

14. Charging System/Alternator

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Service Information

▲ WARNING

- The battery gives off explosive gases; keep sparks, frames, and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.
- The battery contains sulfuric acid (electrolyte). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.
 - If electrolyte gets on your skin, flush with water.
 - If electrolyte gets in your eyes, flush with water for at least 15 minutes and call a physician immediately.
- Electrolyte is poisonous. If swallowed, drink large quantities of water or milk and follow with milk of magnesia or vegetable oil and call a physician. **KEEP OUT OF REACH OF CHILDREN.**

- Always turn off the ignition switch before disconnecting any electrical component.

CAUTION

- Some electrical components may be damaged if terminals or connectors are connected or disconnected while the ignition switch is ON and current is present.

- For extended storage, remove the battery, give it a full charge, and store it in a cool, dry space. For maximum service life, charge the stored battery every two weeks.
- For battery remaining in a stored motorcycle, disconnect the negative battery cable from the battery terminal.
- Use only distilled water in the battery.

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CAUTION

- Avoid filling the battery above the UPPER LEVEL line to prevent an electrolyte overflow which could corrode the engine or nearby parts.

- Battery can be damaged if over charged or undercharged, or if left to discharge for long periods. These same conditions contribute to shortening the "life span" of the battery. Even under normal use, the performance of battery deteriorates after 2-3 years.
- Battery voltage may recover after battery charging, but under heavy load, battery voltage will drop quickly and eventually die out. For this reason, the charging system is often suspected to be the problem. Battery overcharge often result eventually problems in the battery itself, which may appear to be an overcharge symptom. If one of the battery cells is shorted and battery voltage does not increase, the regulator/rectifier supplies excess voltage to the battery. Under these conditions, the electrolyte level goes down quickly.
- Before troubleshooting the charging system, check the proper use and maintenance of the battery. Check if the battery is frequently under heavy load, such as having the headlight and taillight ON for long periods of time without riding the motorcycle.
- The battery will self-discharge when the motorcycle is not in use. For this reason, charge the battery every two weeks to prevent sulfation from forming.
- Filling a new battery with electrolyte will produce some voltage, but in order to achieve its maximum performance, always charge the battery. Also, the battery life is lengthened when it is initial-charged.
- When checking the charging system, always follow the steps in the troubleshooting flow chart (page 15-3).
- For battery testing/charging, refer to section 22 of the Common Service Manual.
- For charging system location, see page 15-2.