

DTC 52-2 (NEUTRAL SWITCH STUCK ON)**1. Neutral Switch Line Short Circuit Inspection**

Disconnect the PCM 33P (Black) connector ([page 4-37](#)).

Disconnect the neutral switch connector ([page 11-62](#)).

Check for continuity between the neutral switch connector [1] and ground.

Connection: Light green – ground

Is there continuity?

YES – Short circuit in the Blue wire

NO – [GO TO STEP 2.](#)

2. Neutral Switch Inspection

Replace the neutral switch with a known good one ([page 11-62](#)).

Connect the 33P (Black) connector and neutral switch connector.

Check the current DTC with the MCS.

Is DTC 52-2 indicated?

YES – Replace the PCM with a known good one ([page 4-37](#)) and recheck.

NO – Faulty original neutral switch

DTC 57-1 (GEARSHIFT MECHANISM MALFUNCTION)

See DTC 27-1 ([page 11-26](#)).

DTC 57-2 (GEAR POSITION MALFUNCTION; JUMPS OUT OF GEAR)

See DTC 27-1 ([page 11-26](#)).

DTC 62-1 (No.1 or No.2 CLUTCH OIL PRESSURE HIGH)**1. DTC Check**

Check the DTC with the MCS.

Is DTC 47-1, 47-2, 48-1 or 48-2 indicated?

YES – • DTC 47-1 or DTC 48-1 is indicated ([page 11-31](#)).

• DTC 47-2 or DTC 48-2 is indicated ([page 11-33](#)).

NO – [GO TO STEP 2.](#)

2. Clutch EOP Sensor Inspection

Replace the No.1 and No.2 EOP sensors with known good ones ([page 11-58](#)).

Erase the DTCs ([page 11-10](#)).

Test-ride the motorcycle and stop the engine.

Check the DTC with the MCS.

Is DTC 62-1 indicated?

YES – [GO TO STEP 3.](#)

NO – Faulty original clutch EOP sensors