

CHARGING SYSTEM INSPECTION

CURRENT LEAKAGE INSPECTION

Remove the seat (page 3-4).

Turn the ignition switch off and disconnect the battery negative cable from the battery.

Connect the ammeter (+) probe to the ground cable and the ammeter (-) probe to the battery (-) terminal.

With the ignition switch off, check for current leakage.

- When measuring current using a tester, set it to a high range, and then bring the range down to an appropriate level. Current flow higher than the range selected may blow out the fuse in the tester.
- While measuring current, do not turn the ignition switch on. A sudden surge of current may blow out the fuse in the tester.

SPECIFIED CURRENT LEAKAGE: 2.0 mA max.

If current leakage exceeds the specified value, a short circuit is likely.

Locate the shorted circuit by disconnecting connections one by one and measuring the current.

CHARGING VOLTAGE INSPECTION

Be sure the battery is in good condition before performing this test.

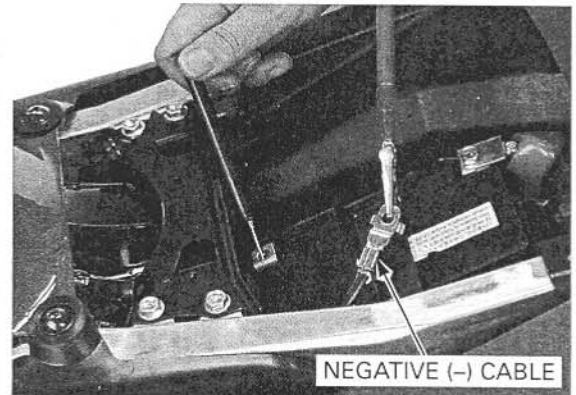
Warm the engine to normal operating temperature. Stop the engine, and connect the multimeter between the positive and negative terminals of the battery.

- To prevent a short, make absolutely certain which are the positive and negative terminals or cable.

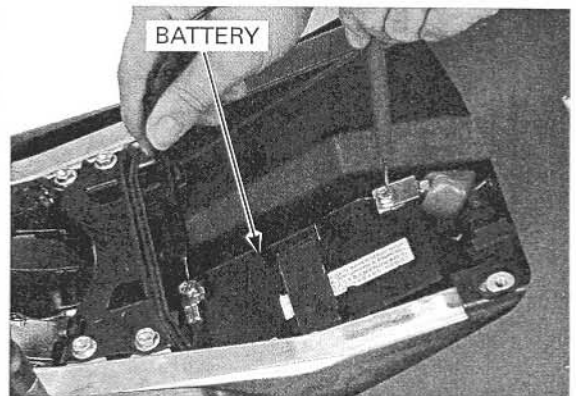
Restart the engine.

With the headlight on Hi beam, measure the voltage on the multimeter when the engine runs at 5,000 rpm.

Standard: Measured battery voltage (page 17-5) < Measured charging voltage (page 17-9) < 15.5 V at 5,000 rpm



Do not disconnect the battery or any cable in the charging system without first switching off the ignition switch. Failure to follow this precaution can damage the tester or electrical components.



ALTERNATOR CHARGING COIL

It is not necessary to remove the stator coil to make this test.

INSPECTION

Remove the following:

- Lower cowls (page 3-6)
- Middle cowls (page 3-7)

Disconnect the alternator 3P (Natural) connector.

