

Colours are broadly consistent within a factory and not at all consistent between factories. Every widely circulated “GY6 colour code” chart we have examined disagrees with at least one other. Use a meter, not a chart. Where a colour convention does hold on your machine you will discover it as you work, and this sheet is where you write it down.

Petrol vapour ignites, batteries produce hydrogen, and a machine on a stand can fall. Work outdoors or with the door open, keep ignition sources away from the fuel system, disconnect the battery before touching wiring, and never run an engine in a closed space. This sheet helps you observe and record. It is not a repair manual and it does not know your machine.

Battery disconnected. Meter on the continuity or lowest resistance range. Probe both ends of a wire: near zero means the wire is intact, open means it is broken somewhere between your probes.

Battery connected. Meter on DC volts. Black probe to a known good earth, red probe to the point of interest. Measure at the component end, not at the fuse — the whole point is to find the drop between them.

[illegible]

WIRING TRACE AND CONTINUITY NOTES

COLOUR	FROM (COMPONENT / CONNECTOR / PIN)	TO	CONTINUITY	VOLTS	NOTES

CONNECTOR MAPS

Draw each multi-pin connector as you look into its face, and label every pin with its wire colour. Note which half you are drawing — the loom side and the component side are mirror images of one another, and that is the single easiest way to wire something backwards.

CONNECTOR A

Where it is / loom or component side:

CONNECTOR B

Where it is / loom or component side:

CONNECTOR C

Where it is / loom or component side:

CONNECTOR D

Where it is / loom or component side:

FAULTS FOUND

Need to work out what you actually own?

The Scooter Parts Registry is a free public record of the Chinese factories behind US-market scooters, ATVs and go-karts — brand, engine family, VIN prefix, factory and related machines. No account, no email.

thescooterparts.com/identify