

BATTERY/CHARGING SYSTEM

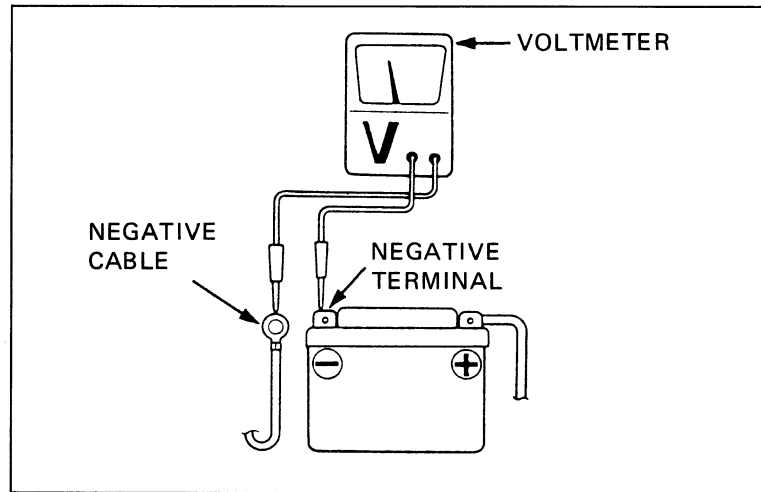
CHARGING SYSTEM

LEAK TEST

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

Measure the voltage between the battery negative terminal and negative (ground) cable.

There should be no voltage with the ignition switch off.



CHARGING VOLTAGE INSPECTION

NOTE:

The battery voltage must be above 12.3 V when performing this test.

Warm up the engine.

Connect a voltmeter between the battery terminals.

CAUTION

Be careful not to let the battery positive cable contact the frame while testing.

Start the engine, turn the headlight on, and read the voltmeter. Gradually increase the engine speed and check that the voltage is regulated.

REGULATED VOLTAGE: 14.0–15.0 V

If the voltage exceeds the specification, measure the battery voltage, between the Black and Green terminals of the regulator/rectifier coupler when the ignition switch is turned ON.

Check the Black or Green wires for an open circuit in the wire harness if there is no voltage with the ignition switch ON.

If voltage is OK, replace the regulator/rectifier.

If the voltage does not increase above the previous measurement, though the engine speed rises, stop the engine and check the following:

- Check the regulator/rectifier coupler for looseness or disconnection.
- Make sure that the battery voltage appears between the Red (+) and Green (–) terminals of the regulator/rectifier couplers. Check the Red or Green wires for an open circuit if voltage does not appear.
- Check the charging coil of the alternator as described on page 15-5.

