

## Charging System/Alternator

### CAUTION

- Be careful not to short any tester probes.
- Although the current could be measured when the ammeter is connected between the battery positive terminal and the positive cable, a sudden surge of current to the starter motor could damage the ammeter.
- Always turn the ignition off when conducting the test. Disconnecting the ammeter or wires when current is flowing may damage the ammeter.

Start the engine and increase the engine speed gradually.

Regulated voltage: 14.0–15.0 V/5,000 min<sup>-1</sup> (rpm)

Charging current: 0–0.5 A/5,000 min<sup>-1</sup> (rpm)

## Lighting Voltage Inspection

### CAUTION

- Failure to measure the lighting voltage may lead to electrical damage of lighting components.

Remove the handle front cover (page 2-7).

Connect the tachometer.

Start the engine and turn the headlight dimmer switch to "Hi" position.

With the headlight connector connected, connect the ammeter ⊕ probe to the blue wire terminal, and ⊖ probe to the green wire terminal.

### NOTE

- Select the AC range on the multimeter.

Gradually increase the engine speed and read the lighting regulated voltage.

Regulated voltage: 12.6–13.6 V/5,000 min<sup>-1</sup> (rpm)

## Regulator/Rectifier

### Wire Harness Inspection

### NOTE

- If the engine has been running, after stopping the engine, wait for 10 minutes or more and perform the inspection.

Disconnect the regulator/rectifier connector and check the connector for loose or corroded terminals.

