

## Alternator Inspection

### NOTE

- This inspection can be performed with the alternator installed into the engine.

Remove the frame body cover (page 2-3).

### Exciter Coil

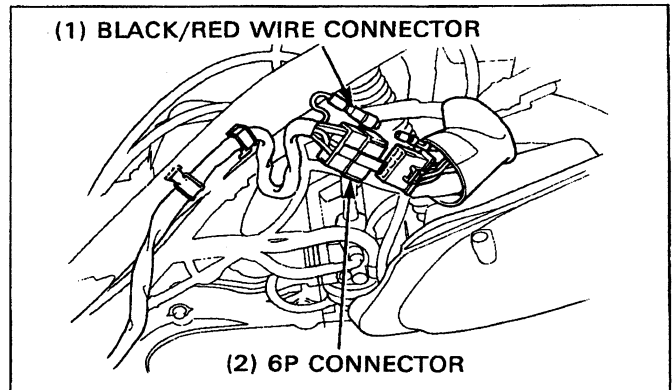
Disconnect the alternator black/red wire connector. Measure the exciter coil resistance between the black/red wire terminal and engine ground.

**Standard:** 400–800  $\Omega$  (20°C/68°F)

### Pulse Generator

Disconnect the alternator wire 6P connector. Measure the pulse generator resistance between the blue/yellow wire terminal and engine ground.

**Standard:** 50–200  $\Omega$  (20°C/68°F)



## Ignition Timing

### NOTE

- The CDI ignition timing is not adjustable. If the timing is not correct, check the CDI unit, exciter coil and pulse generator, and replace any faulty parts.

Remove the cooling fan cover (page 13-8). Warm up the engine and connect the timing light and tachometer.

### NOTE

- Follow the timing light and tachometer manufacturer's instructions before operating.

Start the engine and check the ignition timing. The ignition timing is correct if the "F" mark on the flywheel aligns with the index mark of the crankcase at 1,800 min<sup>-1</sup> (rpm).

**Ignition timing:** 17° BTDC at 1,800 min<sup>-1</sup> (rpm)

