

The Pickup/Pulser Coil Problem: as most of you already know, the pickup (aka pulser) coil is weak on the DR650 and can die overnight, all on its own. You ride the bike one day and it's running like a clock, shut it off and the next morning it won't fire at all.

Happened to a lot of us, and two out of our three bikes here have now had it happen.

This is not a complete how to, but it details some observations I made, and pictures I took today while doing my second one.

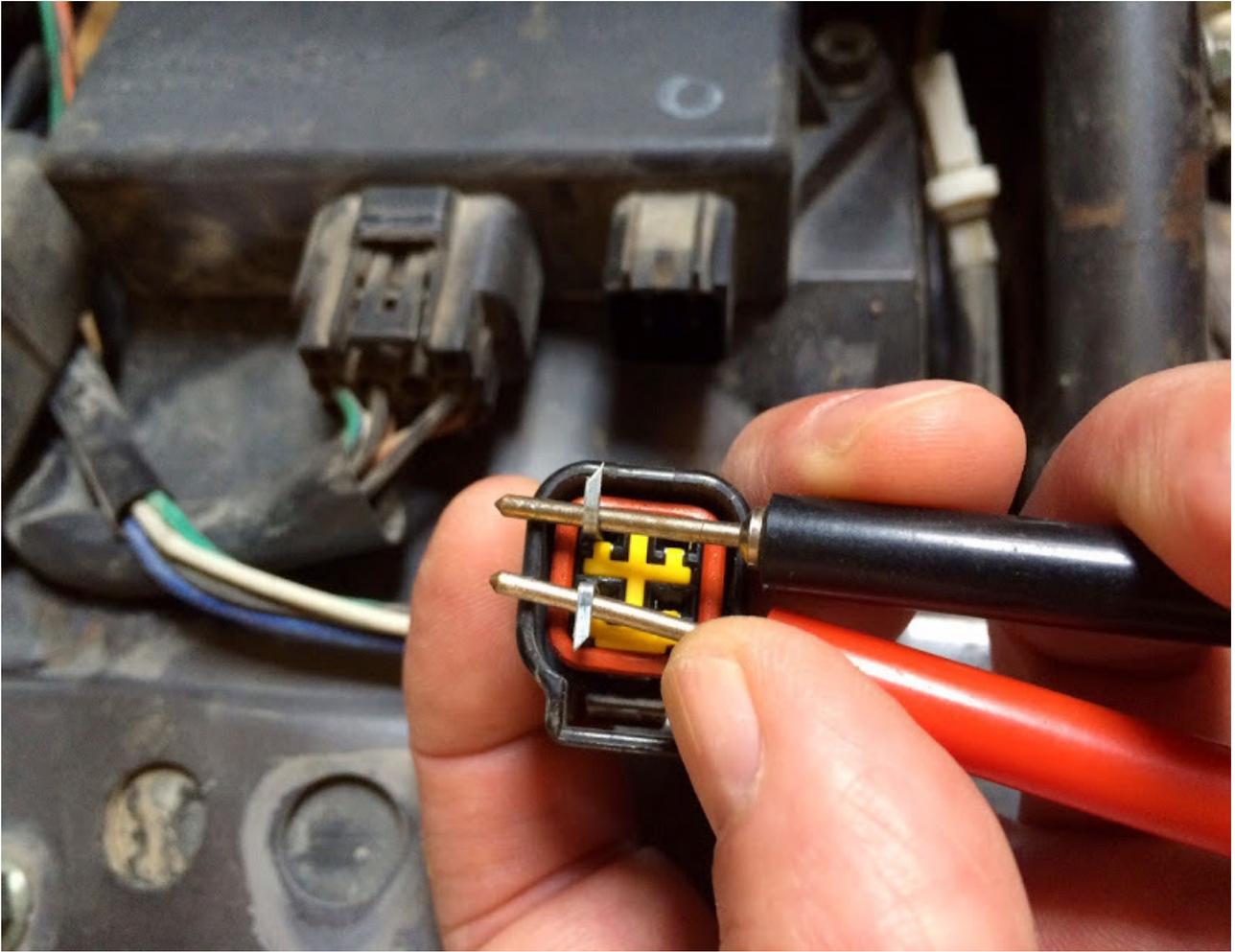
The best way to find out if your pickup coil is defective is to do a continuity/resistance test on the coil by using the wires where they connect to the CDI so pull off the seat and get the connector off.

The green/blue wires are to be tested. Unfortunately they are in the "female" side of the connector so you need a way of connecting to them, and I used this to do so:

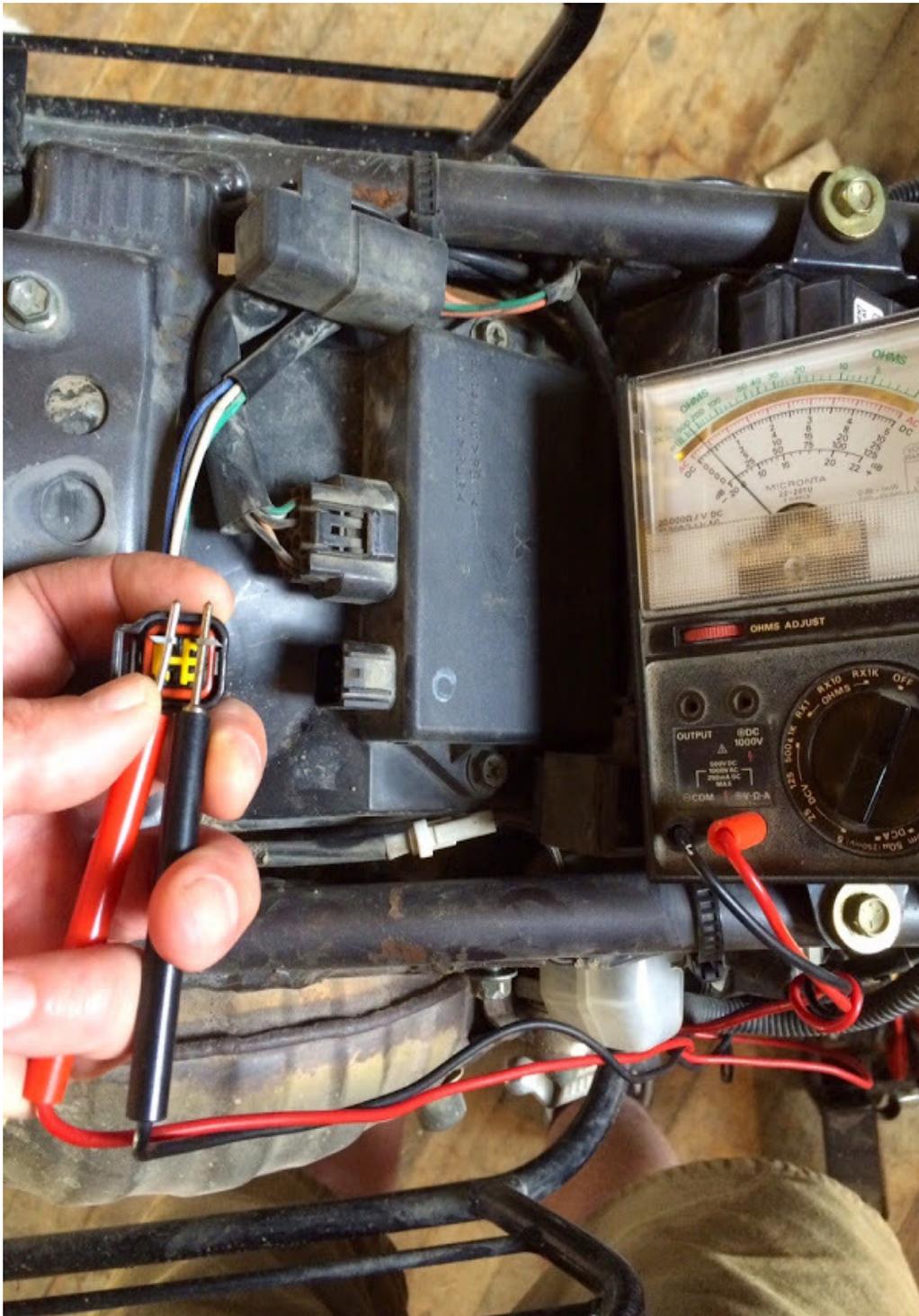
Heavy Duty staples are perfect for the job



Just straighten out one leg, then push the straight end into the green and blue sides of the connector block.

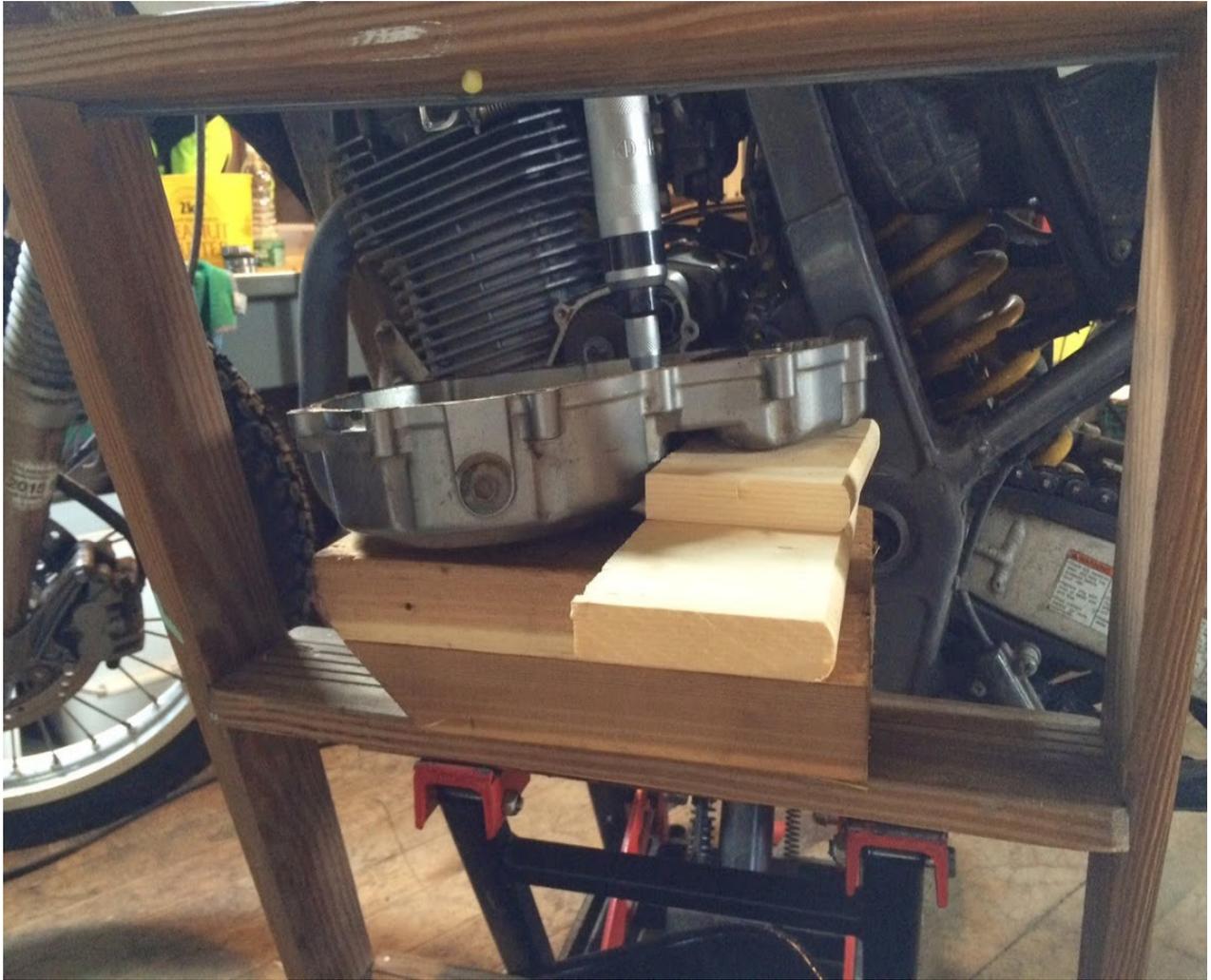


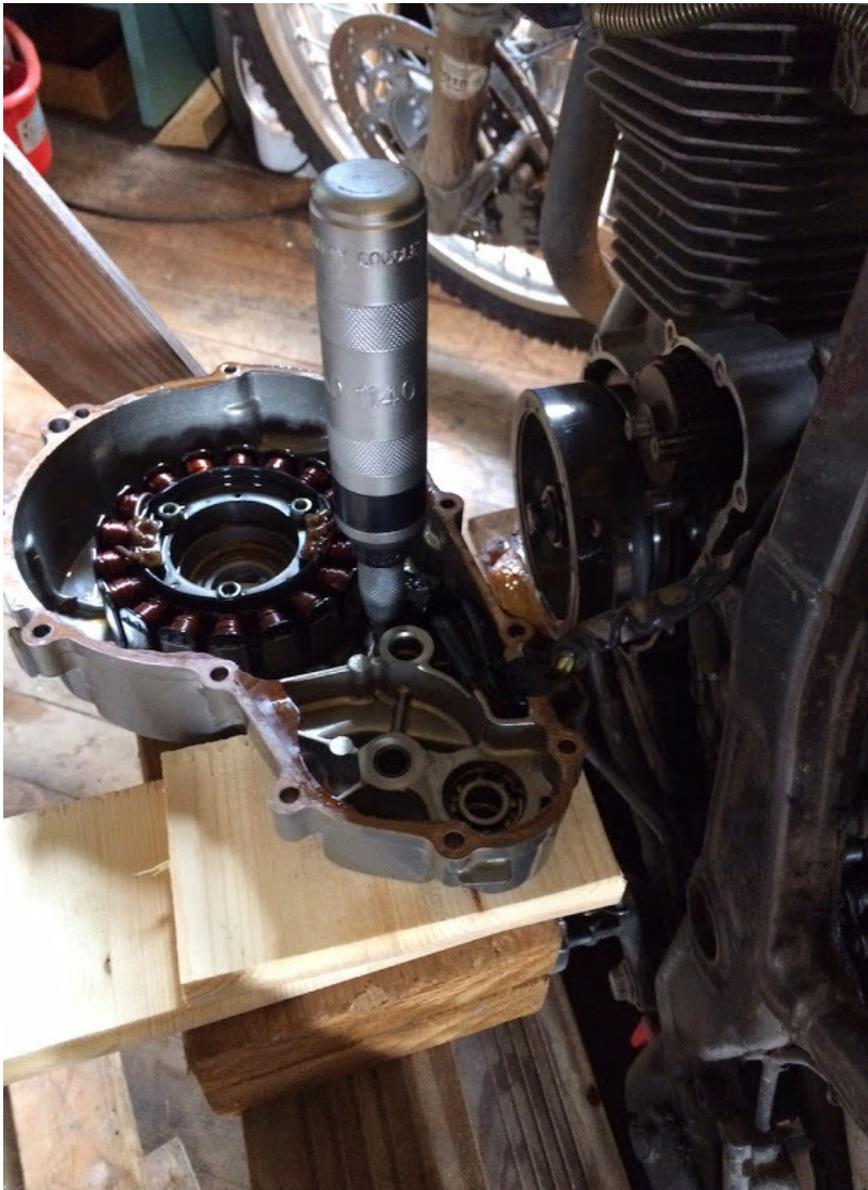
As you can see here, the resistance was far too high.



So I tore into it, but I wanted to minimize the amount of dismantling so I left all the wiring in place and turned the cover around to get the pickup coil off. When it came time to get the old pickup coil securing screws off, I needed to use the impact driver so I created a platform close to the bike by using a stepladder I happened to have around, and a couple of blocks of wood. This way the screws came out immediately. No rounded heads, as can happen if you don't use the right tools for the job.







The rest of the job was fairly straightforward: I cut off the green and blue wires and wired in the new coil, with its white/red wire to the green on the bike, and the blue to the other colour. I cleaned out the mounting screw holes and the screws, put some blue Loctite on them and reassembled the parts, and it fired right up almost immediately.

I ran another resistance test on the new coil and it measured virtually no resistance on the 100K scale. .

Note to the wise: When you screw down the pickup coil, make sure it's pushed as far away as possible from the stator as there is enough play in the mounting holes that if you don't push it, it may rub lightly but annoyingly on the rotor once the whole thing is back together. AMHIK