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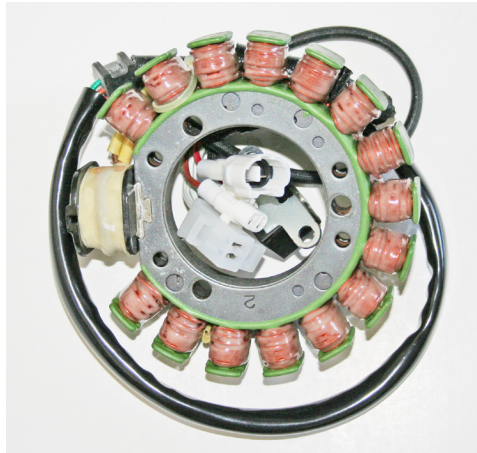
# ESG432 / ESG434 Stator Fitting Instructions

## APPLICATIONS

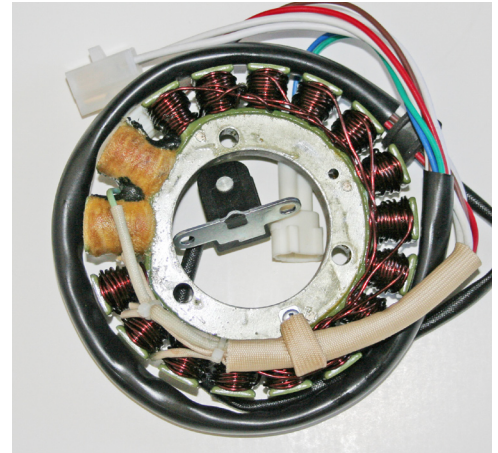
Yamaha Utility ATV/UTV Models

### Visual Inspection Notes

The stock OEM stator is shown on the left and the replacement is shown on the right. Visually they will look different, but it is for good reason. The replacement part is designed with two of the poles wound for the ignition. This is a significant advantage for keeping the ignition running cooler.



Stock stator



Replacement stator

### Fitting Replacement Part

#### Follow procedures in your service manual to remove your old part.

Once you have the stock part removed, fit the replacement part and follow the installation procedures as specified in the service manual. Pay particular attention to the torque specifications required to insure proper and secure mounting. If for any reason you are unsure of the process, consult a qualified mechanic at your local dealership or service center.

### Trouble Shooting Procedure

**Green and aqua wire swap:** If for any reason the engine does not start, first double check all of your connections making sure they are fully seated. If the engine still fails to start, you may need to swap the GREEN and AQUA wires. To do this, looking into the female connector and using the tip of a very small flat bladed screwdriver, you need to lift up each of the small tabs directly above the metal spade on each wire as shown in Figure A. Pull the wire and grommet out from the plastic connector as shown in Figure B. Then swap the wire locations and push each wire and grommet securely into the connector. Try the engine and see if it will start. If, not **swap the wires back** to the original position and reconnect the connector.

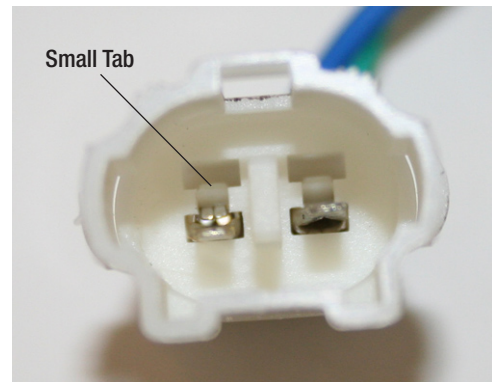


Figure A

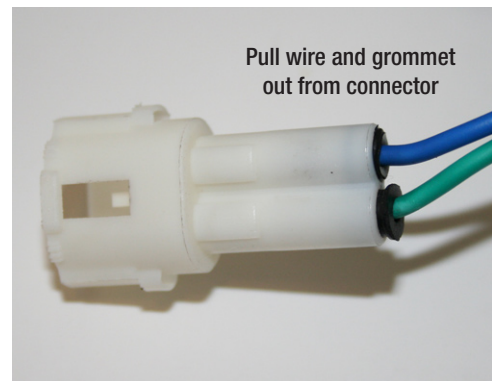


Figure B

### There are four other known causes for the engine to fail to start:

Check Neutral Relay and Starting Circuit Cut-Off Relay per manufacturer service manual directions to ensure proper operation. Relays often fail due to vibration, moisture, and age and will prevent this vehicle from starting.

**Neutral gear switch test:** If after swapping the GREEN and AQUA wires the engine fails to start, one-by-one pull off the NEUTRAL GEAR wires from the switch and run a jumper wire between those two wires (Figure C) and see if the engine will start. If not, put it back together.

**Clutch starter switch test:** If after testing the Neutral Gear Switch, the engine fails to start, pull off the Clutch Starter wires from the clutch switch and run a jumper wire between those two wires (Figure C) and see if the engine will start.

**Run jumpers on both switch wires:** If the engine still fails to start you need to check and run jumper wires on both switches individually at the same time. By process of elimination, with testing each or both you should be able to define which switch may need replacement.

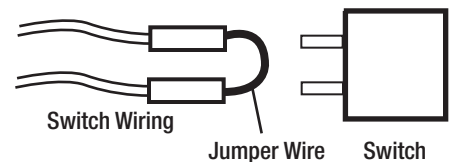


Figure C

**WARNING:** Never operate the vehicle with either the Neutral Gear Switch or the Clutch Starter Switch disabled. You must have these switches fully operational prior to riding the vehicle.