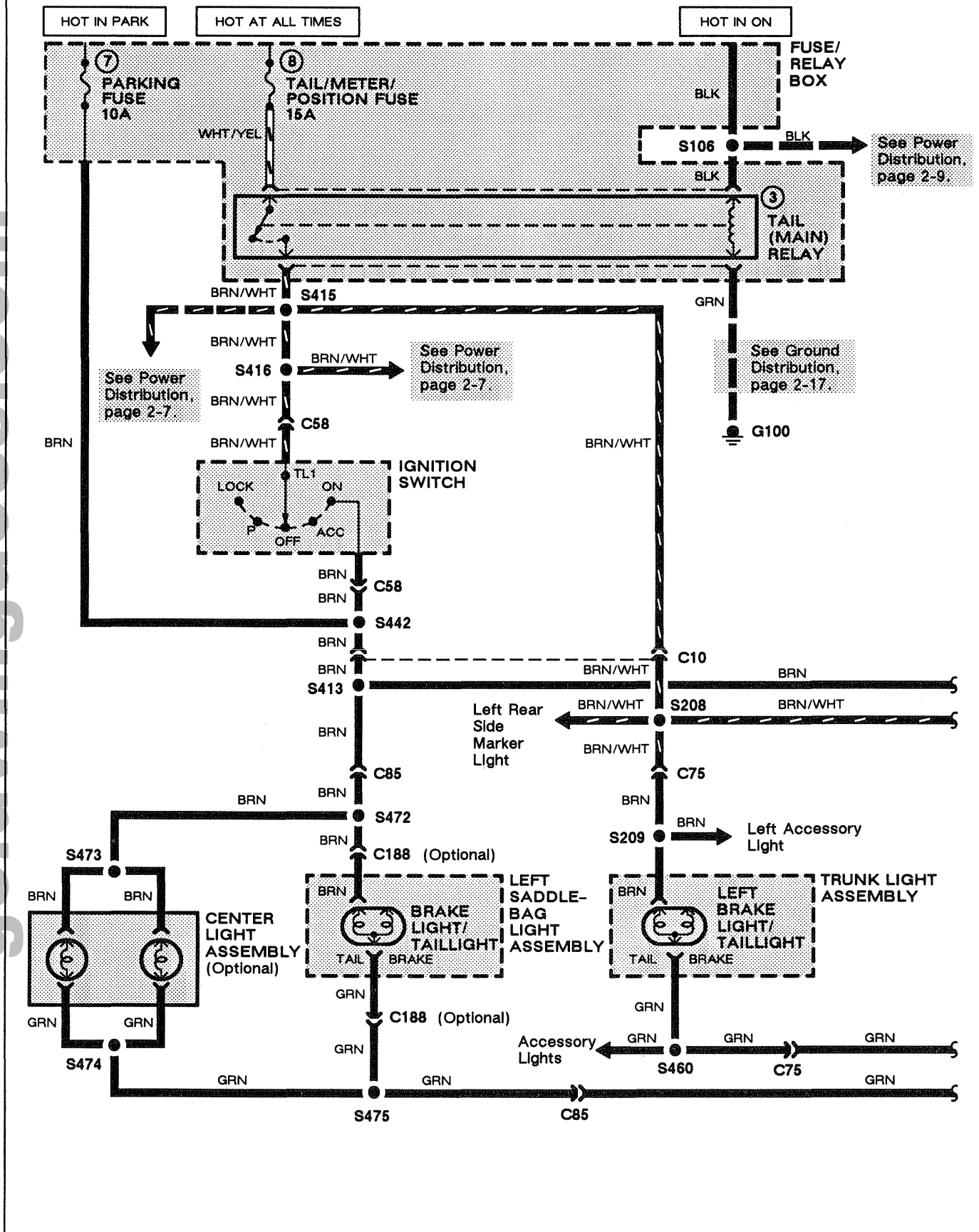
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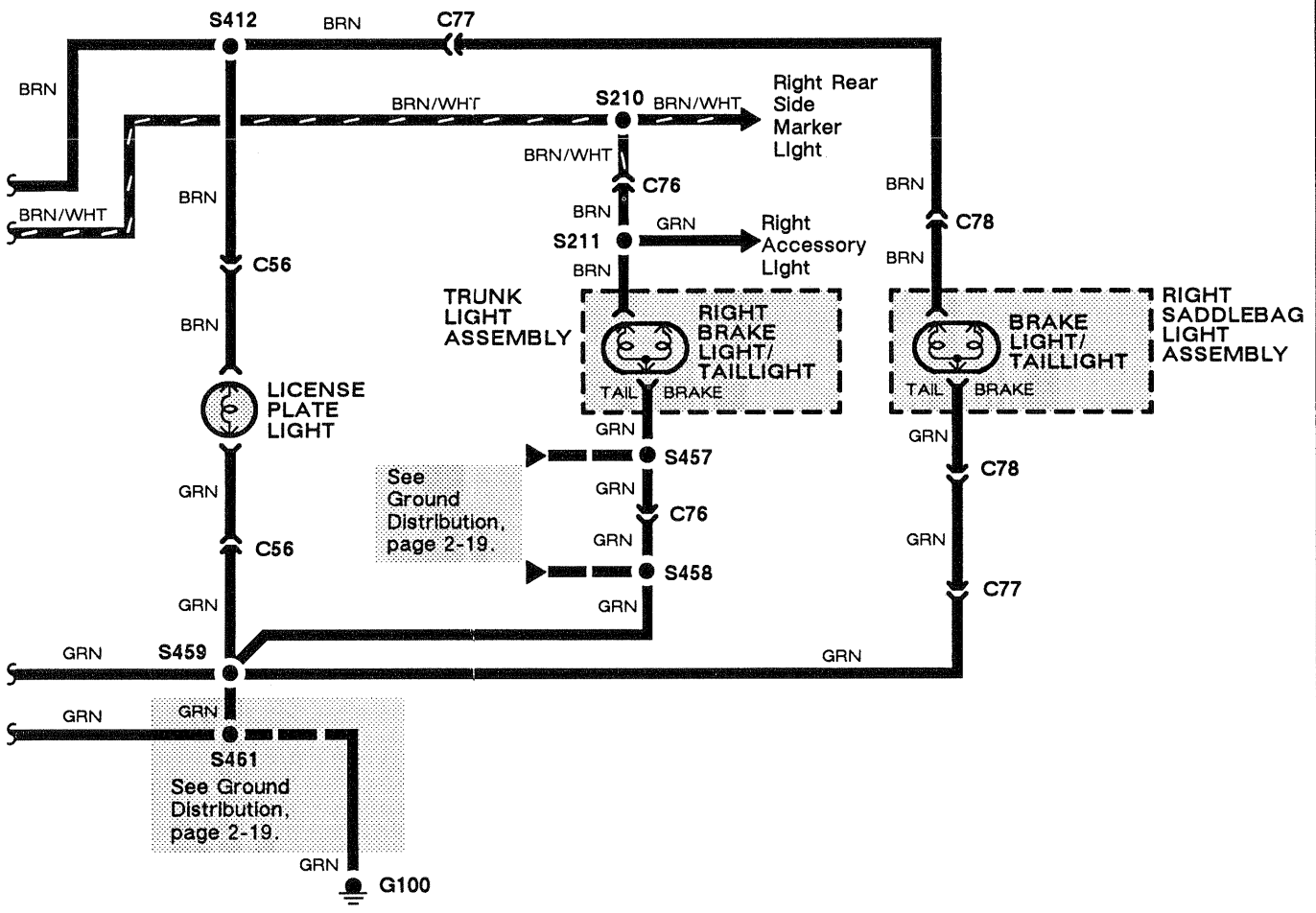
# Tail, Parking, and License Plate Lights: Int

## Circuit Schematic



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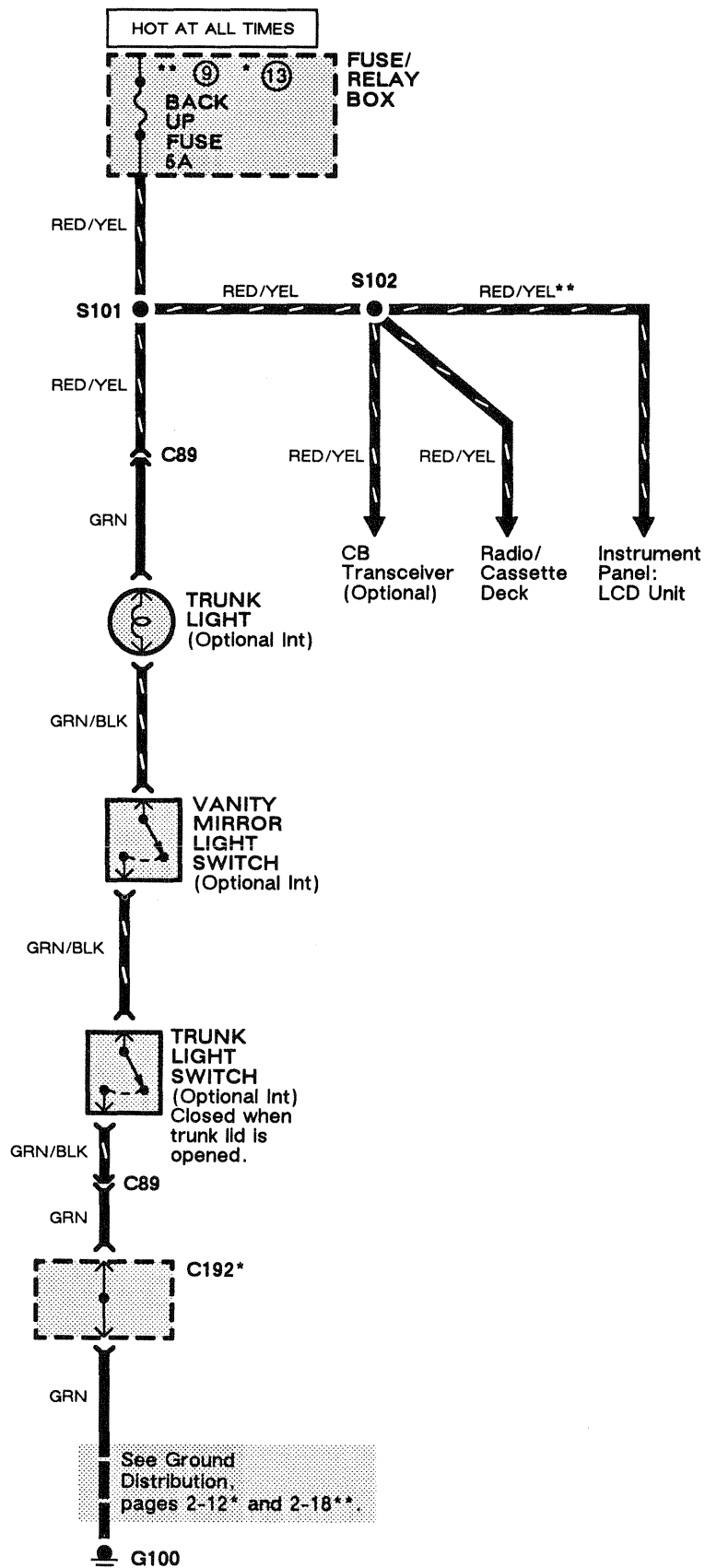






# Trunk Light

## Circuit Schematic



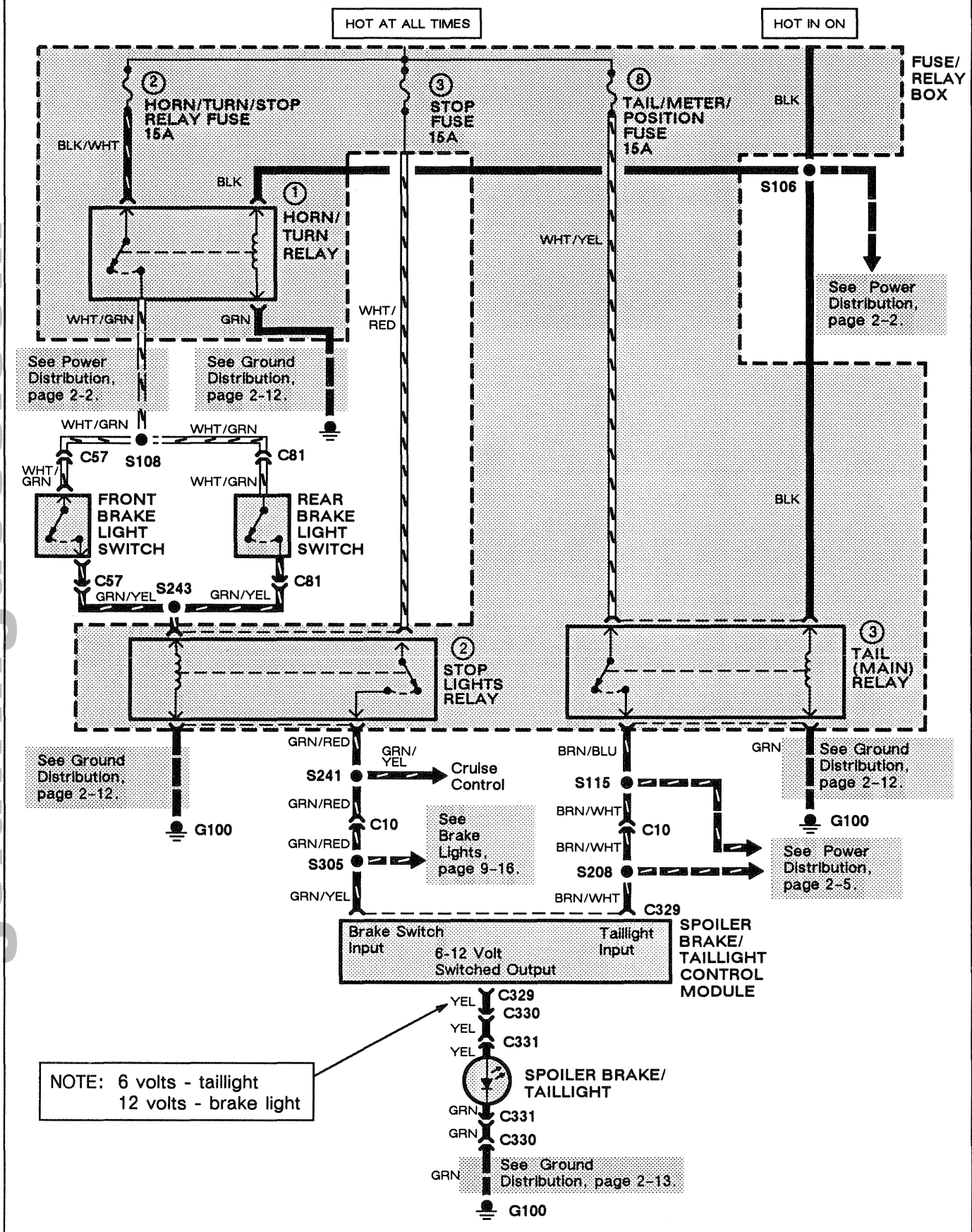
\* Asp and SE  
\*\* Int

See Ground Distribution, pages 2-12\* and 2-18\*\*.



# Spoiler Brake/Taillight: SE Only

## Circuit Schematic

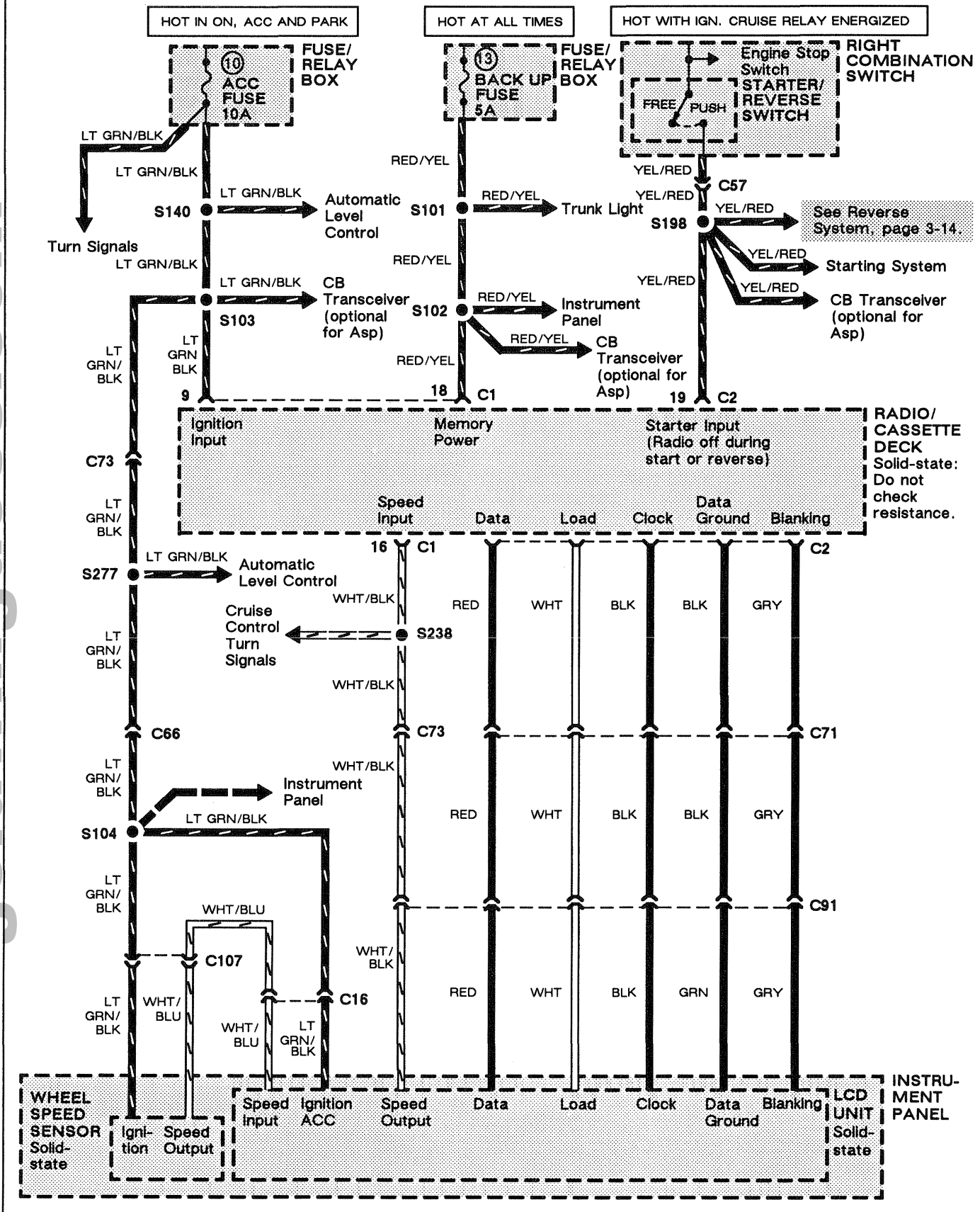


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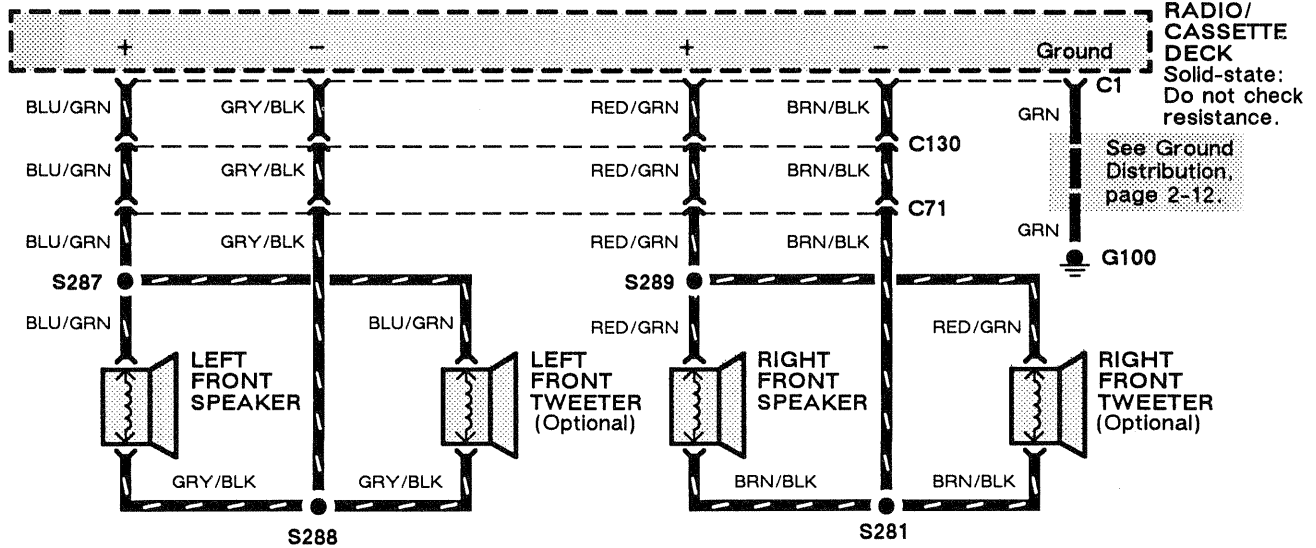
# Radio and Cassette: Asp and SE

## Circuit Schematic

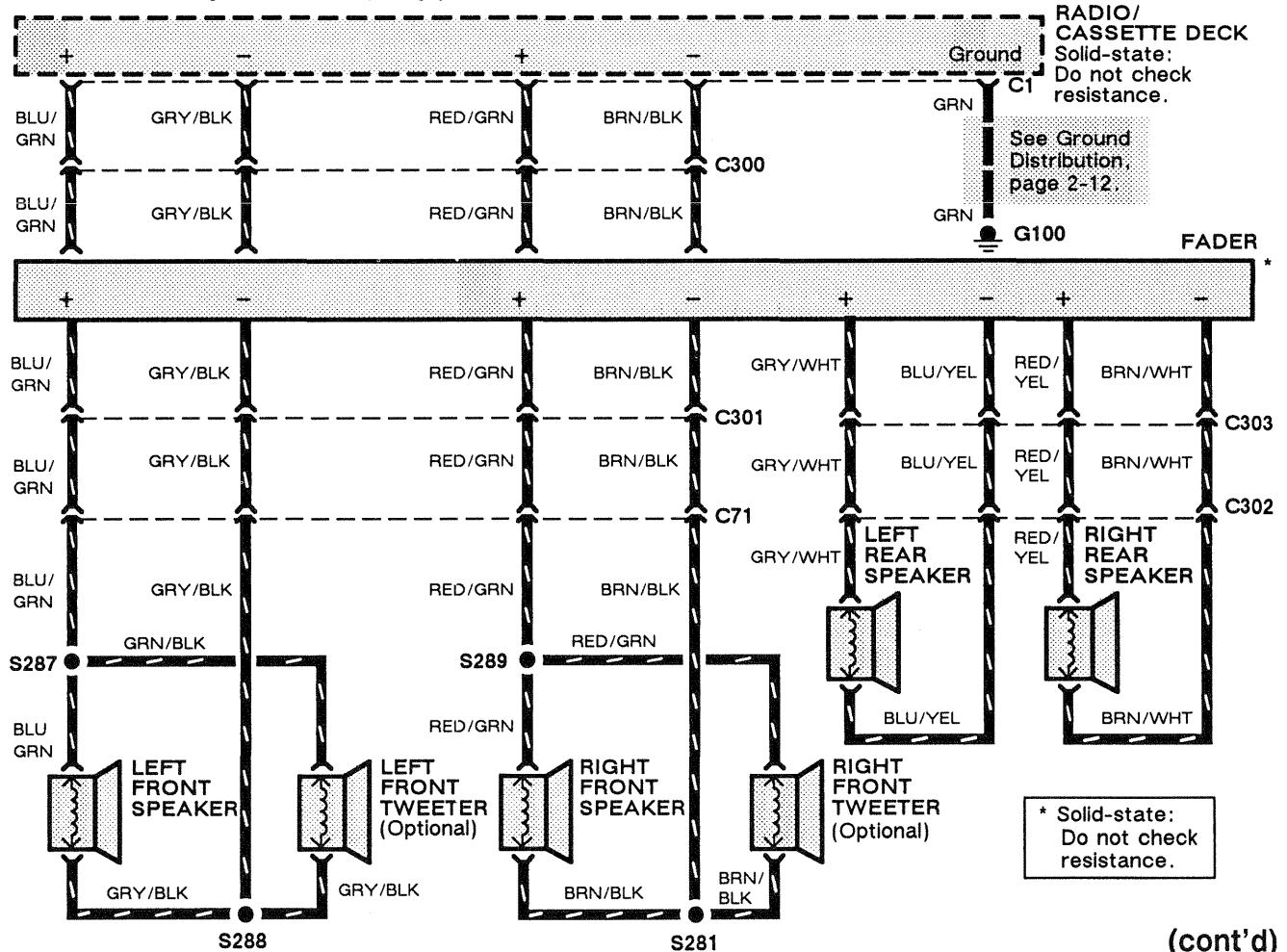


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**Without Rear Speakers (Asp)**



**With Rear Speakers (Asp)**



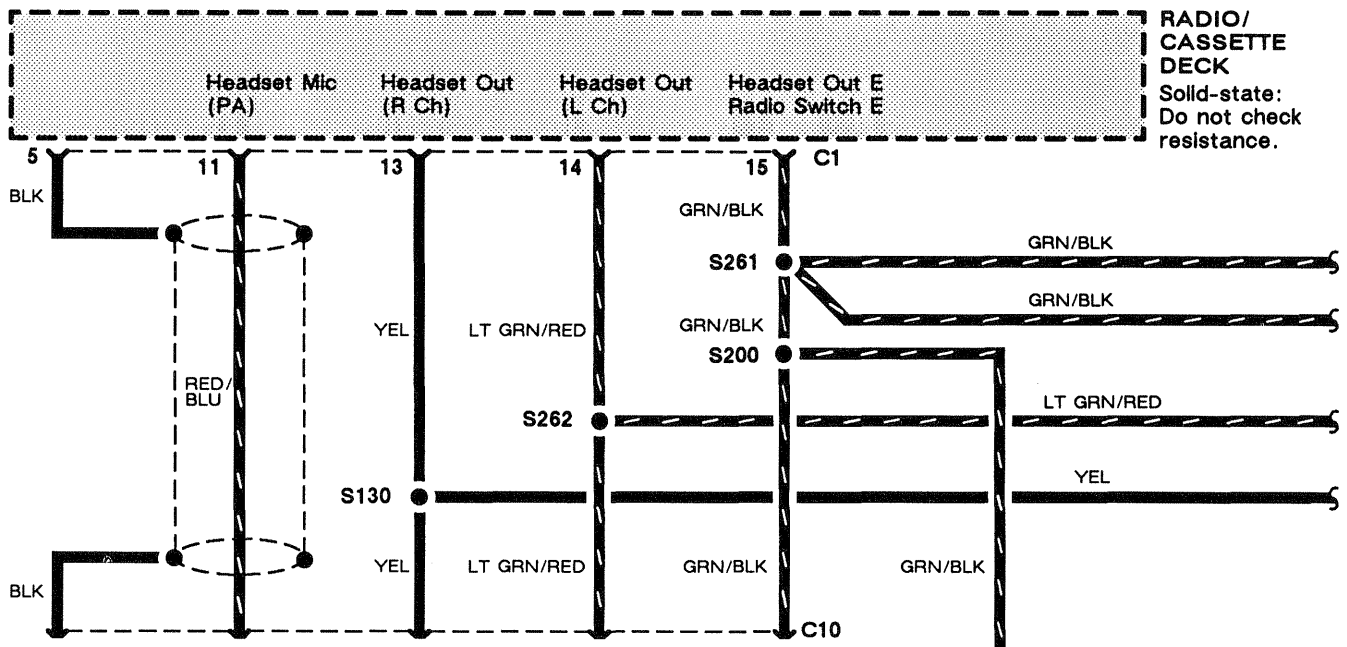
\* Solid-state:  
Do not check  
resistance.

(cont'd)

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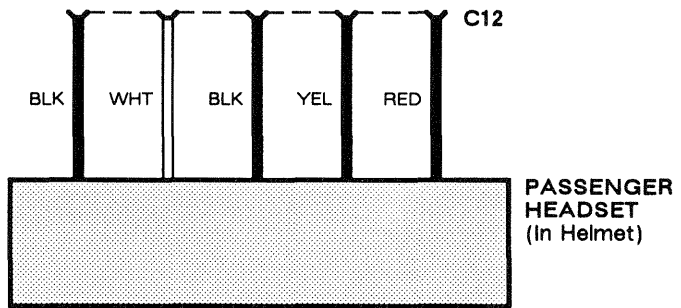
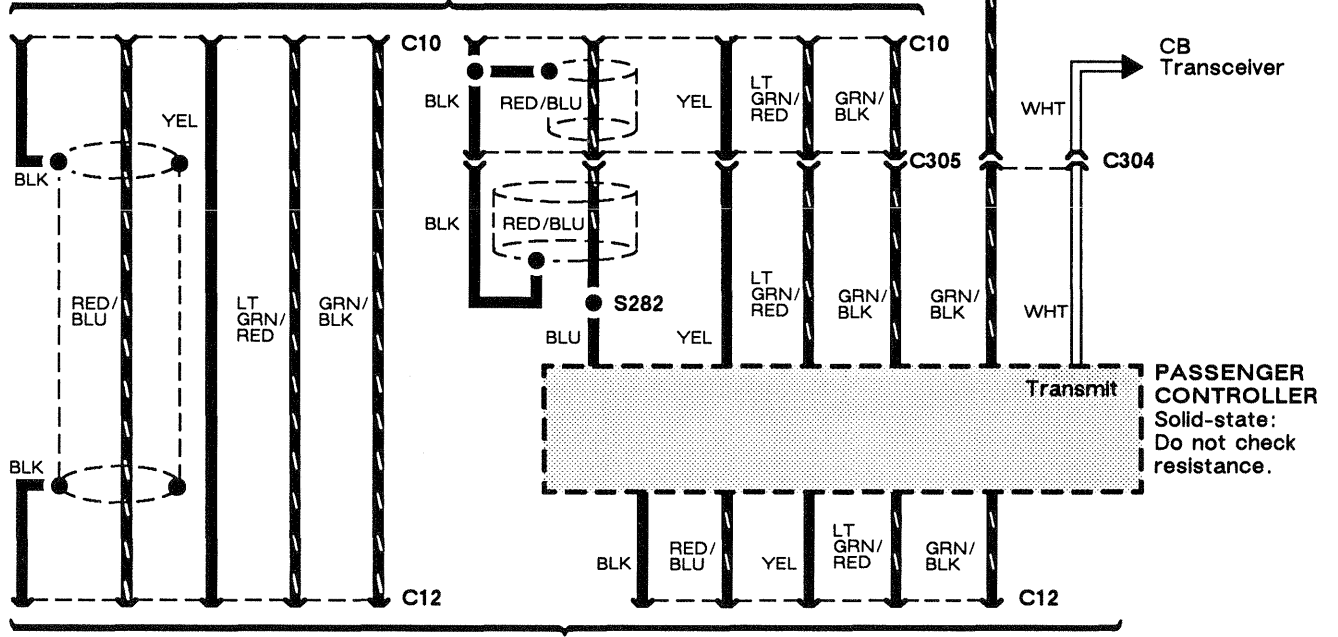
# Radio and Cassette: Asp and SE

Circuit Schematic (cont'd)



Without Passenger Controller

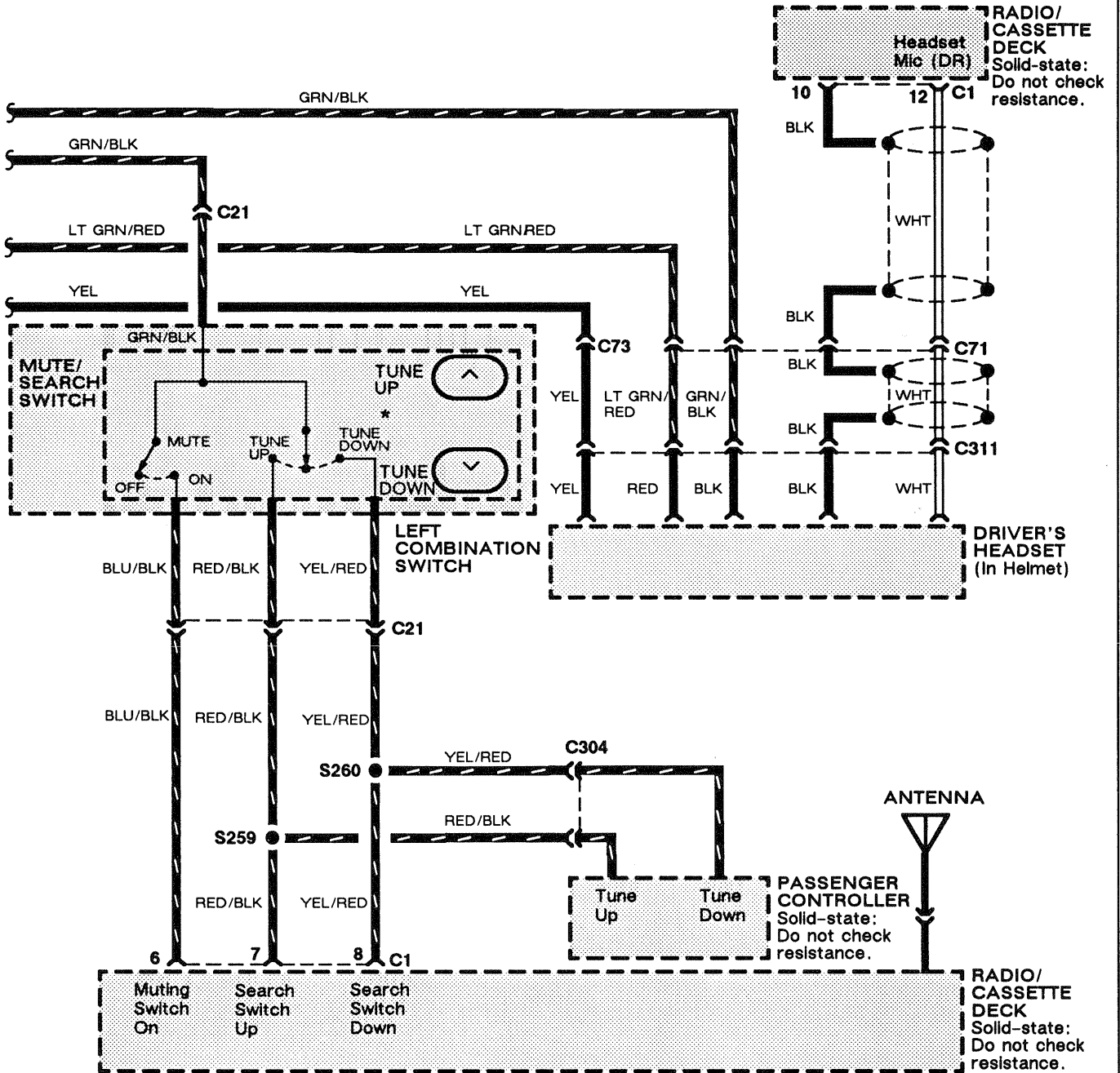
With Passenger Controller



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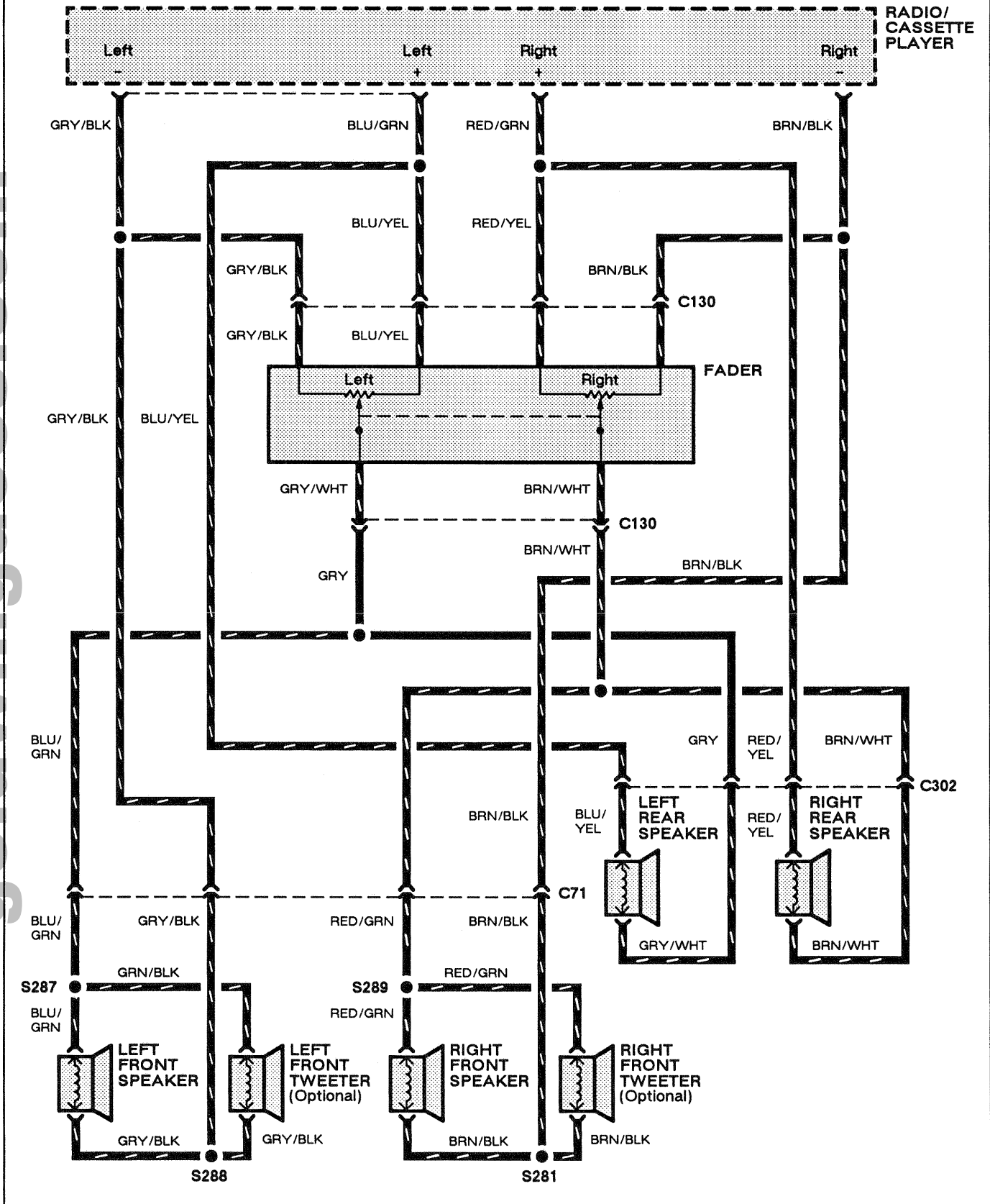


\* SE ONLY

# Radio and Cassette: Asp and SE

Circuit Schematic (cont'd)

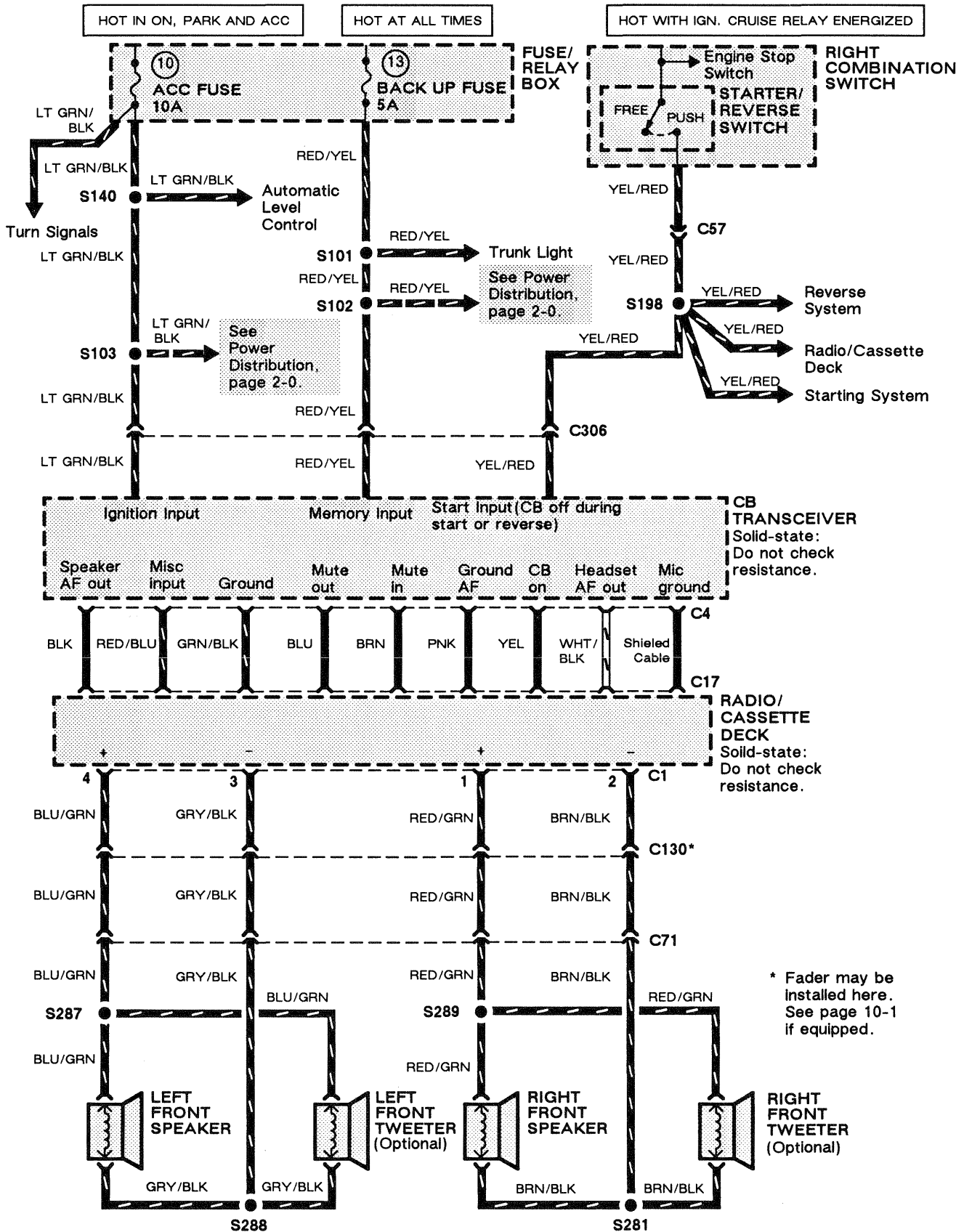
## Speakers - SE



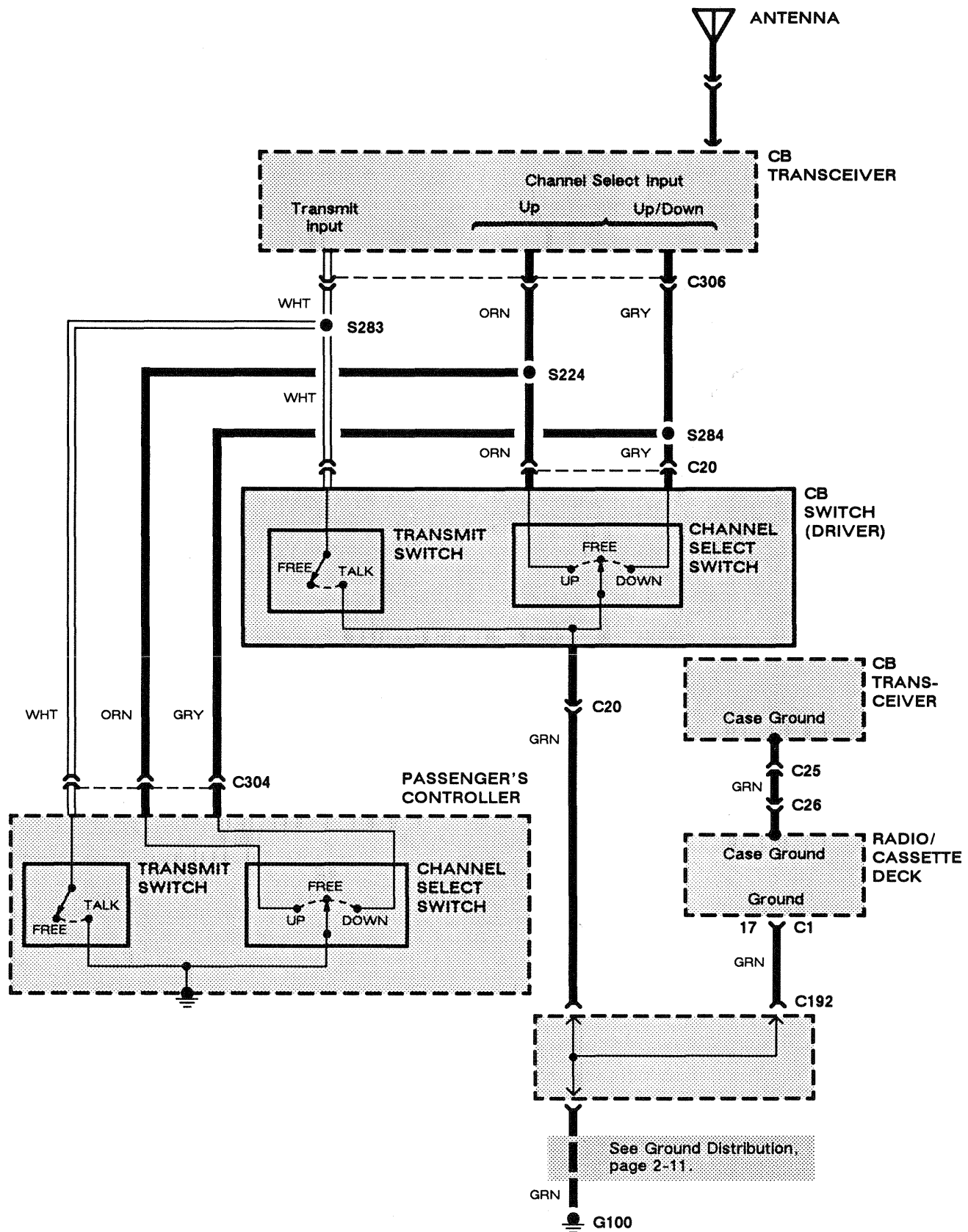
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# Citizen Band Radio: Asp

## Circuit Schematic

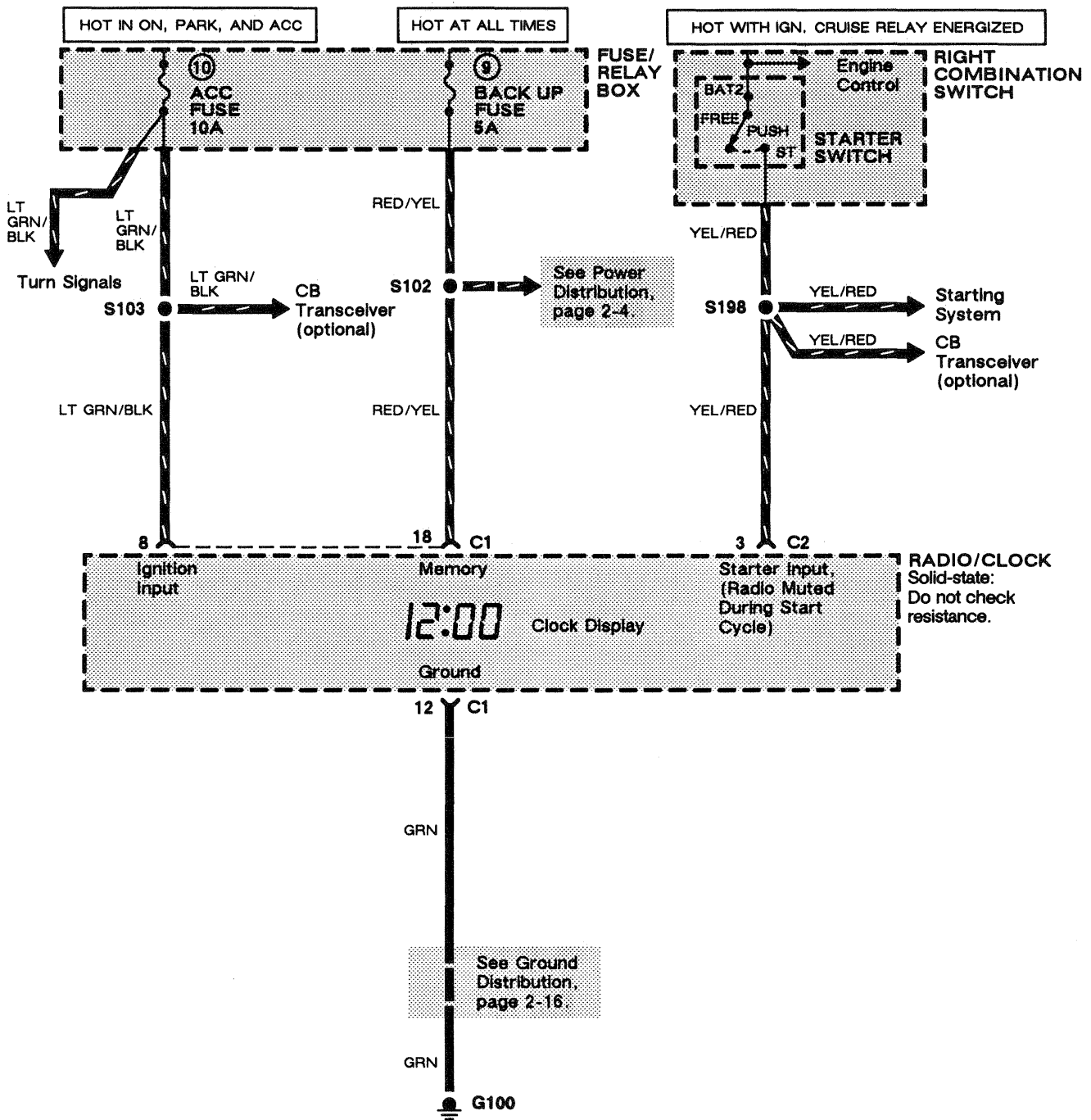


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# Radio/Clock: Int

## Circuit Schematic

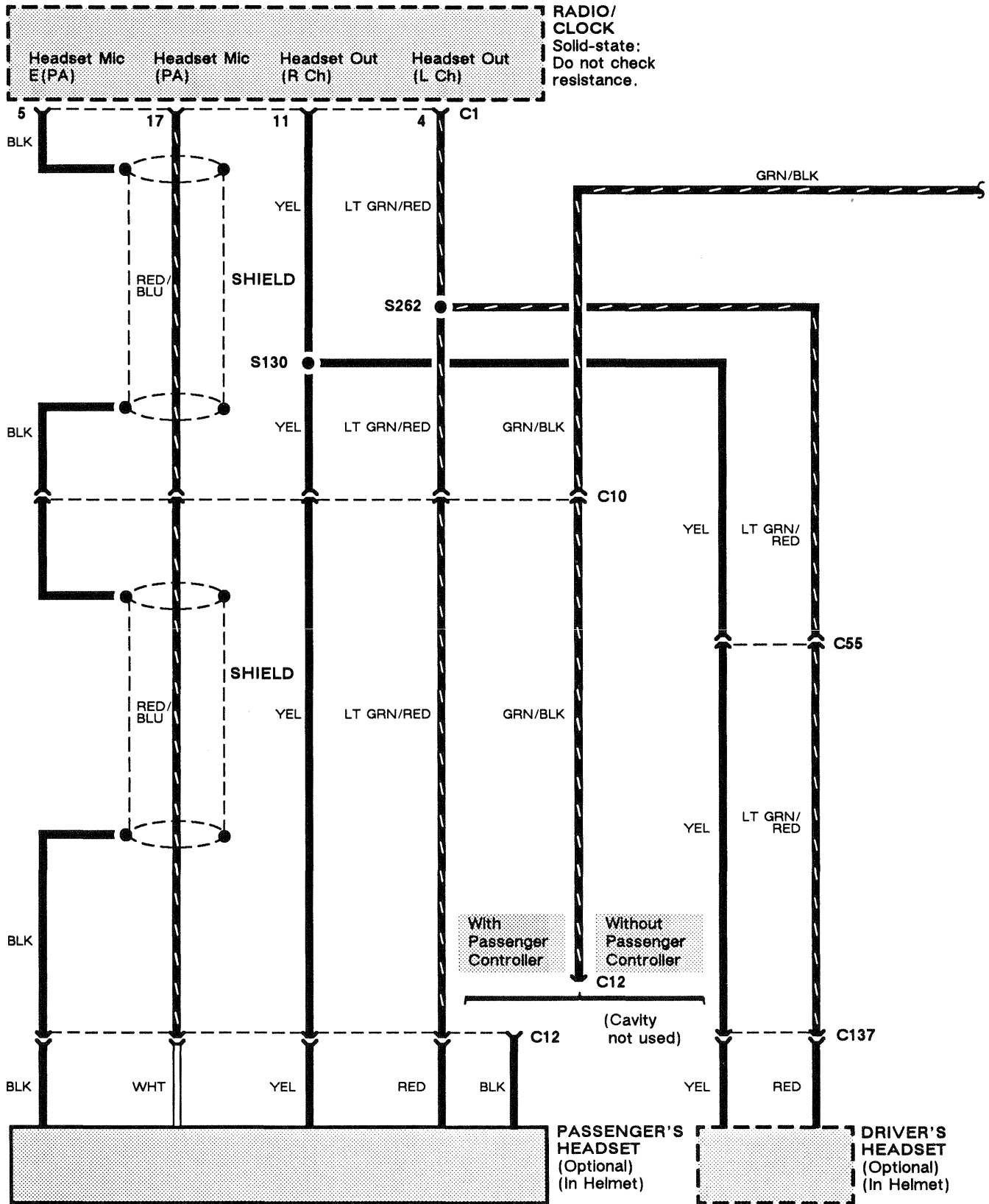


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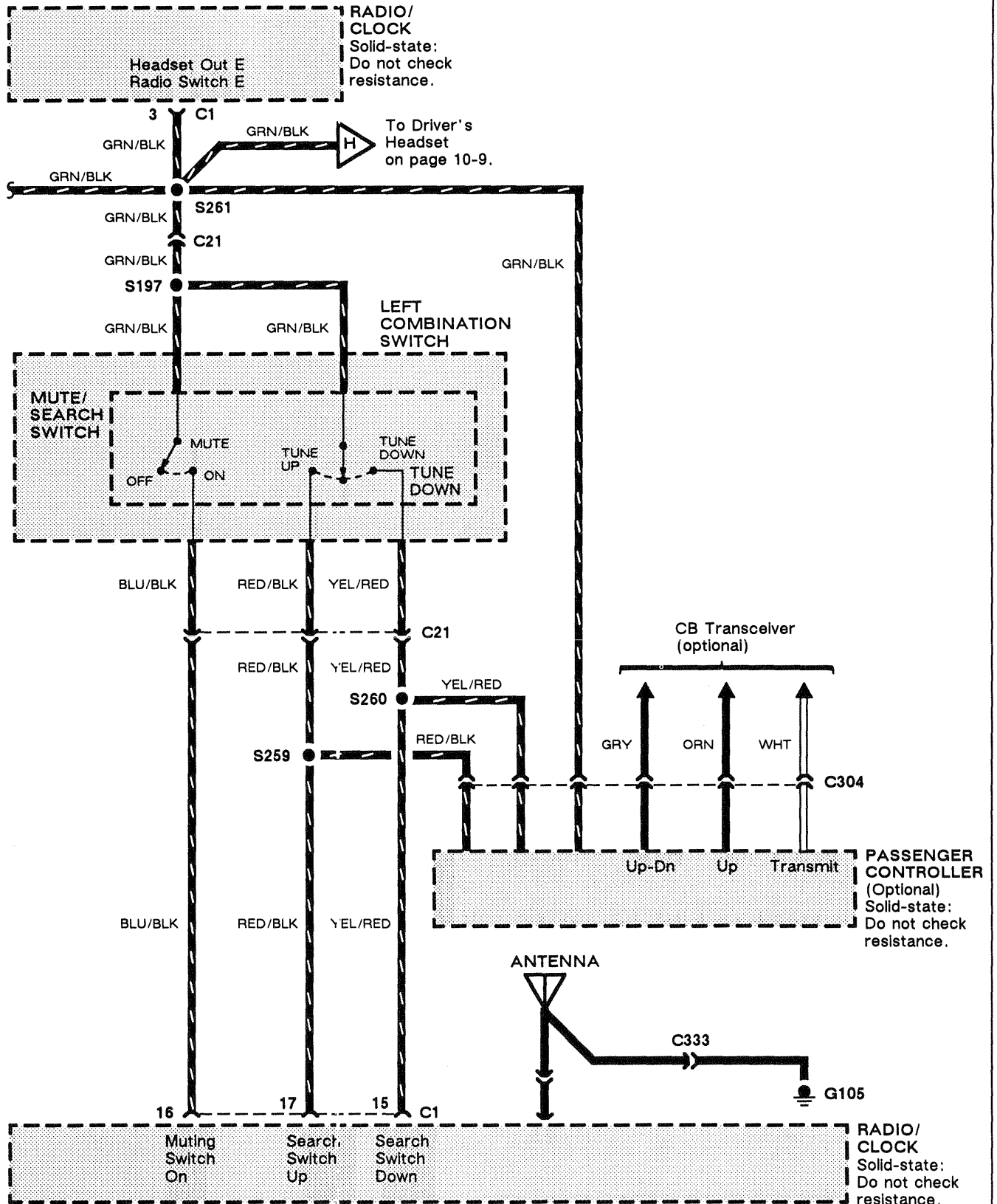
# Radio/Clock: Int

Circuit Schematic (cont'd)





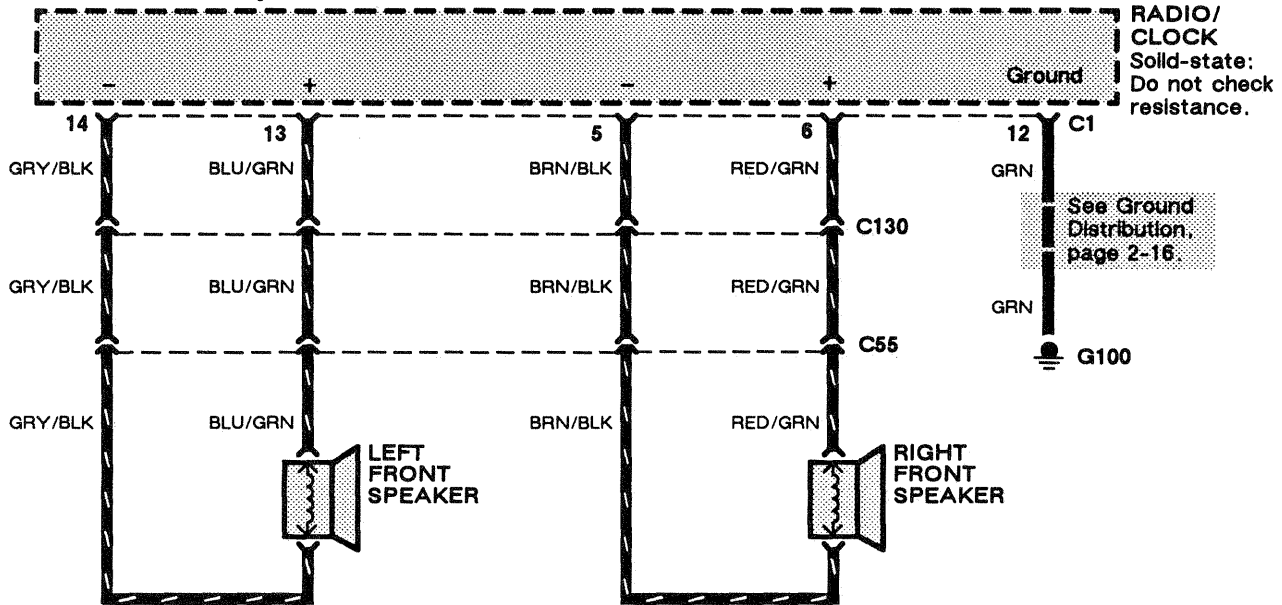
goldwingdocs.com



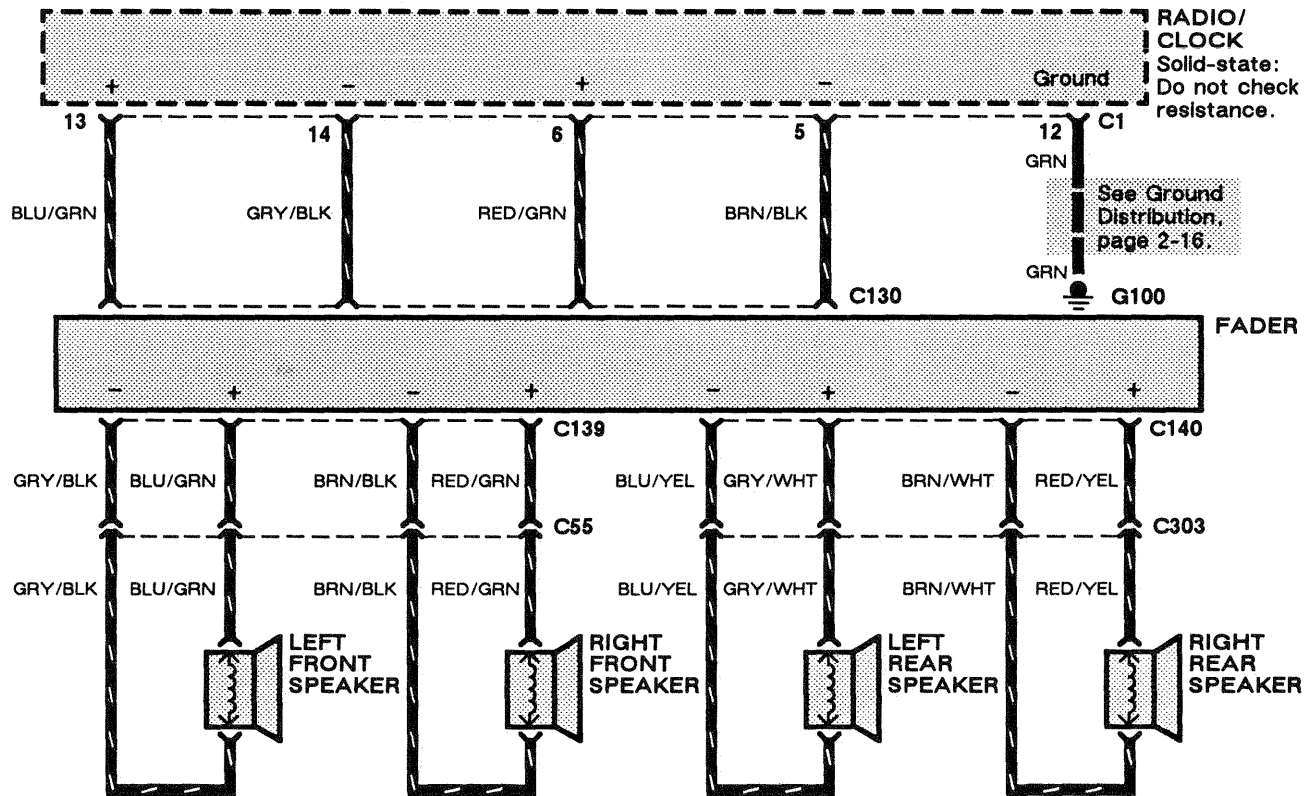
# Radio/Clock: Int

Circuit Schematic (cont'd)

## Without Rear Speaker

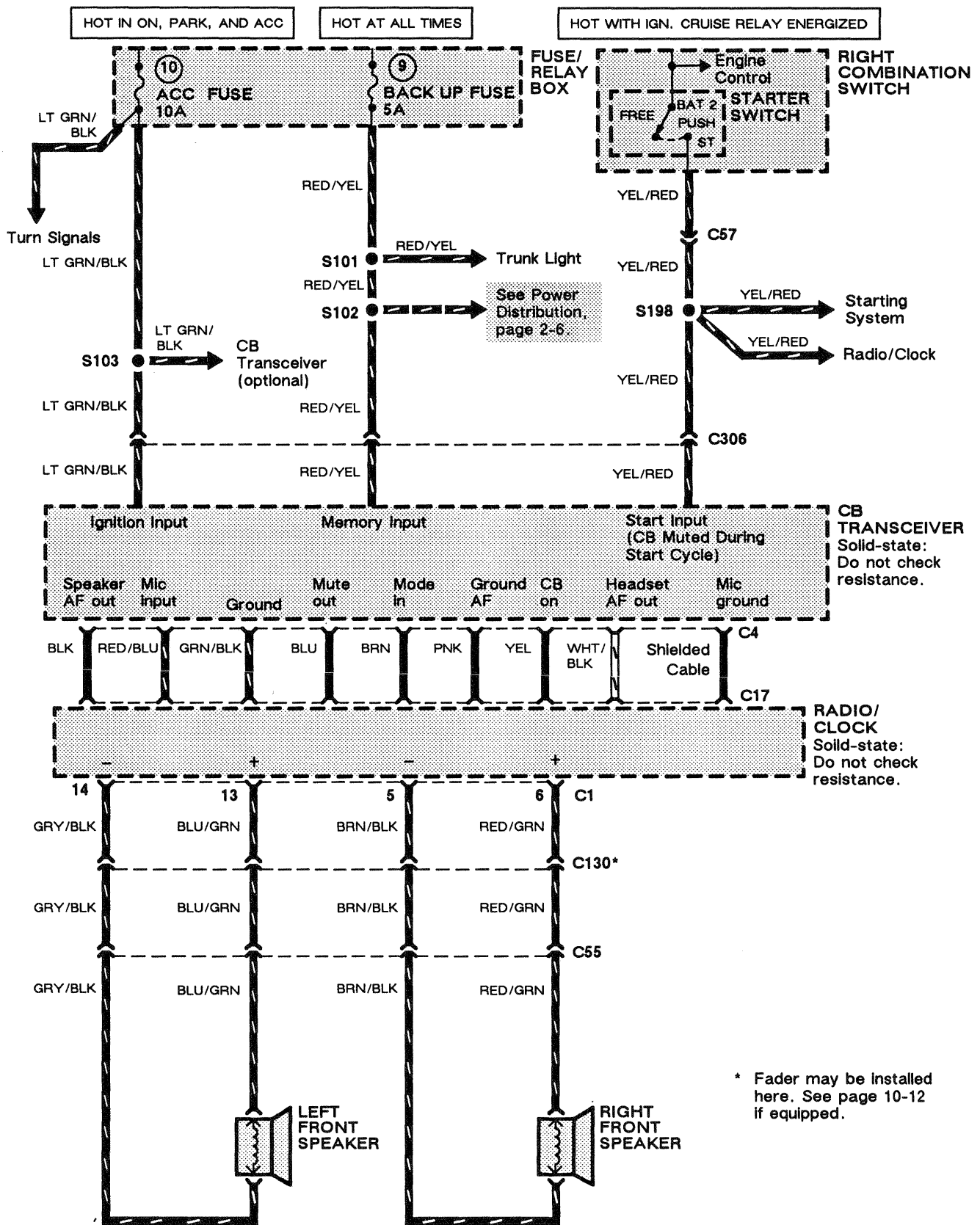


## With Rear Speaker (optional)



# Citizen Band Radio: Int

## Circuit Schematic

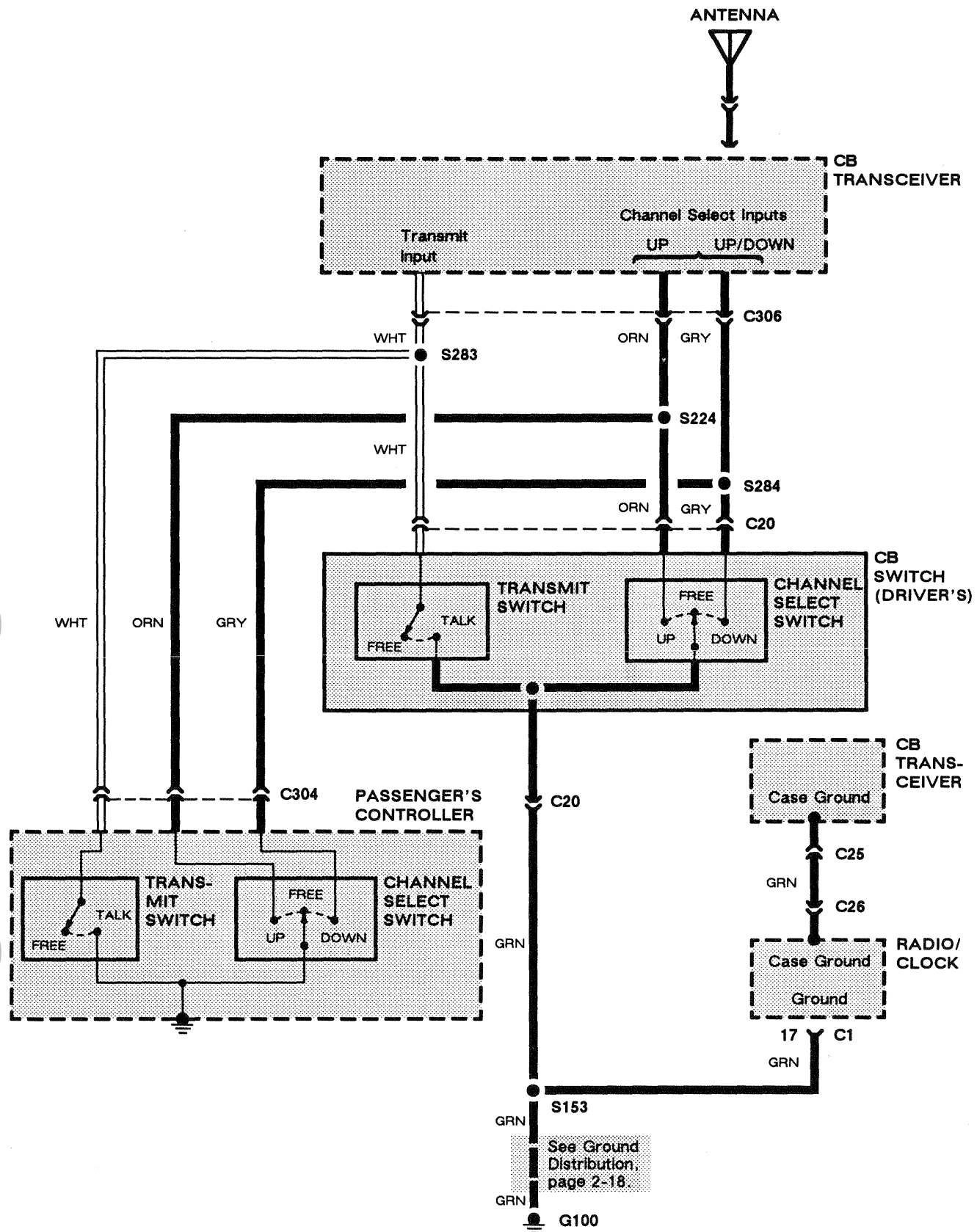


(cont'd)

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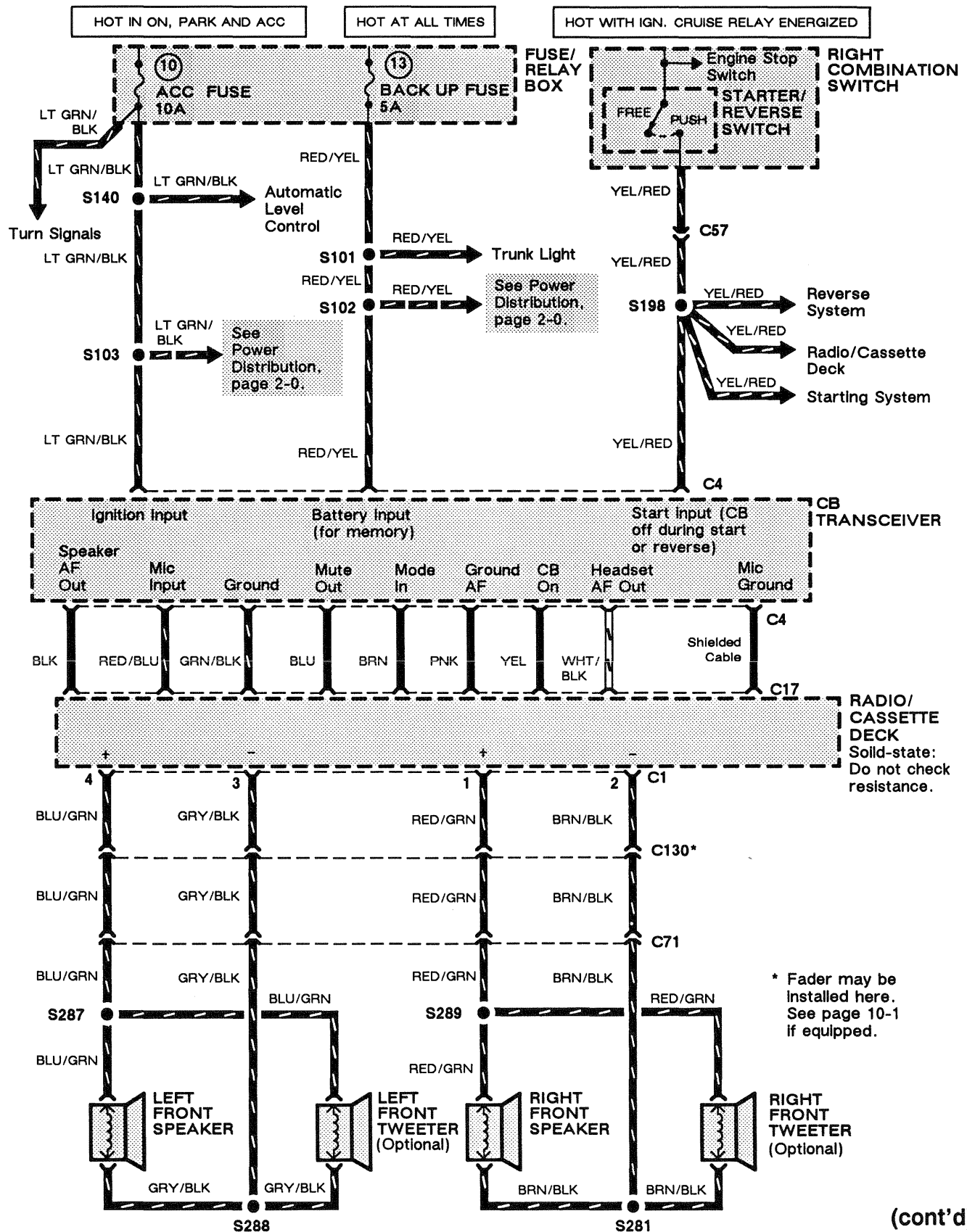
# Citizen Band Radio: Int

## Circuit Schematic (cont'd)



# Citizen Band Radio: SE

## Circuit Schematic

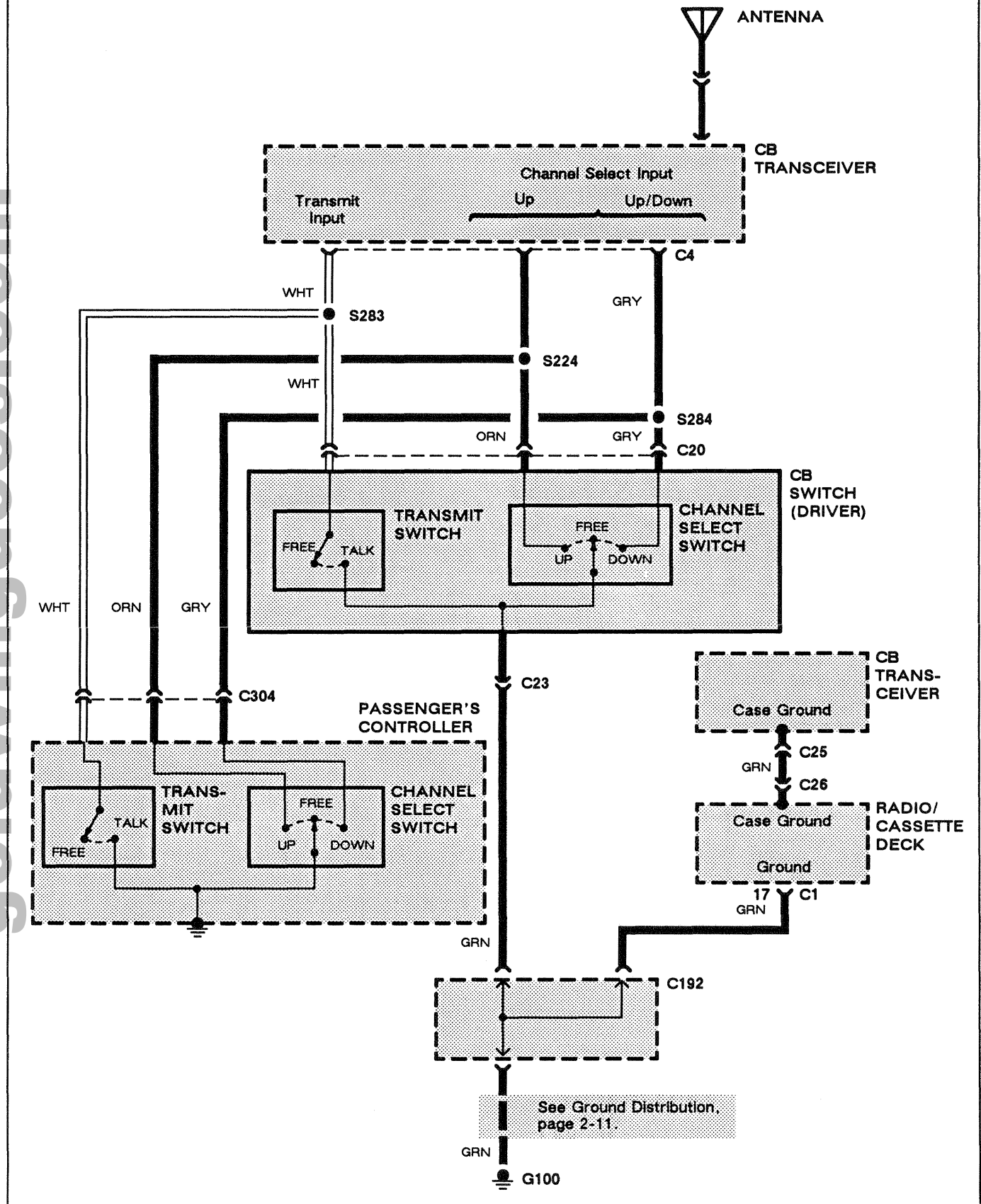


(cont'd)

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# Citizen Band Radio: SE

Circuit Schematic (cont'd)





# Component Location Index

(Refer to Section 12 for photographs.)

<u>Component</u>	<u>Photo No.</u>
AICV Solenoid Valve .....	8
Behind left fairing inner cover, near front of fuel tank	
Air Jet Solenoid #2 (Asp, SE) .....	23
Behind right fairing pocket	
Air Jet Solenoid #2 (Int) .....	66
Behind right fairing pocket	
Air Jet Solenoid #3 (Asp, SE) .....	23
Behind right fairing pocket	
Air Jet Solenoid #3 (Int) .....	66
Behind right fairing pocket	
Air Pressure Sensor .....	32
Behind right saddlebag	
Air Pump Assembly .....	28
Behind left saddlebag	
Alternator .....	3
Left rear of engine	
Auxiliary Input Connector .....	55
Behind left fairing pocket	
Bank Angle Sensor (Asp, SE) .....	32
Below right rear of seat, on frame rail	
Bank Angle Sensor (Int) .....	22
Below right rear of seat, on frame rail	
Battery .....	30
Below right side cover	
CB Transceiver .....	65
Below left fairing pocket	
Clutch Switch .....	49
On left handlebar	
Clutch/Cruise Cancel Switch .....	49
On left handlebar	
Coolant Temperature Gauge Sender .....	62
Top left side of engine	
Coolant Temperature Sensor (tw) (2-GRN) .....	61
Behind left fairing inner cover, on thermostat housing	
Cruise Control Actuator .....	6
Behind left fairing inner cover	
Cruise Control Unit (20-BLK) .....	36
Below center rear of trunk	
Cruise Control Valve Unit .....	5
Behind left fairing inner cover, on left side of fuel tank	
Cruise Valve Relay .....	9
Behind left fairing inner cover, near front of fuel tank	
Engine Control Unit (26-YEL) .....	24
Behind right fairing inner cover, next to fuel tank	
Fader (Asp)	
On top center of handlebar cover	
Fader (SE) .....	49
On left side of handlebar	
Front Brake Light Switch .....	48
On right handlebar, in front of brake switch	
Front Brake Light/Cruise Cancel Switch ....	48
On right handlebar, part of front brake switch	
Fuel Level Sender (Asp, SE) .....	7
Behind left fairing inner cover, on fuel tank	
Fuel Level Sender (Int) .....	51
Behind left fairing inner cover, on fuel tank	
Fuel Pump (1-GRN) .....	44
Below seat, in fuel tank	
Fuel Reserve Sender (1-WHT) .....	44
Below seat, in fuel tank	
Fuse/Relay Box .....	28
Behind left rear side cover	
Gearshift Sensor	
On right front of engine, above oil filter	
Hazard Flasher Relay (3-BLK) (Asp, SE) ...	37
Below rear of trunk	
Hazard Flasher Relay (3-BLK) (Int) .....	47
Below rear of trunk	
Ignition Coils .....	45
Below reserve coolant tank	



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**Ignition Switch**  
Center of instrument panel

**In-Line Capacitor A** ..... 4  
On rear of alternator

**In-Line Capacitor B** ..... 3  
Left rear of engine, on alternator

**In-Line Capacitor D (2-RED)  
(Int, Asp)(with CB)** ..... 43  
Below seat, on top of fuel tank

**In-Line Capacitor D (SE)** ..... 67  
Below seat, on top of fuel tank

**In-Line Diode A** ..... 56  
In harness, right side of air cleaner housing

**In-Line Diode B (2-WHT) (Asp, SE)** ..... 37  
Below left side of trunk

**In-Line Diode C** ..... 56  
In harness, right side of air cleaner housing

**In-Line Fuse A (5A)** ..... 30  
Behind right side cover

**In-Line Fuse B (5A)** ..... 30  
Behind right side cover

**Inverter** ..... 33  
On rear of right saddlebag, behind cover

**Left Combination Switch** ..... 60  
On top of left handlebar

**Left Cornering Light Relay (4-BLU) (Asp, Int)** ..... 15  
Behind left side of fairing front cover

**Left Cornering Light Relay (4-BLU) (SE)** ... 19  
Behind right side of fairing lower cover

**Left Horn** ..... 15  
Behind left fairing front cover

**Left Noise Filter**  
On left fan shroud

**Left Radiator Fan Motor** ..... 58  
Behind left radiator

**Main Fuse A (30A)** ..... 2  
Behind right side cover, forward of battery

**Main Fuse B (55A)** ..... 2  
Behind right side cover, forward of battery

**Oil Pressure Switch** ..... 17  
On lower right front of engine

**Passenger Controller**  
On right side of trunk

**Power Control Relay #1 (4-WHT)** ..... 30  
Behind right side cover, rear of battery

**Power Control Relay #2 (4-WHT)** ..... 30  
Behind right side cover, rear of battery

**Pulse Generators**  
Behind timing belt covers

**Radiator Fan Temperature Switch** ..... 14  
On underside of left radiator, next to cooling fan

**Radio Noise Filter**  
Below rear seat

**Rear Brake Cruise Cancel Switch** ..... 68  
Behind right front side cover, above heat shield

**Rear Brake Light Switch (Asp, SE)** ..... 26  
Behind right front side cover

**Rear Brake Light Switch (Int)** ..... 53  
Behind right front side cover

**Rear Suspension Solenoid Valve** ..... 32  
Behind right saddlebag

**Relief Solenoid Valve** ..... 31  
Behind right saddlebag

**Reverse Control Unit (14-WHT)** ..... 36  
Below rear of trunk

**Reverse Diode Assembly** ..... 32  
Below right side trunk, behind bank angle sensor

**Reverse Lever Switch** ..... 7  
Behind left fairing inner cover, near left side of fuel tank

**Reverse Resistors** ..... 29  
Behind right side cover, under battery box

**Reverse Switch** ..... 27  
Right side of engine, near dipstick

(cont'd)

# Component Location Index

(Refer to Section 12 for photographs.)

<u>Component</u>	<u>Photo No.</u>
Reverse Switch Relay (4-WHT) ..... 41 Below rear of seat	
Right Combination Switch ..... 64 On top of right handlebar	
Right Cornering Light Relay (4-BLU) (Asp, Int) ..... 57 Behind right side of fairing front cover	
Right Cornering Light Relay (4-WHT) (SE) . 19 Behind right side of fairing lower cover	
Right Horn ..... 18 Behind right fairing front cover	
Right Noise Filter On right fan shroud	
Right Radiator Fan Motor ..... 59 Behind right radiator	
Side Stand Switch ..... 3 Left side, on side stand	
Speed Limiter Fuse (65A) ..... 41 Below rear of seat	
Speed Limiter Relay (4-WHT) ..... 30 Behind right saddlebag, ahead of shock absorber	
Spoiler Brake/Taillight Control Module (3-WHT) ..... 1 Behind left saddlebag	
Starter Motor (Int) On lower right rear of engine	
Starter Relay A (4-RED) ..... 2 Behind right side cover, forward of battery	
Starter Relay B (2-WHT) ..... 26 Behind right side cover, on lower frame rail	
Starter Relay Regulator ..... 1 Behind left saddlebag	
Starter/Reverse Motor (Asp, SE) On lower right rear of engine	
TA Sensor ..... 16 Right front of air cleaner case cover	
Throttle Cancel Switch ..... 9 Near left side of air cleaner box, on frame rail	
Trunk Light Switch Inside trunk, near left hinge	
Turn Signal Cancel Control Unit Inside steering head	
Turn Signal Flasher Relay (3-WHT) (Asp, SE) ..... 37 Below rear of trunk	
Turn Signal Flasher Relay (3-WHT) (Int) ... 47 Below rear of trunk	
C6 (3-BLK) ..... 46 Behind instrument panel	
C10 (22-BLU) (SE) ..... 39 Below left rear of seat	
C10 (22-WHT) (Asp) ..... 39 Below left rear of seat	
C10 (22-YEL) (Int) ..... 50 Below left rear of seat	
C11 (3-GRN) (Asp, SE) ..... 38 Below rear of seat	
C11 (3-GRN) (Int) ..... 22 Below rear of seat	
C12 (6-RED) (Asp, SE) ..... 38 Below left rear corner of seat	
C12 (6-RED) (Int) ..... 50 Below left rear corner of seat	
C16 (10-WHT) ..... 46 Behind instrument panel	
C20 (4-BRN) ..... 12 Behind left front side of fairing	
C21 (4-BLK) ..... 12 Behind left front side of fairing	
C22 (6-RED) ..... 21 Right side of fairing, behind marker light	
C23 (2-BLK) ..... 12 Behind left side of fairing, below connector bracket	
C24 (4-WHT) Behind headlight assembly	

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<b>C25 (1-WHT) (SE)</b> .....	<b>65</b>	<b>C59 (6-BLK)</b> .....	<b>21</b>
Below left fairing pocket		Right side of fairing, behind marker light	
<b>C26 (1-WHT) (SE)</b>		<b>C60 (2-BLU)</b> .....	<b>21</b>
Above radio/cassette player connectors, taped in harness		Behind right front side of fairing	
<b>C28 (3-GRN) (Asp, SE)</b> .....	<b>5</b>	<b>C63 (4-WHT)</b> .....	<b>21</b>
Behind left fairing inner cover, near left side of fuel tank		Right side of fairing, behind marker light	
<b>C28 (3-GRN) (Int)</b> .....	<b>51</b>	<b>C66 (14-WHT) (Int)</b> .....	<b>63</b>
Behind left fairing inner cover, near left side of fuel tank		Behind instrument panel	
<b>C29 (2-BLU) (Asp, SE)</b> .....	<b>25</b>	<b>C66 (20-WHT) (Asp, SE)</b> .....	<b>46</b>
On bracket, on right side of fuel tank		Behind instrument panel	
<b>C32 (22-RED)</b> .....	<b>39</b>	<b>C67 (3-WHT)</b> .....	<b>20</b>
Behind right saddlebag		Behind right fairing pocket	
<b>C33 (22-BLK)</b> .....	<b>39</b>	<b>C68 (2-GRN) (Asp, SE)</b> .....	<b>20</b>
Below right rear of seat		Behind right fairing pocket	
<b>C35 (4-RED)</b> .....	<b>1</b>	<b>C68 (2-GRN) (Int)</b> .....	<b>54</b>
Behind left saddlebag		Behind right fairing pocket	
<b>C43 (2-WHT) (Asp, SE)</b> .....	<b>5</b>	<b>C69 (2-WHT)</b> .....	<b>18</b>
Behind left fairing inner cover, near left side of fuel tank		Behind right front side of fairing	
<b>C43 (2-WHT) (Int)</b> .....	<b>51</b>	<b>C71 (16-WHT) (Asp)</b> .....	<b>10</b>
Behind left fairing inner cover, near left side of fuel tank		Behind left fairing pocket	
<b>C44 (2-WHT)</b> .....	<b>4</b>	<b>C71 (16-WHT) (Int)</b>	
On rear of alternator		Behind left fairing pocket	
<b>C54 (4-WHT) (Asp, SE)</b> .....	<b>25</b>	<b>C71 (16-WHT) (SE)</b> .....	<b>69</b>
Behind right fairing inner cover, on bracket		Behind left fairing pocket	
<b>C54 (4-WHT) (Int)</b> .....	<b>56</b>	<b>C72 (13-BLK) (Asp, SE)</b> .....	<b>23</b>
Behind right fairing inner cover, near air cleaner housing		Behind right fairing pocket	
<b>C55 (13-WHT) (Asp, SE)</b> .....	<b>23</b>	<b>C72 (16-WHT) (Int)</b> .....	<b>66</b>
Behind right fairing pocket		Behind right fairing pocket	
<b>C55 (16-GRY) (Int)</b> .....	<b>52</b>	<b>C73 (14-BLK) (Asp)</b> .....	<b>10</b>
Behind left fairing pocket		Behind left fairing pocket	
<b>C56 (2-BRN)</b> .....	<b>34</b>	<b>C73 (14-BLK) (Int)</b>	
Below left rear of trunk		Behind left fairing pocket	
<b>C57 (9-RED)</b> .....	<b>21</b>	<b>C73 (14-BLK) (SE)</b> .....	<b>69</b>
Right side of fairing, behind marker light		Behind left fairing pocket	
<b>C58 (8-BLK)</b> .....	<b>12</b>	<b>C75 (6-RED)</b> .....	<b>34</b>
Behind left front side of fairing		Below left rear of trunk	
		<b>C76 (6-RED)</b> .....	<b>34</b>
		Below right rear of trunk	
		<b>C77 (3-WHT)</b> .....	<b>38</b>
		Below trunk	

(cont'd)

# Component Location Index

(Refer to Section 12 for photographs.)

<u>Component</u>	<u>Photo No.</u>
<b>C78 (3-WHT)</b> Below trunk, near right saddlebag light assembly	
<b>C81 (2-BLU) (Asp, SE)</b> .....	<b>25</b>
On bracket, near right side of fuel tank	
<b>C81 (2-BLU) (Int)</b> .....	<b>56</b>
Behind right inner cover, on right side of fuel tank	
<b>C82 (2-GRN)</b> .....	<b>34</b>
Below right rear of trunk	
<b>C84 (3-WHT)</b> .....	<b>38</b>
Below trunk	
<b>C85 (3-WHT)</b> Below trunk, near left rear light assembly	
<b>C86 (2-GRN)</b> .....	<b>34</b>
Below left rear of trunk	
<b>C89 (2-RED)</b> .....	<b>40</b>
Below left rear side of seat	
<b>C90 (6-BRN)</b> .....	<b>12</b>
Behind left front side of fairing	
<b>C91 (14-BLK)</b> .....	<b>46</b>
Behind instrument panel	
<b>C92 (3-RED)</b> .....	<b>5</b>
Behind left fairing inner cover, near left side of fuel tank	
<b>C93 (6-GRN)</b> .....	<b>12</b>
Behind left front side of fairing	
<b>C94 (9-BLK)</b> .....	<b>21</b>
Right side of fairing, behind marker light	
<b>C95 (2-WHT)</b> .....	<b>15</b>
Behind left side of front fairing	
<b>C97 (2-GRN) (Asp)</b> .....	<b>10</b>
Behind left fairing pocket	
<b>C97 (2-GRN) (Int)</b> .....	<b>55</b>
Behind left fairing pocket	
<b>C97 (2-GRN) (SE)</b> .....	<b>69</b>
Behind left fairing pocket	
<b>C98 (3-BLK)</b> .....	<b>13</b>
Left front of fairing, behind turn signal light	
<b>C99 (6-WHT)</b> Inside steering head	
<b>C103 (6-WHT)</b> Right rear of fairing, behind air pressure control switch assembly	
<b>C104 (3-RED)</b> .....	<b>38</b>
Below trunk	
<b>C105 (3-BLK)</b> .....	<b>38</b>
Below trunk	
<b>C106 (2-WHT)</b> .....	<b>38</b>
Below trunk	
<b>C107 (3-WHT)</b> .....	<b>46</b>
Behind instrument panel	
<b>C108 (4-WHT) (Int)</b> .....	<b>63</b>
Behind instrument panel	
<b>C108 (6-WHT) (Asp, SE)</b> .....	<b>46</b>
Behind instrument panel	
<b>C109 (2-BLK)</b> .....	<b>58</b>
On left fan shroud	
<b>C110 (2-BLK)</b> .....	<b>59</b>
On right fan shroud	
<b>C112 (2-BLK) (Asp, SE)</b> .....	<b>5</b>
Behind fairing inner cover, on left side of fuel tank	
<b>C112 (2-BLK) (Int)</b> .....	<b>51</b>
Behind fairing inner cover	
<b>C115 (1-CLR)</b> .....	<b>14</b>
Below left radiator, near fan temperature switch	
<b>C119 (2-RED) (Asp, SE)</b> .....	<b>20</b>
Behind right fairing pocket	
<b>C119 (2-RED) (Int)</b> .....	<b>54</b>
Behind right fairing pocket	
<b>C120 (2-GRN) (Asp, SE)</b> .....	<b>20</b>
Behind right fairing pocket	
<b>C120 (2-GRN) (Int)</b> .....	<b>54</b>
Behind right fairing pocket	
<b>C127 (1-GRN) (SE)</b> .....	<b>67</b>
Below seat on fuel pump housing	
<b>C127 (1-GRN) (Without CB)</b> .....	<b>42</b>
Below seat on fuel pump housing	

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<b>C130 (4-WHT) (Int)</b> ..... 52	<b>C188 (3-WHT)</b>
Below left fairing pocket	Rear of left saddlebag, behind cover
<b>C130 (4-WHT) (SE)</b> ..... 12	<b>C189 (3-WHT)</b> ..... 33
Behind left front side of fairing, on bracket	Rear of right saddlebag, behind cover
<b>C130 (Asp)</b> ..... 10	<b>C190 (1-BLK)</b> ..... 33
Behind left front side of fairing, on bracket	Rear of right saddlebag, behind cover
<b>C131 (4-BLK)</b> ..... 5	<b>C191 (14-ORN)</b>
Behind fairing inner cover, on left side of fuel tank	Taped to harness, near right side of fuel tank
<b>C132 (2-BLU)</b> ..... 5	<b>C192 (14-ORN)</b>
Behind fairing inner cover, on left side of fuel tank	Behind fairing inner cover, on left side of fuel tank
<b>C133 (2-RED)</b> ..... 25	<b>C193 (1-BLK)</b> ..... 33
On bracket, near right side of fuel tank	Rear of right saddlebag, behind cover
<b>C136 (3-WHT)</b> ..... 55	<b>C194 (1-BLK)</b> ..... 33
Below left fairing pocket	Rear of right saddlebag, behind cover
<b>C137 (6-RED)</b> ..... 55	<b>C195 (1-BLK)</b> ..... 33
Below left fairing pocket	Rear of right saddlebag, behind cover
<b>C138 (6-BRN)</b> ..... 21	<b>C300 (4-WHT)</b> ..... 10
Right side of fairing, behind marker light	Behind left fairing inner cover, near air cleaner box
<b>C147 (1-WHT) (SE)</b> ..... 67	<b>C301 (4-WHT) (with CB)</b> ..... 10
Below seat, on top of fuel tank	Behind left fairing inner cover, near air cleaner box
<b>C147 (1-WHT) (without CB)</b> ..... 42	<b>C301 (4-WHT) (without CB)</b> ..... 11
Below seat, on top of fuel tank	Near left side of air cleaner box
<b>C178 (4-WHT)</b> ..... 67	<b>C302 (4-BLK)</b> ..... 40
Below seat, on top of fuel tank	Below left rear side of seat
<b>C181 (4-WHT)</b> ..... 12	<b>C303 (4-BLK)</b> ..... 11
Behind left front side of fairing, on bracket	Near left side of air cleaner box
<b>C182 (4-WHT)</b> ..... 36	<b>C304 (6-BRN)</b> ..... 40
Below rear seat	Below left rear side of seat
<b>C183 (1-GRN)</b> ..... 43	<b>C305 (6-RED)</b>
Below seat, on top of fuel tank	Below left rear corner of seat
<b>C184 (1-BLK) (SE)</b> ..... 67	<b>C306 (6-BRN) (Asp)</b> ..... 10
Below seat, on top of fuel tank	In rear of left side fairing pocket
<b>C184 (1-BLK) (without CB)</b> ..... 42	<b>C306 (6-BRN) (Int)</b> ..... 52
Below seat, on top of fuel tank	In rear of left side fairing pocket
<b>C185 (1-WHT)</b> ..... 43	<b>C311 (6-RED) (Asp)</b> ..... 10
Below seat, on top of fuel tank	Behind left fairing pocket
<b>C186 (1-WHT)</b> ..... 43	<b>C311 (6-RED) (SE)</b> ..... 69
Below seat, on top of fuel tank	Behind left fairing pocket

(cont'd)

# Component Location Index

(Refer to Section 12 for photographs.)

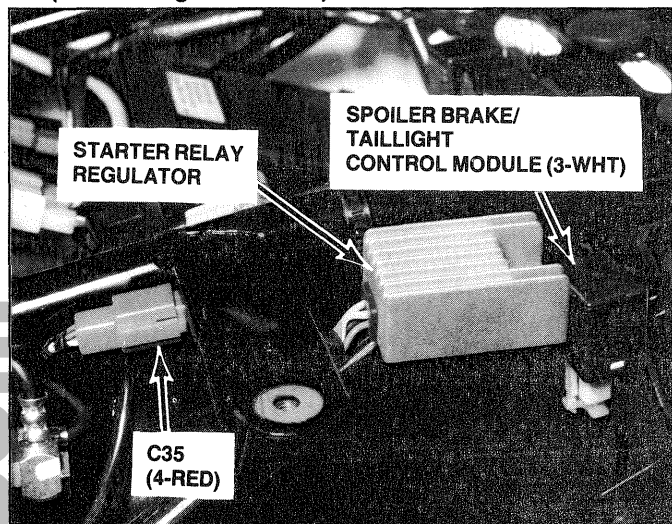
<u>Component</u>	<u>Photo No.</u>
<b>C312 (6-WHT)</b> .....	<b>39</b>
Underneath right side of seat, in front of trunk support bracket	
<b>C315 (2-YEL) (Asp, SE)</b> .....	<b>8</b>
Behind left fairing inner cover, near front of fuel tank	
<b>C315 (2-YEL) (Int)</b> .....	<b>51</b>
Behind left fairing inner cover, near front of fuel tank	
<b>C316 (3-BRN)</b> .....	<b>29</b>
Behind right side cover, under battery box	
<b>C330 (2-BLK)</b> .....	<b>39</b>
Below left side of trunk	
<b>C331 (2-BLK)</b> .....	<b>35</b>
In left underside of trunk lid	
<b>C333 (1-CLR)</b> .....	<b>50</b>
Below center of seat	
<b>G100</b> .....	<b>27</b>
On frame, above dipstick	
<b>G102</b> .....	<b>14</b>
On left radiator, near radiator fan temperature switch	
<b>G103</b> On engine, near coolant temperature sensor	
<b>G104 (Asp, SE)</b> .....	<b>27</b>
On right side of engine	
<b>G104 (Int)</b> .....	<b>53</b>
On right side of engine	
<b>G105</b> .....	<b>50</b>
Below center of seat	

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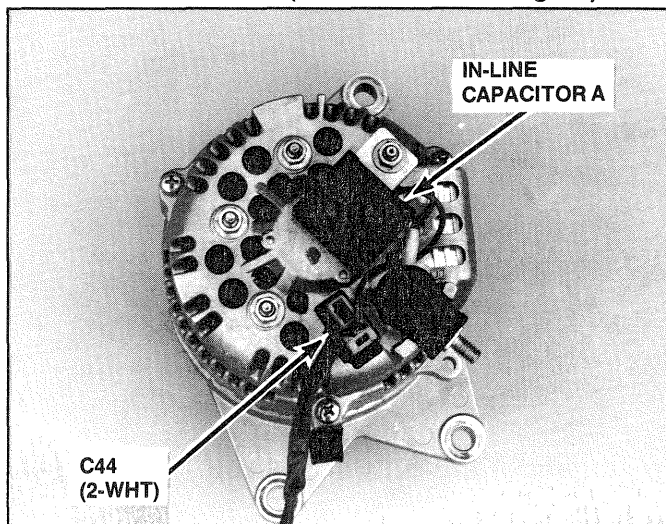
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# Component Location Photographs

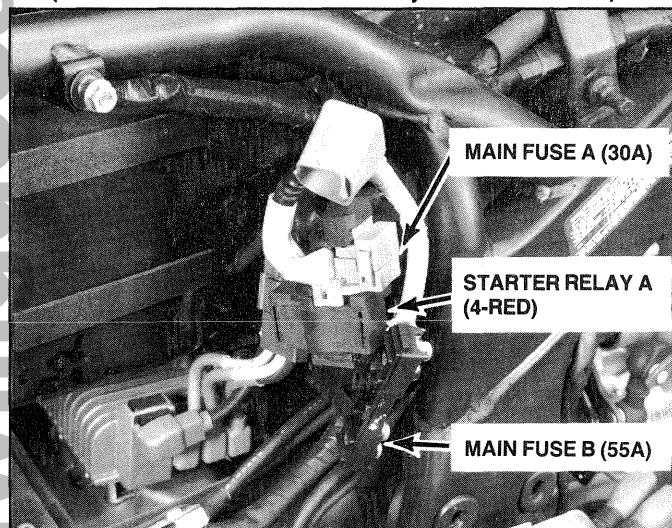
1. Left Rear Side of Motorcycle  
(Saddlebag Removed)



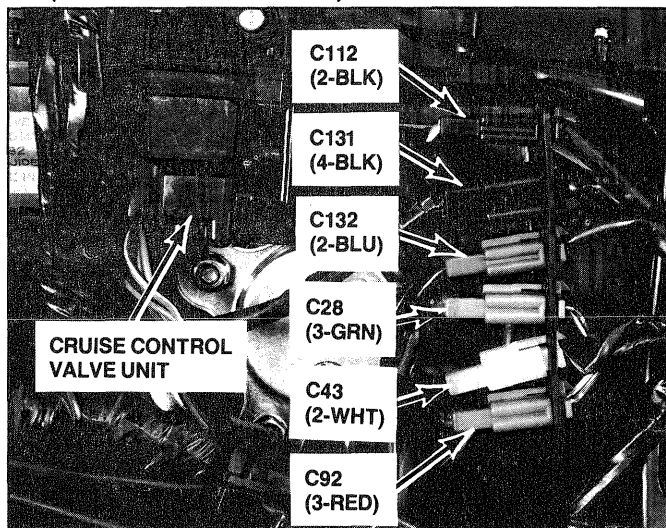
4. Rear of Alternator (Removed from Engine)



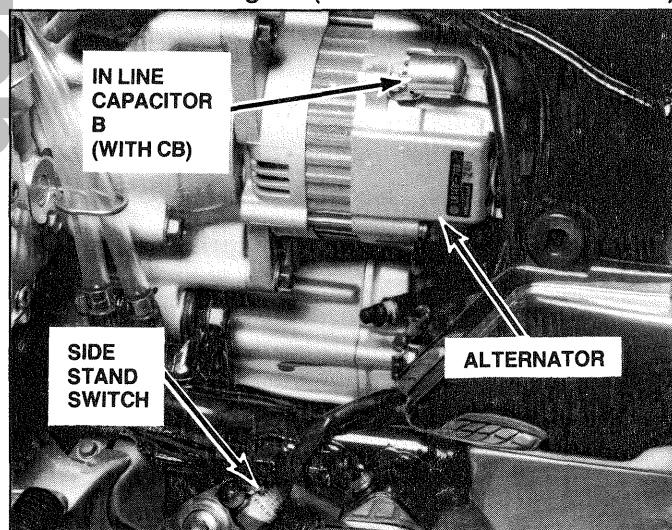
2. Right Side, Below Battery  
(Rear Side Cover and Battery Box Removed)



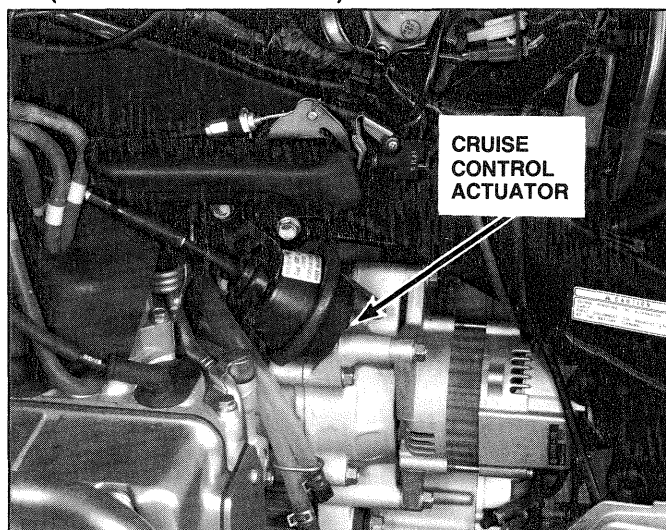
5. Left Side, Next to Fuel Tank  
(Inner Cover Removed)



3. Left Rear of Engine (Front Side Cover Removed)



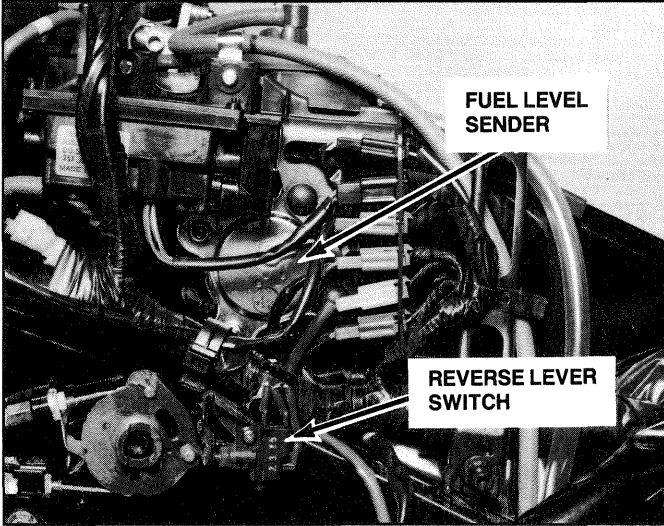
6. Left Side, Below Reverse Lever  
(Inner Cover Removed)



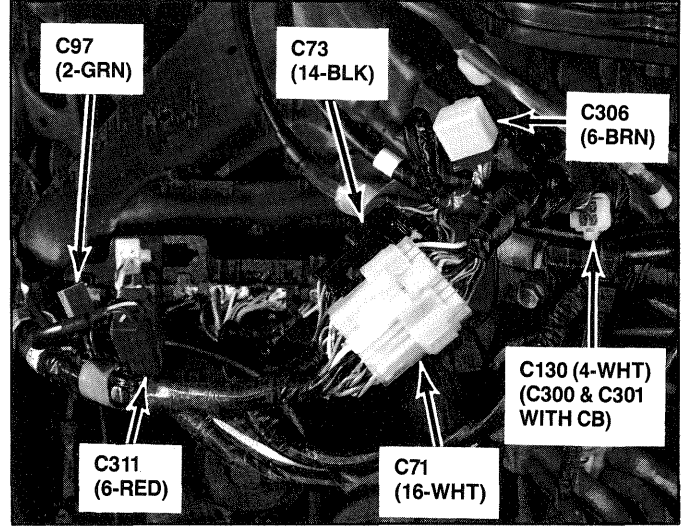


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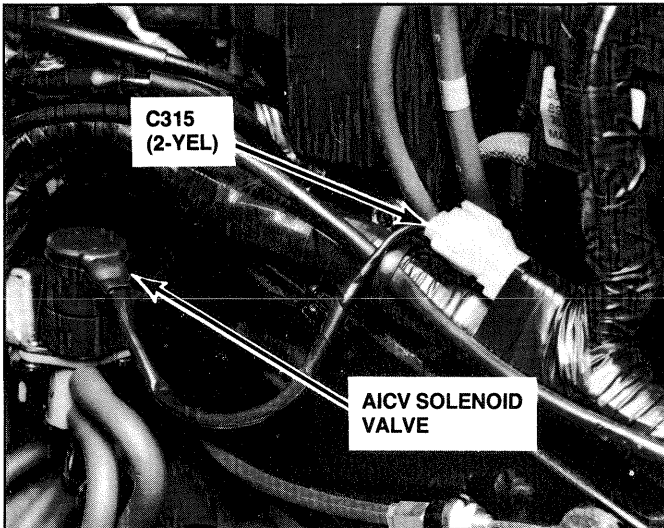
**7. Left Side of Engine (Inner Cover Removed)**



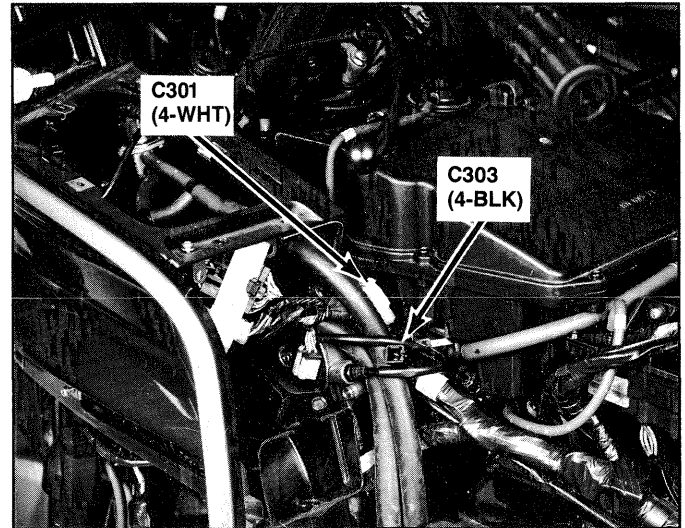
**10. Left Rear of Fairing (Fairing Removed)**



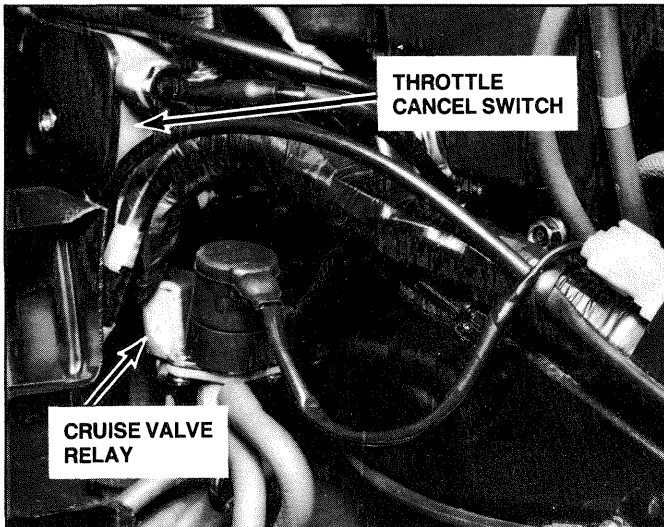
**8. Behind Left Side of Fairing (Fairing Inner Cover Removed)**



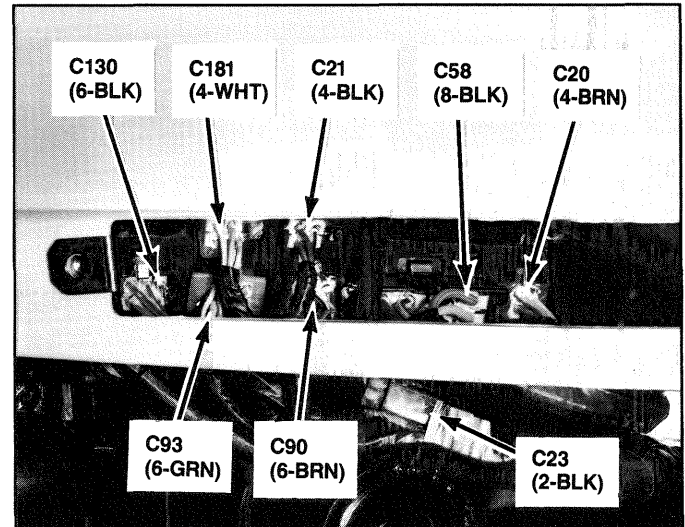
**11. Left Rear of Fairing (Inner Cover Removed)**



**9. Behind Left Side of Fairing (Fairing Inner Cover Removed)**

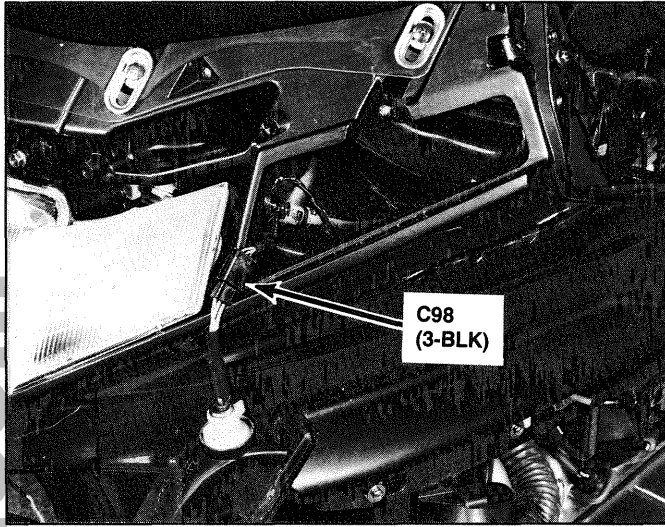


**12. Behind Left Side of Fairing (Fairing Removed)**

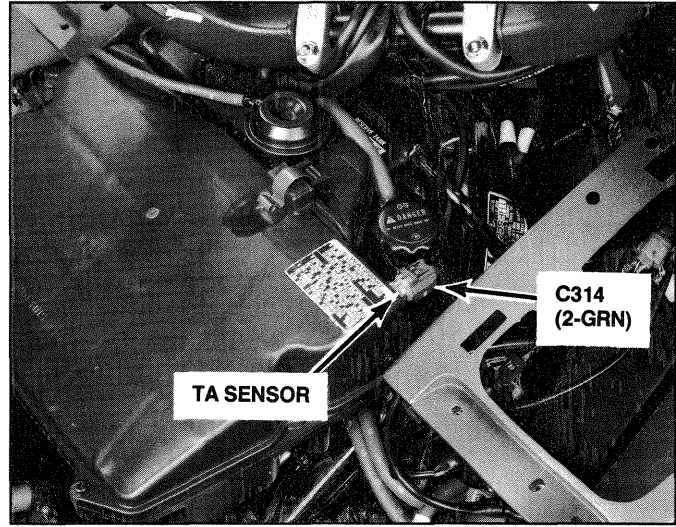


# Component Location Photographs

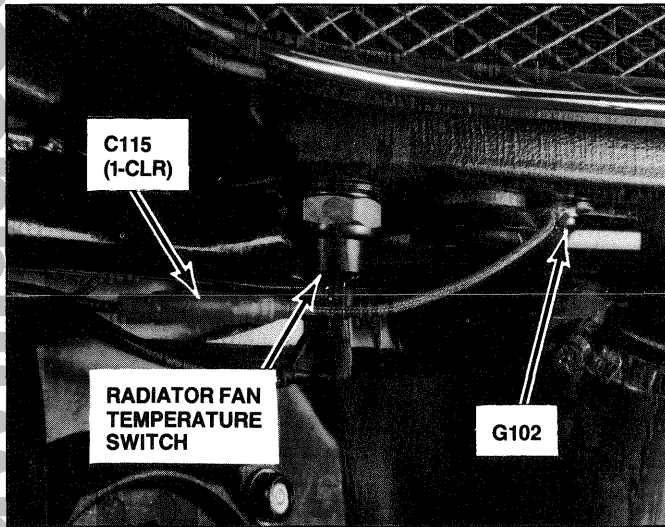
13. Front of Motorcycle, Behind Position Light



16. Right Air Cleaner Housing Area



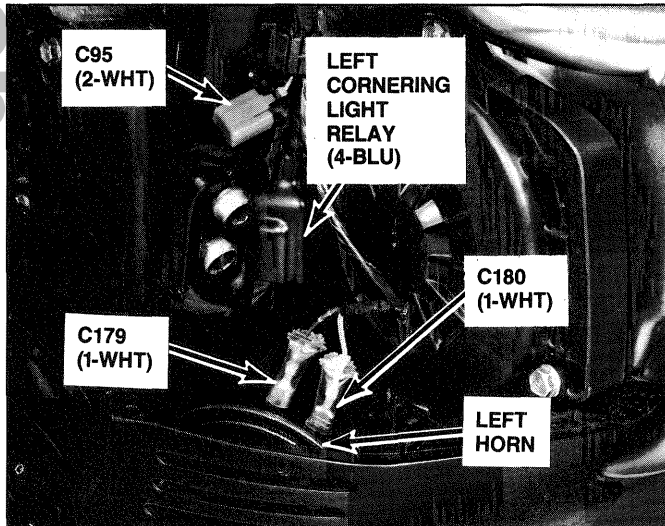
14. Below Left Radiator (Front Cover Removed)



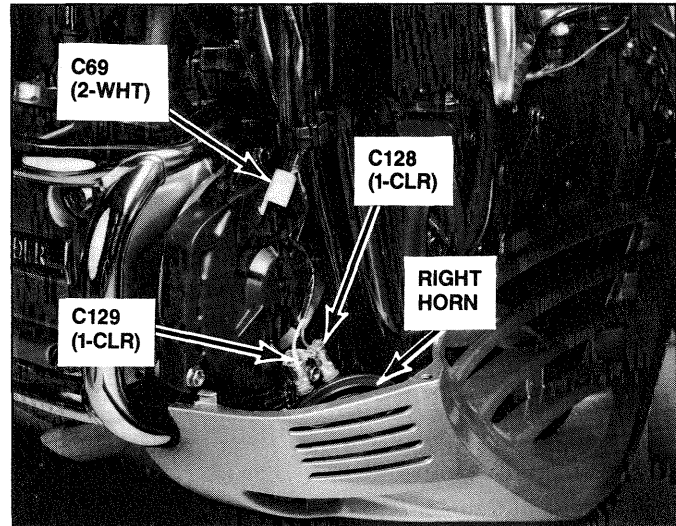
17. Lower Right Front of Engine (Under Cover Removed)



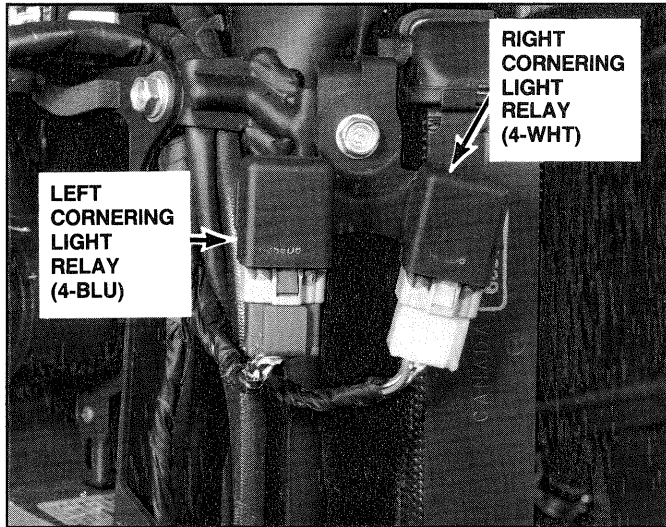
15. Behind Left Fairing Front Cover



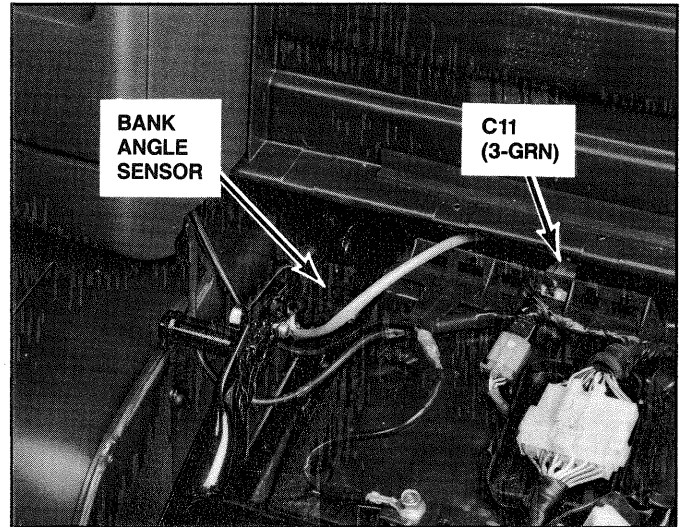
18. Right Front (Under Cover Removed)



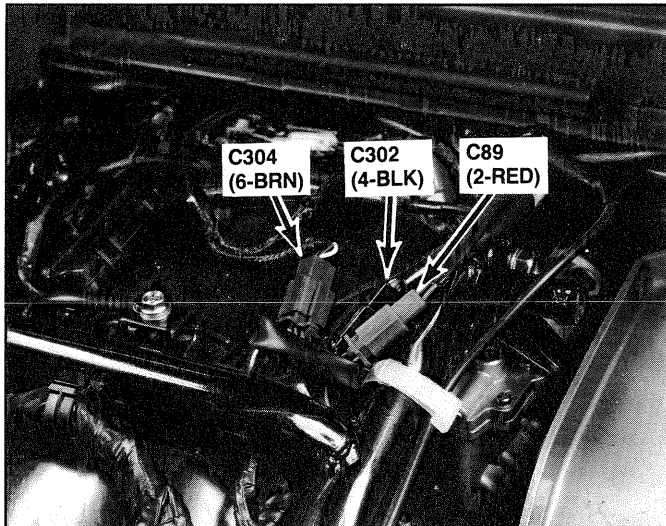
19. Right Side of Fairing  
(Lower Fairing Cover Removed)



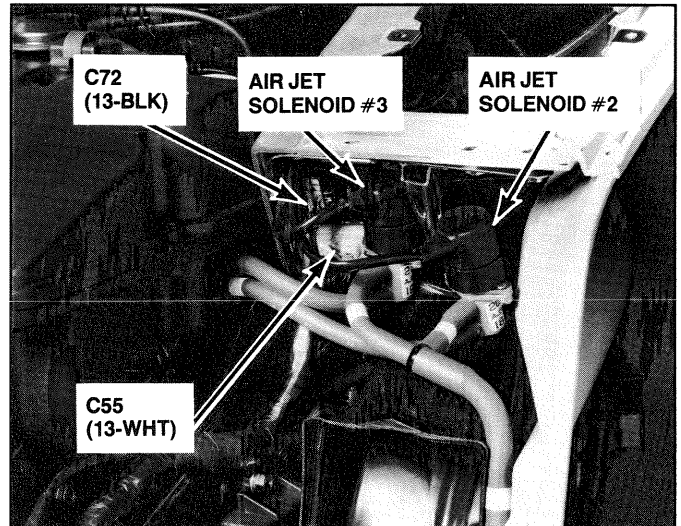
22. Below Rear of Seat



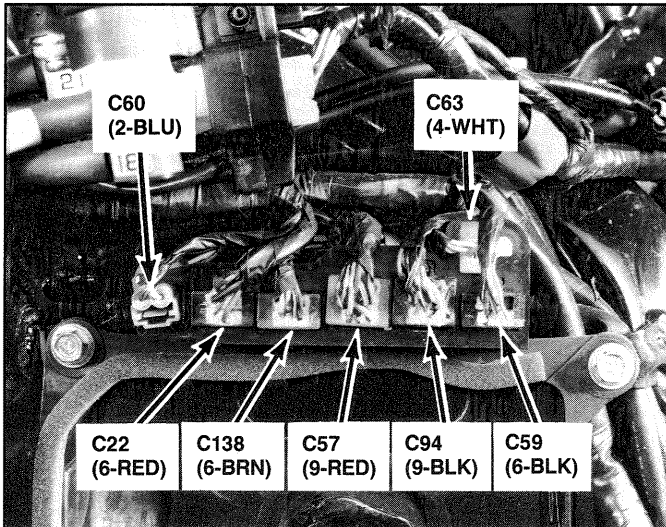
20. Below Right Fairing Pocket (Fairing Removed)



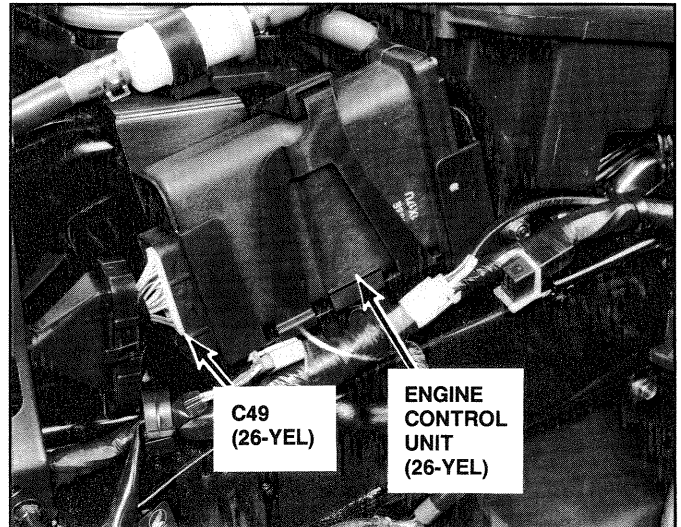
23. Rear of Right Fairing Pocket



21. Right Side of Fairing (Fairing Removed)



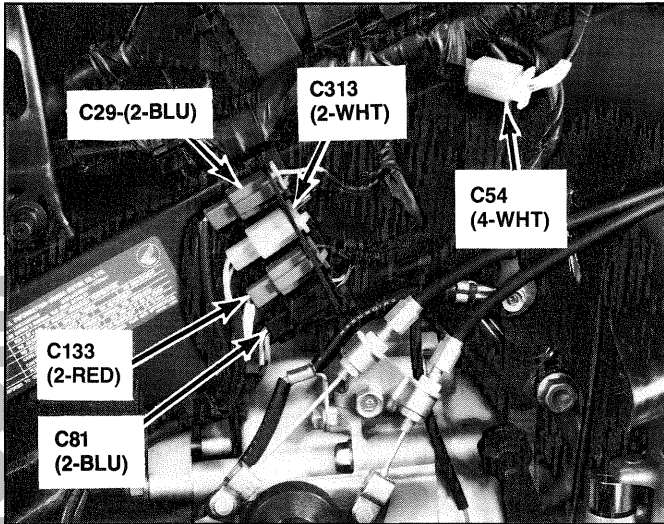
24. Right Side (Inner Cover Removed)



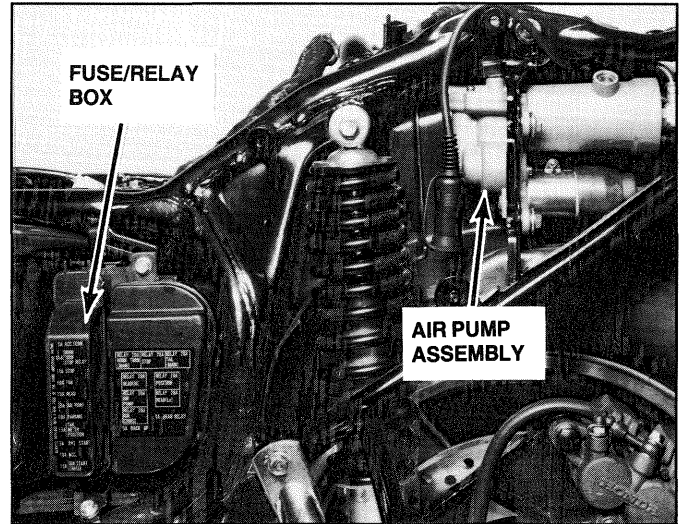
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# Component Location Photographs

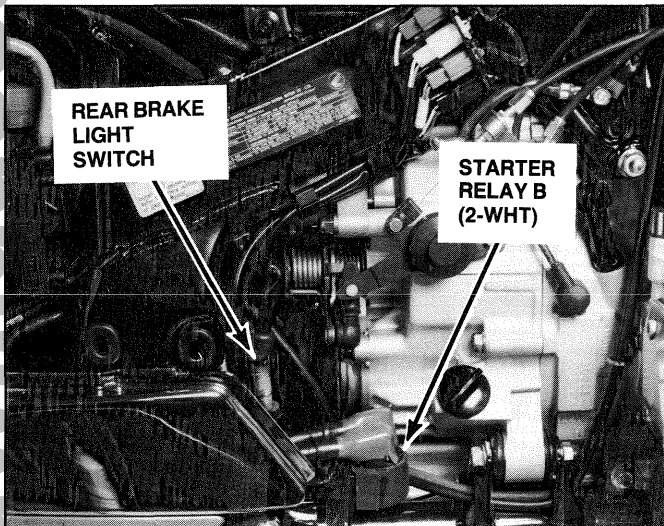
25. Right Side (Inner Cover Removed)



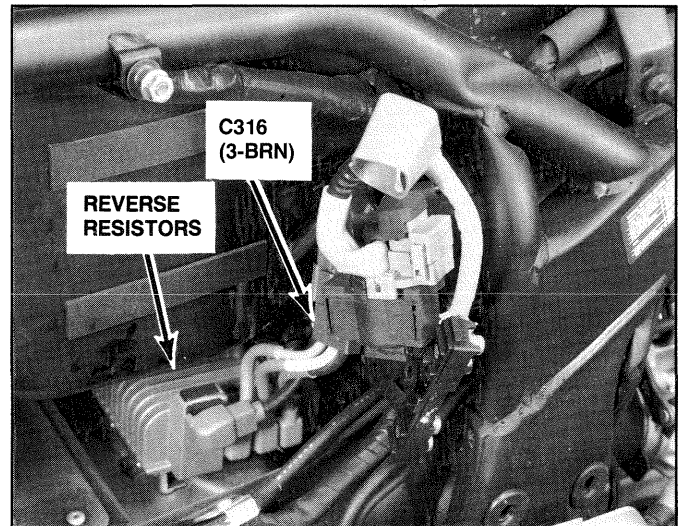
28. Left Side (Left Side Cover Removed)



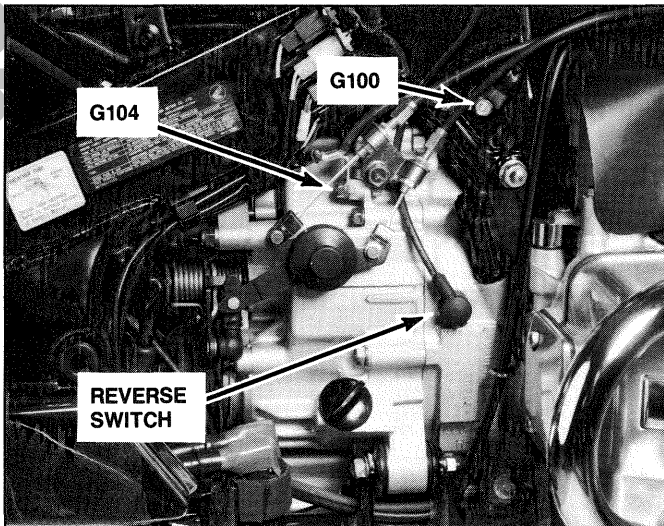
26. Right Rear of Engine (Front Side Cover Removed)



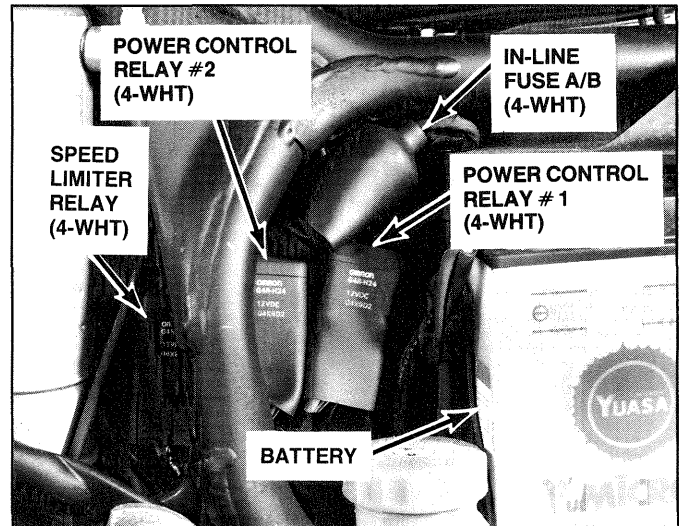
29. Right Side, Below Battery (Rear Side Cover and Battery Box Removed)



27. Right Rear of Engine (Front Side Cover Removed)

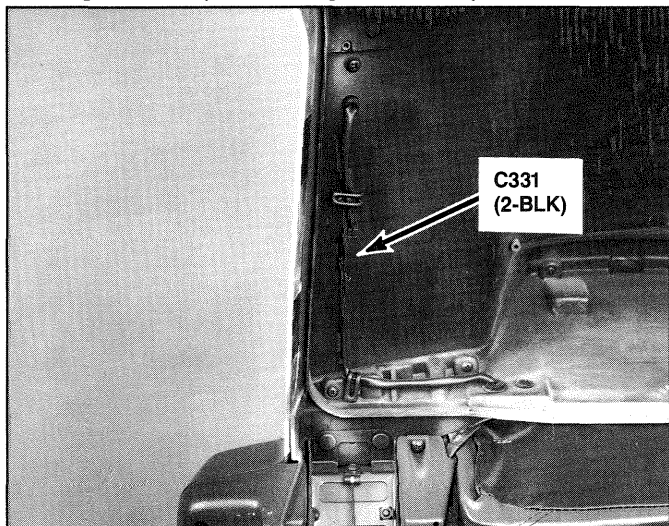


30. Right Side (Rear Side Cover Removed)

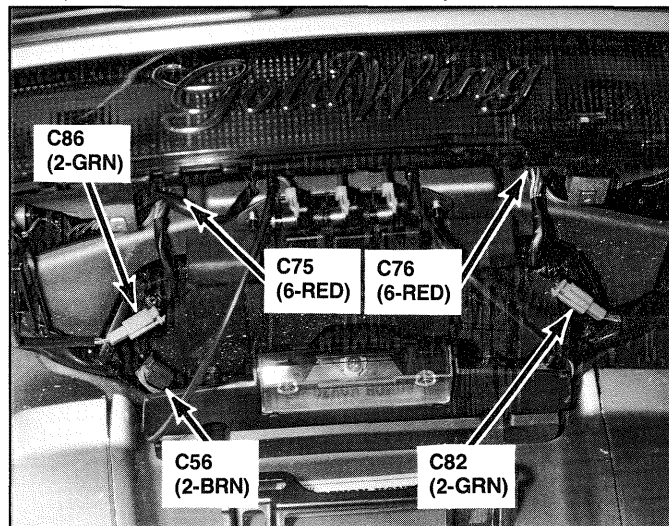


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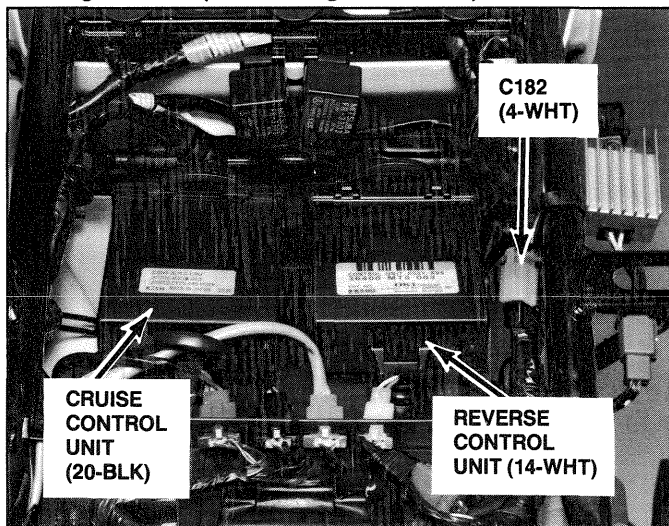
**31. Right Side (Saddlebag Removed)**



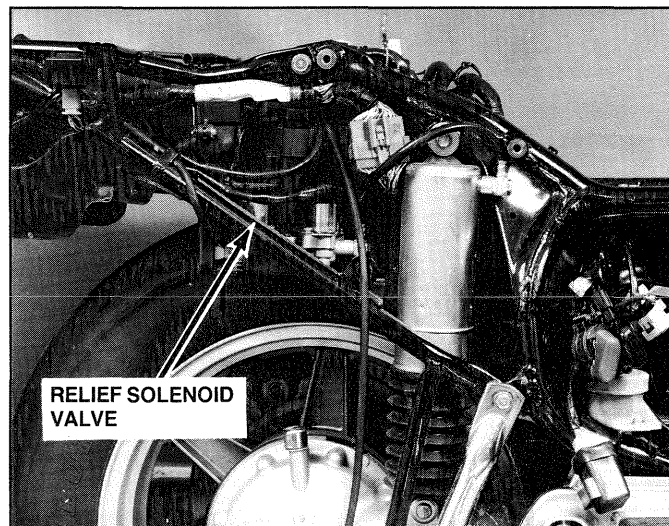
**34. Below Rear of Trunk (Trunk Lower Cover Removed)**



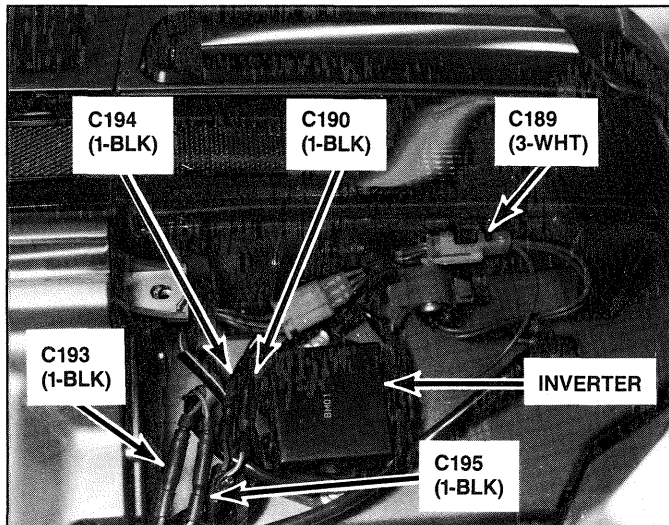
**32. Right Side (Saddlebag Removed)**



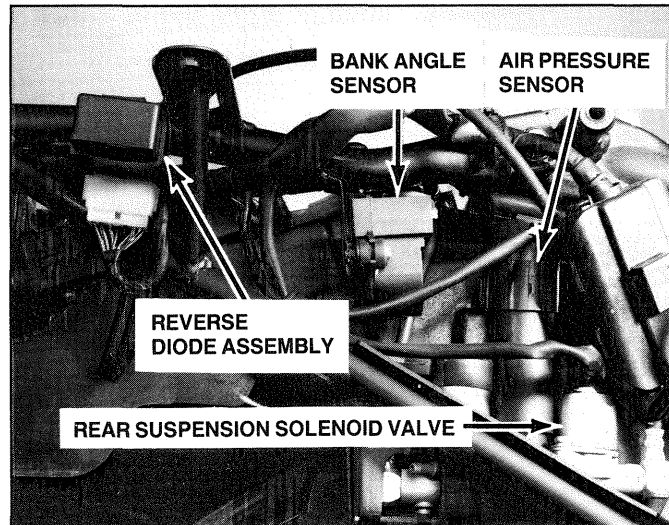
**35. Inside Trunk, on Left Side of Lid**



**33. Lower Rear of Right Saddlebag (Saddlebag Lower Cover Removed)**

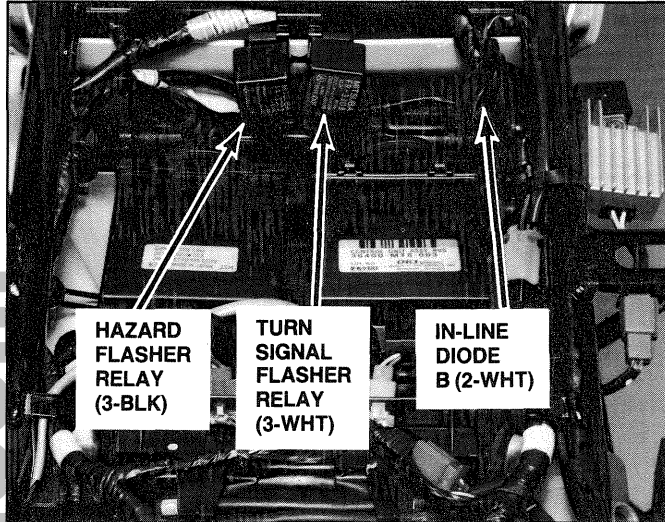


**36. Top Rear, Under Trunk (Trunk Removed)**

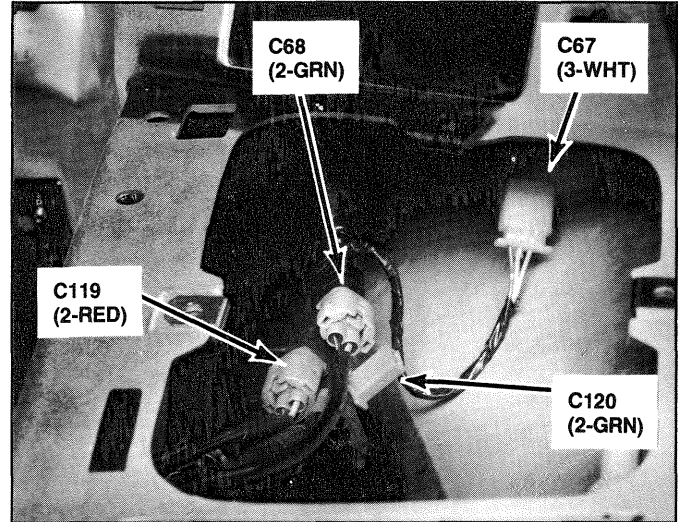


# Component Location Photographs

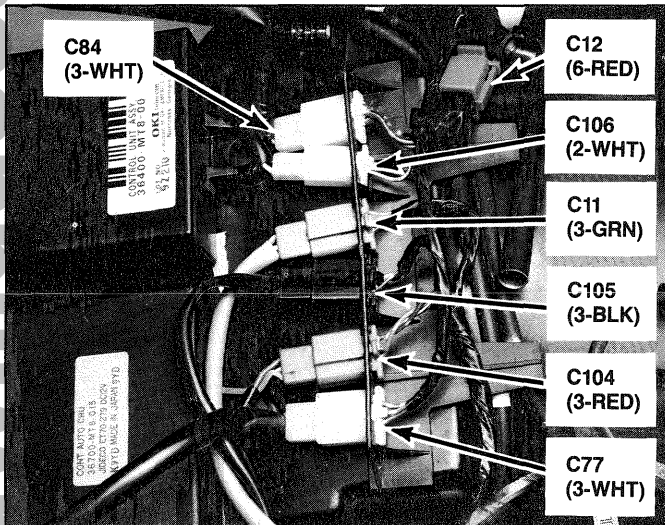
37. Top Rear, Under Trunk (Trunk Removed)



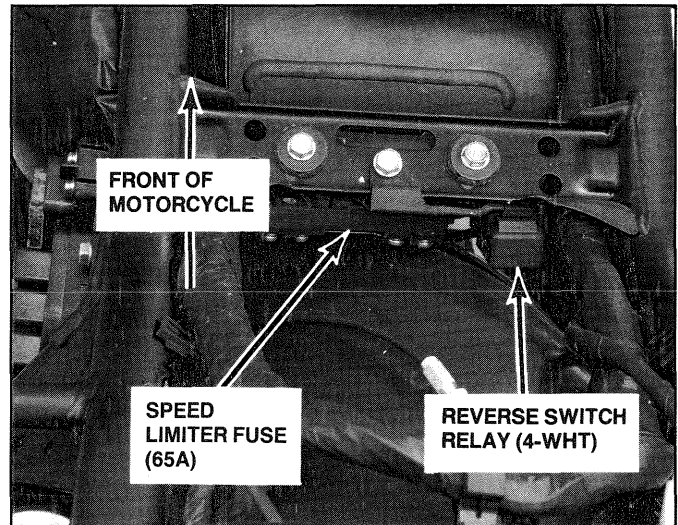
40. Under Rear of Seat (Seat Removed)



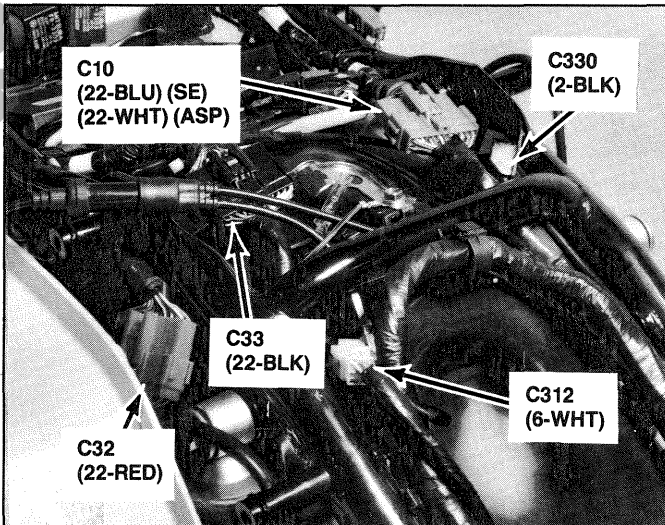
38. Top Rear, Under Trunk (Trunk Removed)



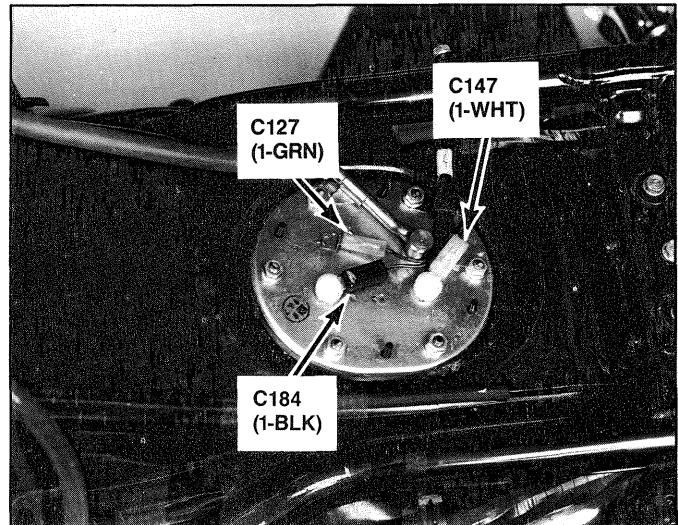
41. Under Front of Seat (Seat Removed)



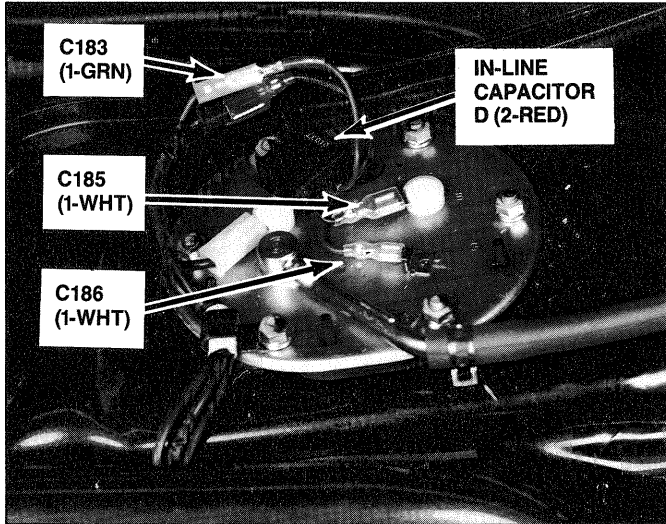
39. Under Seat (Trunk Removed)



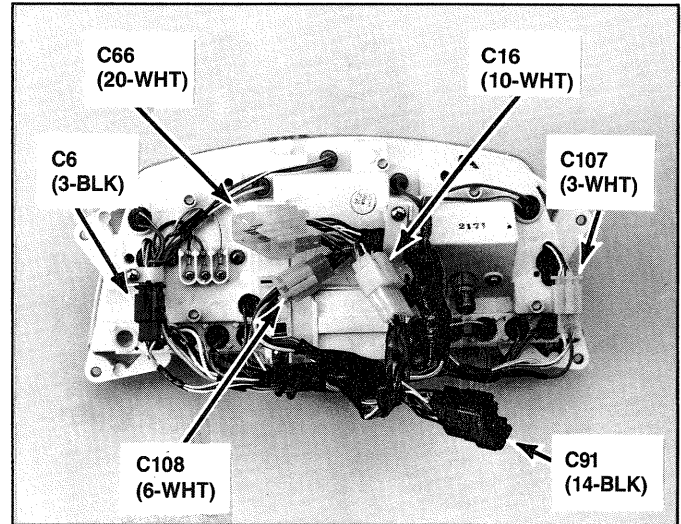
42. Top of Fuel Tank (Seat Removed)



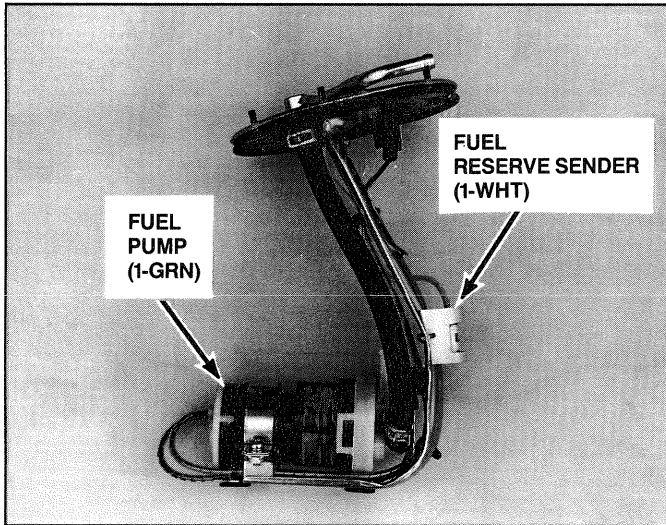
43. Top of Fuel Tank (Seat Removed)  
(With CB Radio)



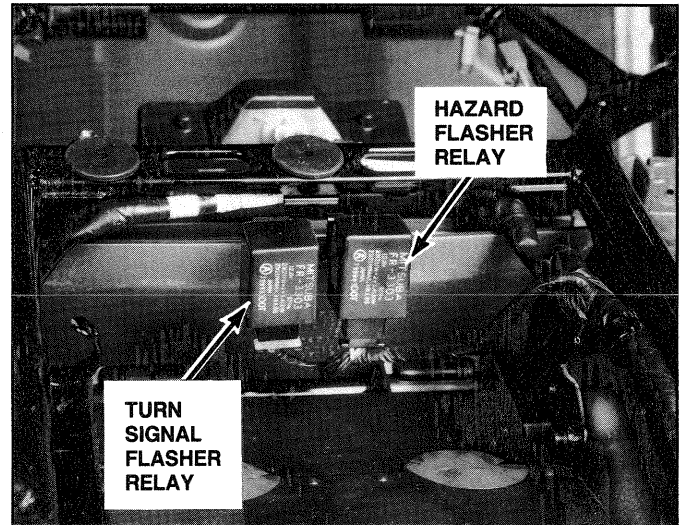
46. Rear of Instrument Panel  
(Removed from Fairing)



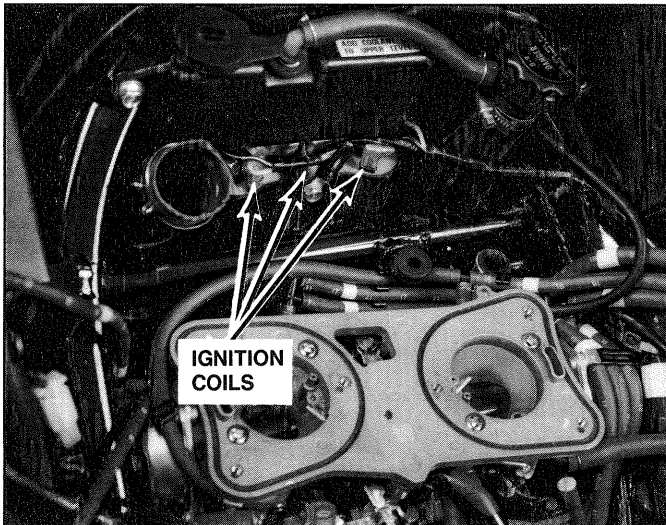
44. Fuel Pump Assembly  
(Removed from Fuel Tank)



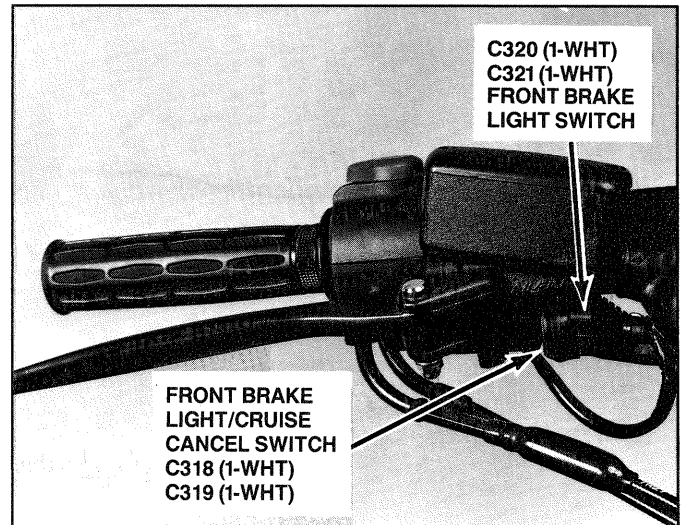
47. Below Trunk Assembly



45. Top of Engine (Top Compartment and Air  
Cleaner Case Removed)



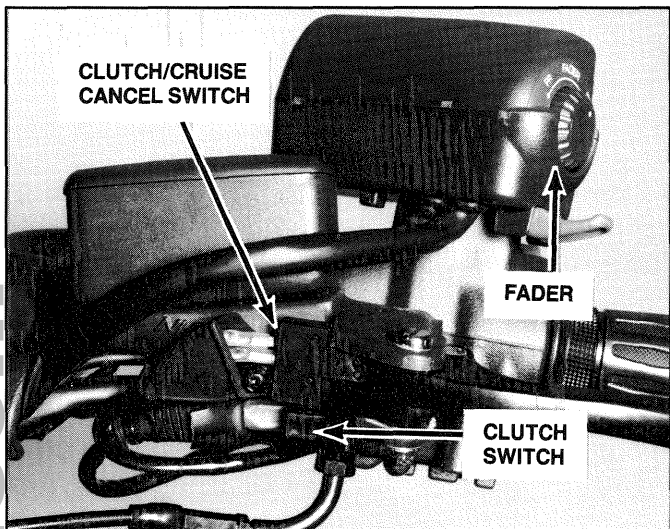
48. Right Side of Handlebar



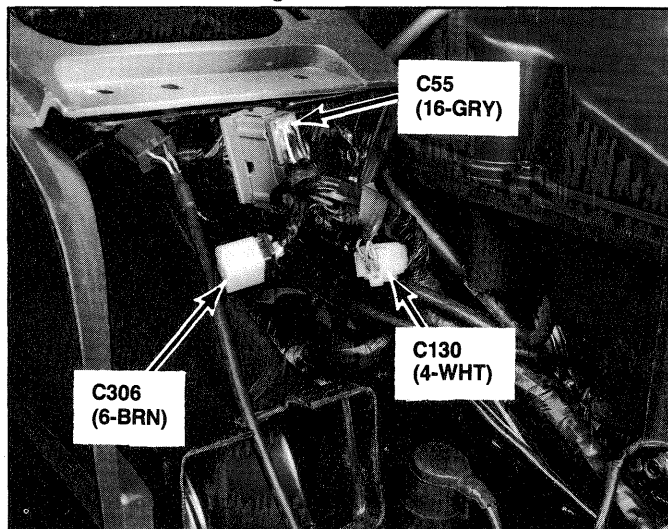
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# Component Location Photographs

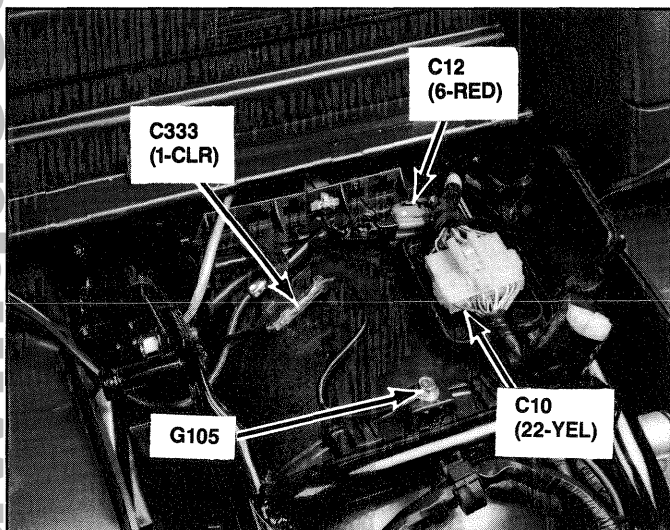
49. Left Side of Handlebar



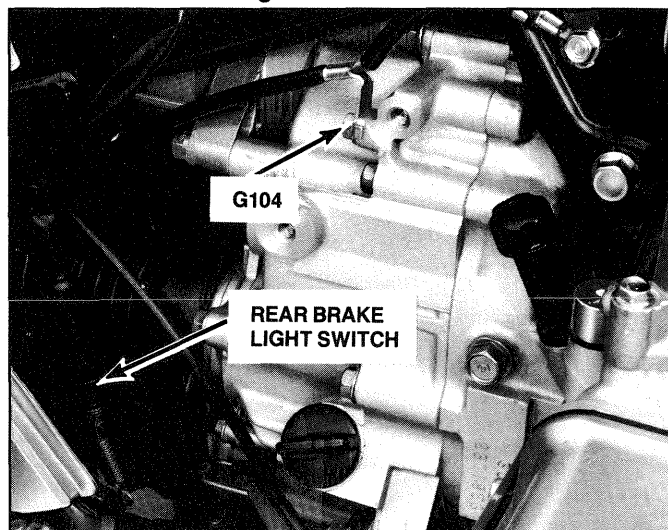
52. Below Left Fairing Pocket



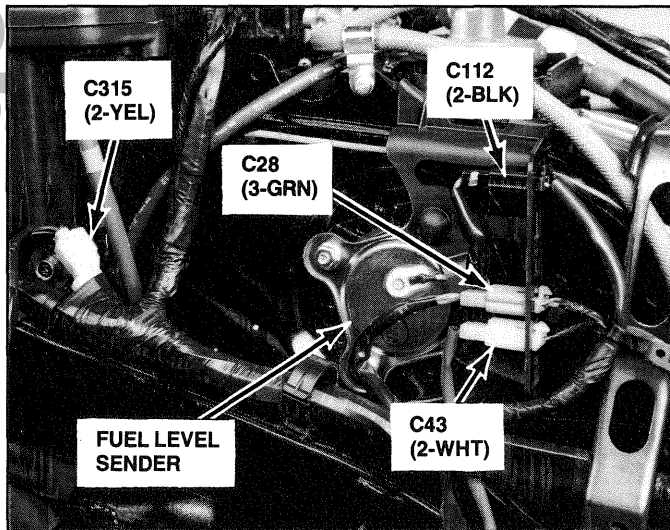
50. Below Rear of Seat



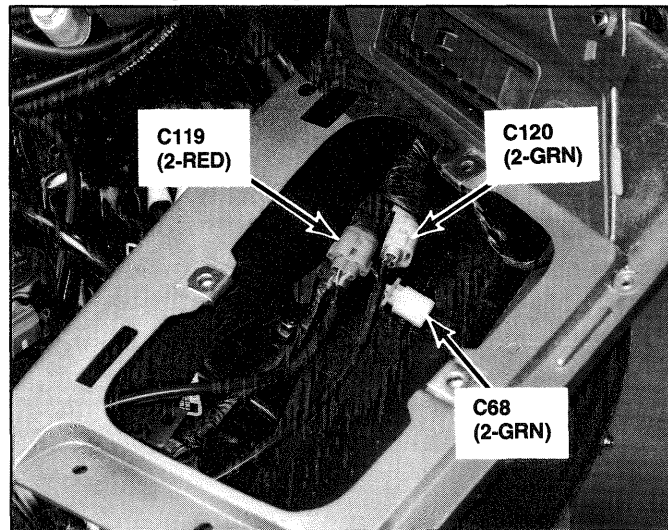
53. Behind Front Right Side Cover



51. Left Side of Fuel Tank



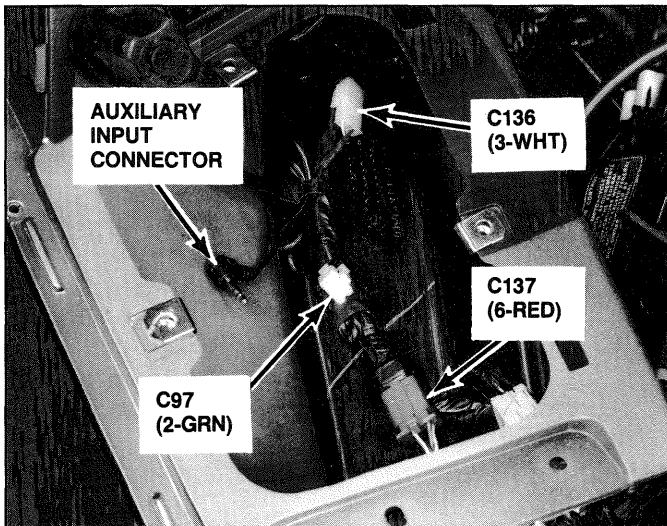
54. Inside Right Fairing Pocket



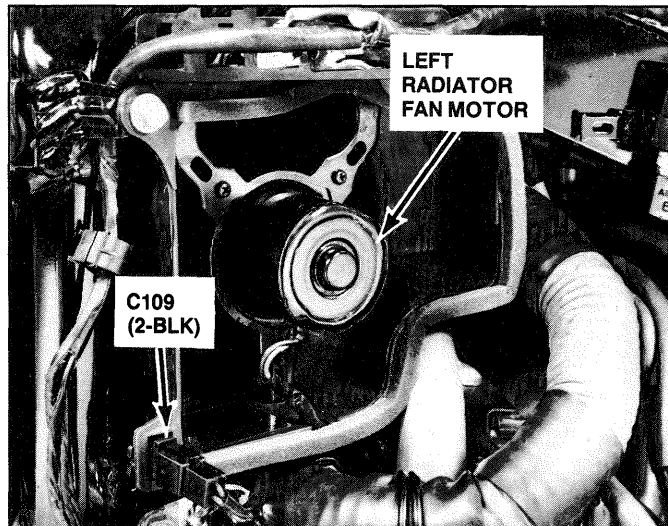


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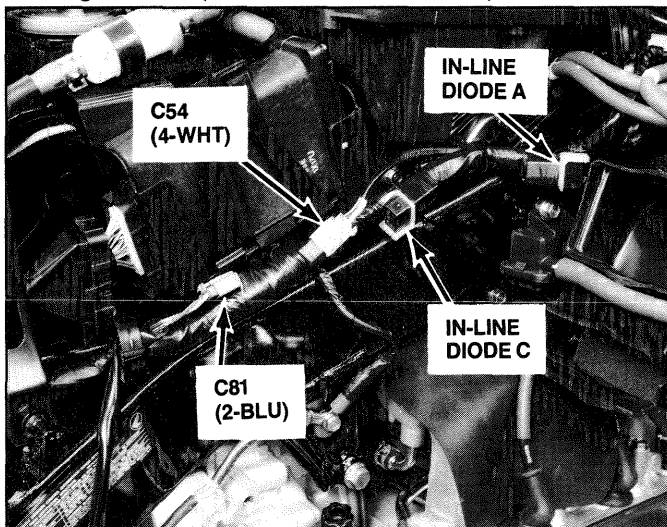
55. Below Left Fairing Pocket



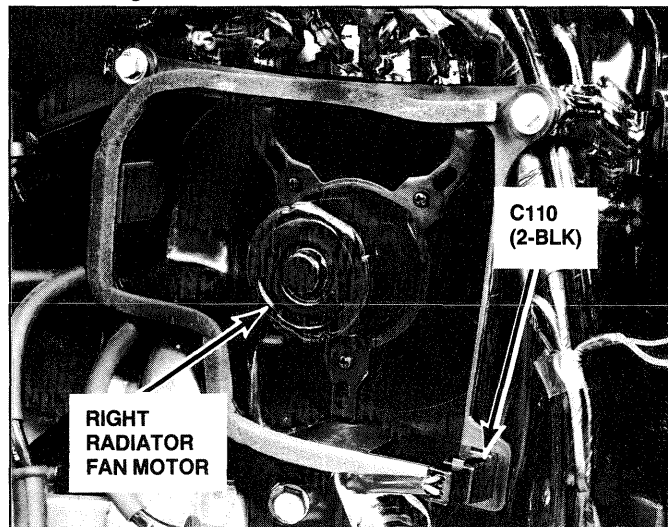
58. On Left Fan Shroud



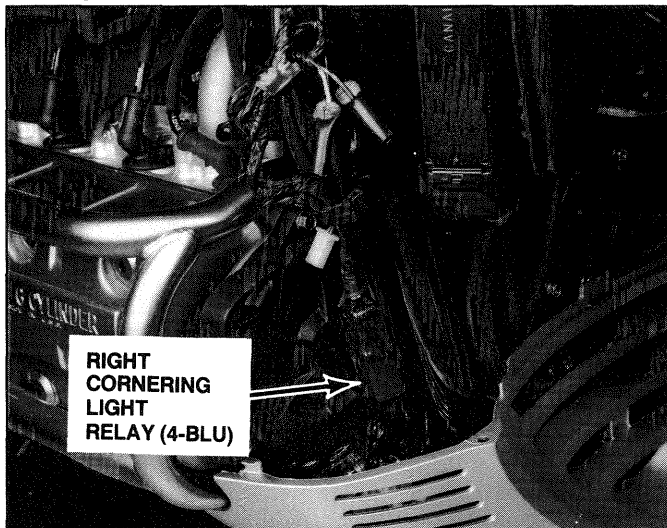
56. Right Side (Inner Cover Removed)



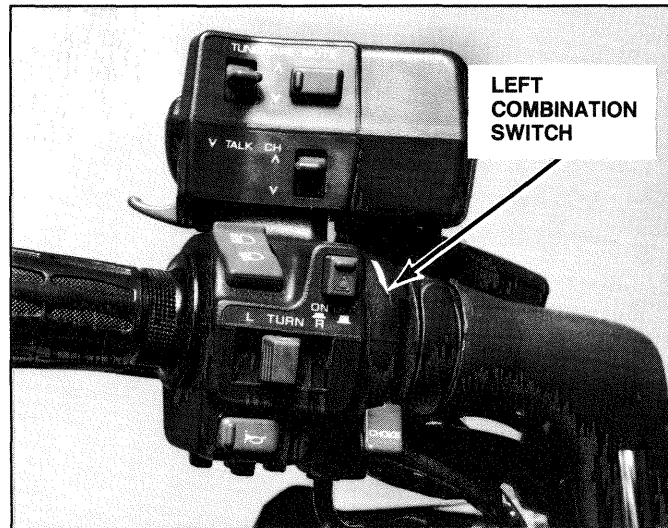
59. On Right Fan Shroud



57. Right Front (Fairing Lower Cover Removed)

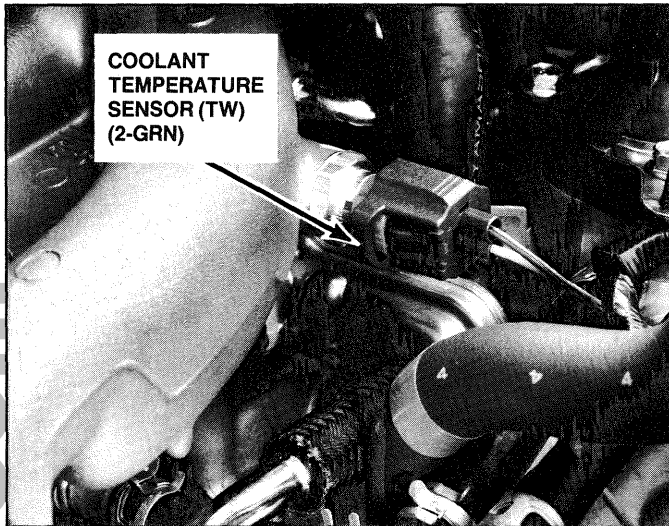


60. On Top of Left Handlebar

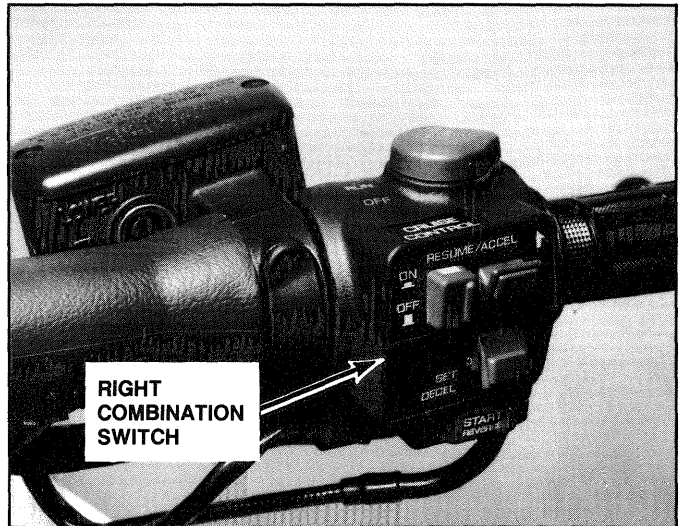


# Component Location Photographs

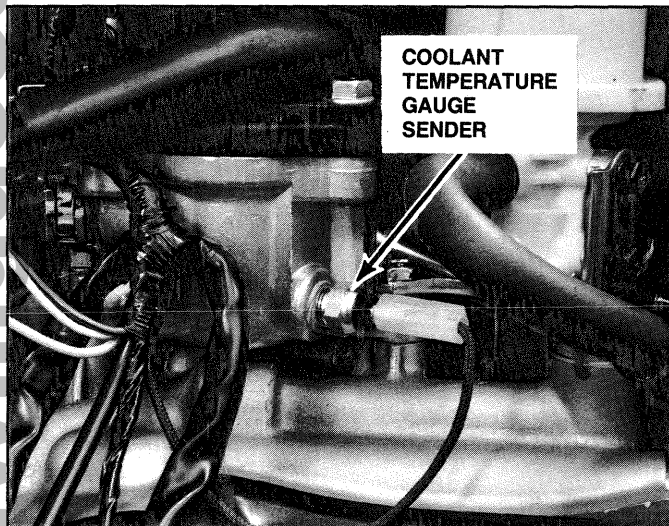
61. Top Right Front of Engine



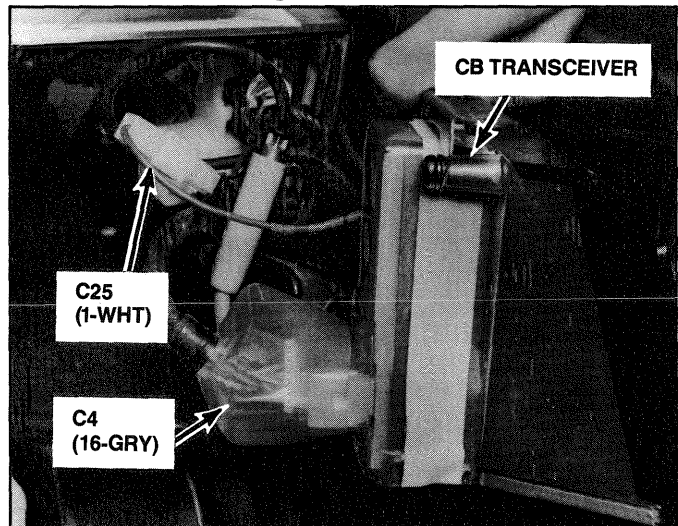
64. Top Right Handlebar



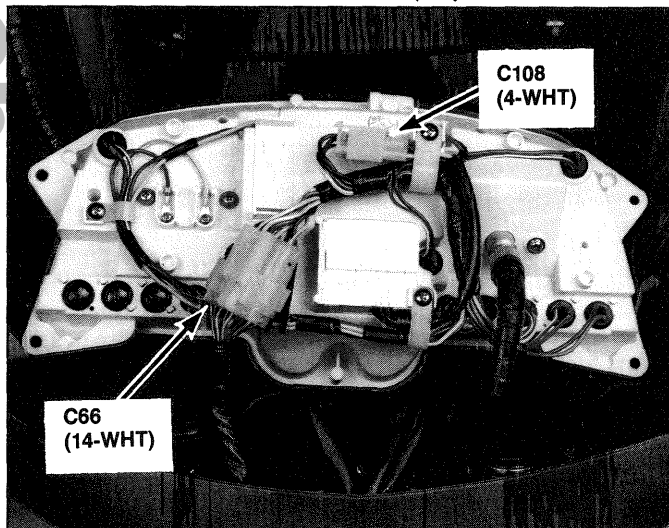
62. Top Left Front of Engine



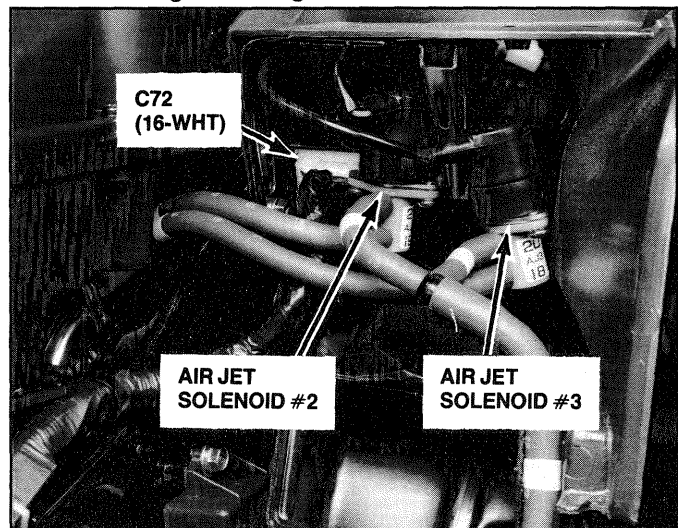
65. Below Left Fairing Pocket



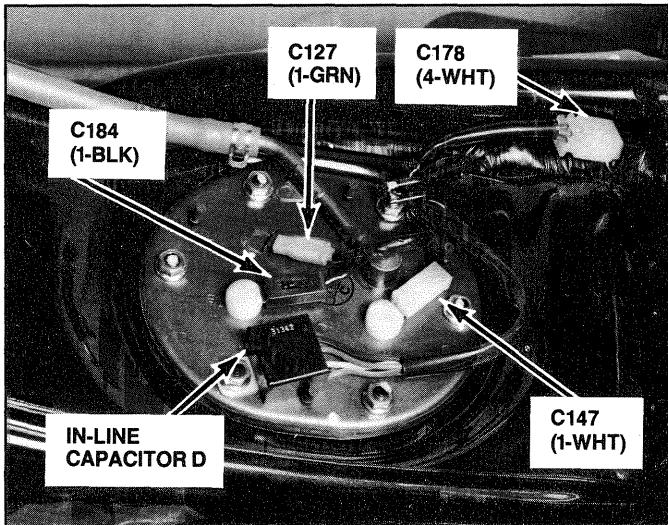
63. Rear of Instrument Cluster (Int)



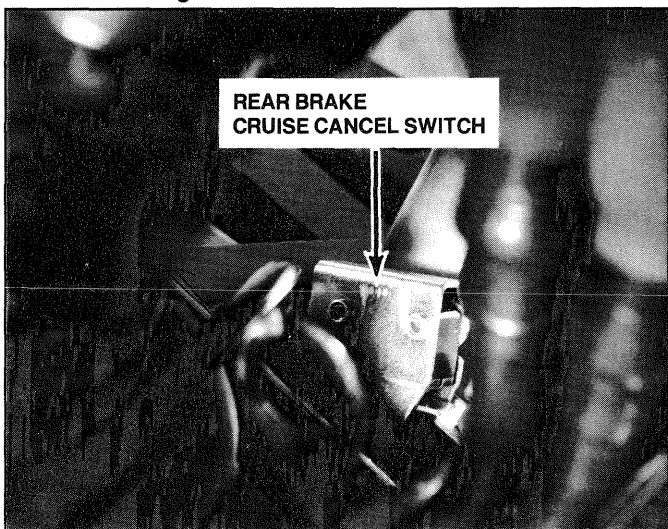
66. Below Right Fairing Pocket



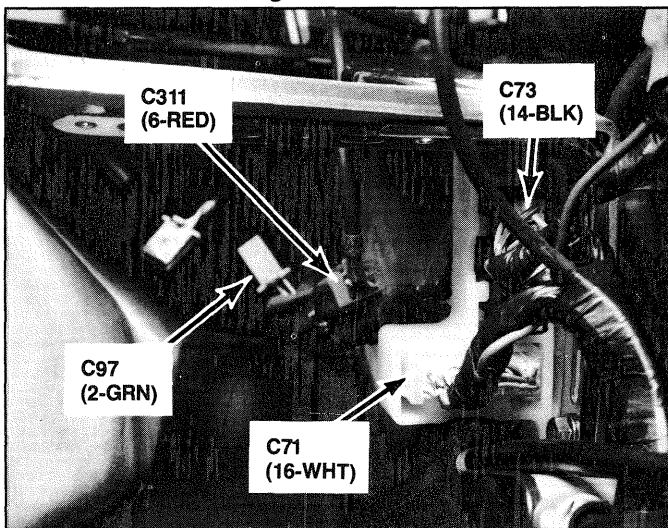
67. Below Seat, on Top of Fuel Tank



68. Behind Right Front Side Cover



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Asp and SE ..... 2-12, 3-1, 3-9, 3-15, 7-0  
 Int ..... 2-18, 3-5, 3-11, 7-2

Speed Limiter Fuse 65A ..... 2-10, 3-16

Speed Limiter Relay ..... 3-16

## Speedometer Illumination

Asp and SE ..... 2-14  
 Int ..... 2-20

Spoiler Brake/Taillight ..... 2-13, 9-20

Spoiler Brake/Taillight Control Module ..... 2-5,  
 2-13, 9-20

Starter Motor ..... 3-11

## Starter Relay A

Asp and SE ..... 2-0, 3-9, 3-14  
 Int ..... 2-6, 3-11

Starter Relay B ..... 3-9, 3-16

Starter Relay Regulator ..... 2-13, 3-14

Starter/Reverse Motor ..... 3-9, 3-16

Starter/Reverse Switch ..... 2-3, 3-8, 3-14,  
 8-0, 10-0, 10-6, 10-15

Starter Switch ..... 2-9, 3-10, 8-2,  
 10-8, 10-13

## Stop Fuse 15A

Asp and SE ..... 2-1, 4-0, 9-16, 9-20  
 Int ..... 2-7, 9-17

## Stop Lights Relay

Asp and SE ..... 2-1, 2-12, 4-0, 9-16, 9-20  
 Int ..... 2-7, 2-17, 9-17

## TA Sensor

Asp and SE ..... 3-2  
 Int ..... 3-6

## Tachometer

Asp and SE ..... 2-14, 7-4  
 Int ..... 2-20, 7-8

## Tail (Main) Relay

Asp and SE ..... 2-1, 2-12, 3-14, 6-0,  
 7-0, 7-4, 7-5, 8-0, 9-0,  
 9-2, 9-3, 9-5, 9-6, 9-12, 9-19,  
 9-20  
 Int ..... 2-7, 2-17, 3-10, 6-1, 7-2,

7-8, 7-9, 8-2, 9-4, 9-8,  
 9-14, 9-19

## Tail/Meter/Position Fuse 15A

Asp and SE ..... 2-1, 6-0, 7-0, 7-4,  
 8-0, 9-0, 9-2, 9-3, 9-5,  
 9-6, 9-12, 9-19, 9-20

Int ..... 2-7, 3-10, 6-1, 7-2,  
 7-8, 8-2, 9-0, 9-2,  
 9-4, 9-8, 9-14, 9-19

Throttle Cancel Switch ..... 4-2

## Transmit Switch

Asp and SE ..... 10-7, 10-16  
 Int ..... 10-14

## Trunk Light

Asp and SE ..... 2-0, 9-18  
 Int ..... 2-6, 9-18

## Trunk Light Assembly

Asp and SE ..... 2-5, 2-13, 9-11,  
 9-12, 9-13, 9-16

Int ..... 2-19, 9-11, 9-14, 9-15, 9-17

## Trunk Light Switch

Asp and SE ..... 2-12, 9-18  
 Int ..... 2-18, 9-18

## Turn/Hazard Illumination

..... 9-5

## Turn Signal Cancel

Control Unit ..... 2-2, 2-12, 7-6, 9-3, 9-6

## Turn Signal Flasher Relay

Asp and SE ..... 2-2, 9-7  
 Int ..... 2-9, 2-19, 9-9

## Turn Signal Light Switch

Asp and SE ..... 9-7  
 Int ..... 9-9

## Turn Signal Lights On Switch

Asp and SE ..... 9-6  
 Int ..... 9-8

## Turn Signal Lights Cancel Switch

..... 9-6

## Turn Signal Switch

Asp and SE ..... 2-11, 9-7  
 Int ..... 9-9

Vanity Mirror Light Switch ..... 9-18

Wheel Speed Sensor ... 2-0, 2-10, 7-6, 10-0