

CHARGING SYSTEM INSPECTION

CURRENT LEAKAGE INSPECTION

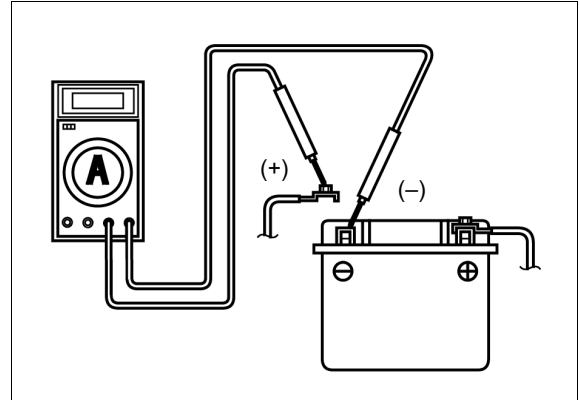
Remove the left side cover (page 2-2).

With the ignition switch turned to "OFF", disconnect the negative (-) cable from the battery.

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

With the ignition switch turned to "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 the fuse in the tester.
- While measuring current, do not turn the ignition switch to "ON". A sudden surge of current may blow the fuse in the tester.



SPECIFIED CURRENT LEAKAGE: 0.01 mA max.

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

Locate the short by disconnecting connections one by one and measuring the current.

CHARGING VOLTAGE INSPECTION

Remove the left side cover (page 2-2).

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

Warm up the engine to normal operating temperature. Connect the multimeter between the battery positive (+) and negative (-) terminals.

NOTICE

- To prevent a short, make absolutely certain which are the positive (+) and negative (-) terminals or cables.
- Do not disconnect the battery or any cable in the charging system without first turning the ignition switch to "OFF". Failure to follow this precaution can damage the tester or electrical components.

Measure the voltage on the multimeter when the engine runs at 5,000 min⁻¹ (rpm).

Standard: Measured battery voltage < Measured charging voltage < 15.5 V at 5,000 min⁻¹ (rpm)

