

a. INSPECTION

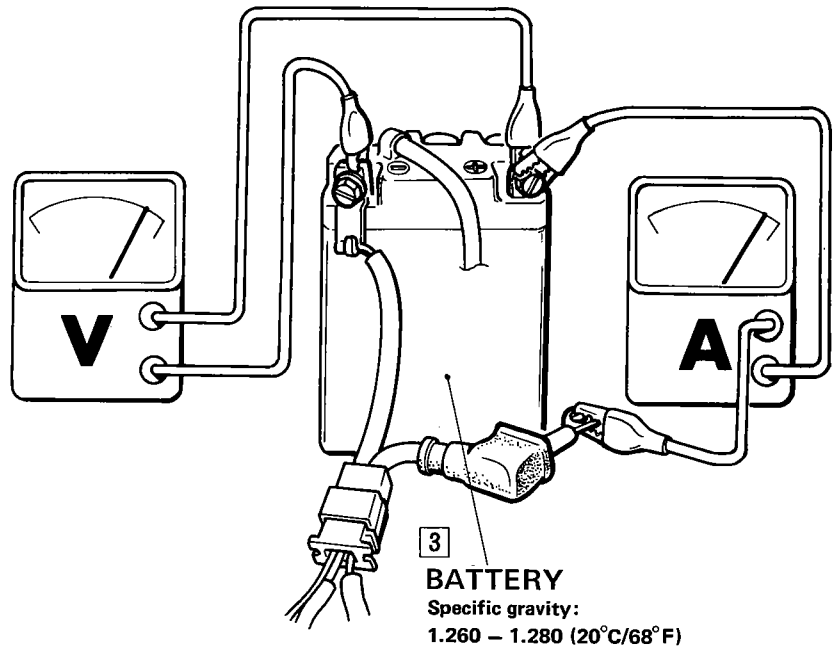
• BATTERY CHARGING TEST

The battery charging test must be performed after the engine is heated to the operating temperature.

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NOTE

Make the connections as shown and raise the engine speed gradually in order to permit the needle of each meter to swing gently.



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SPECIFICATIONS

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- The following tests are made with the black cord of the regulator/rectifier disconnected at the coupler.

| Main switch | Lighting switch | Items to be inspected | Charging rpm | 5,000 rpm | 10,000 rpm |
|-------------|-----------------|--------------------------|----------------|-----------|------------|
| ON | OFF [•] | Charging current | 1,600 rpm max. | 4.0A min. | 8.0A max. |
| | | Battery terminal voltage | 6.8V | 7.8V | 8.8V |
| | NO [Hi] | Charging current | 2,200 rpm max. | 2.3A min. | 5.0A max. |
| | | Battery terminal voltage | 6.8V | 7.2V | 8.8V |

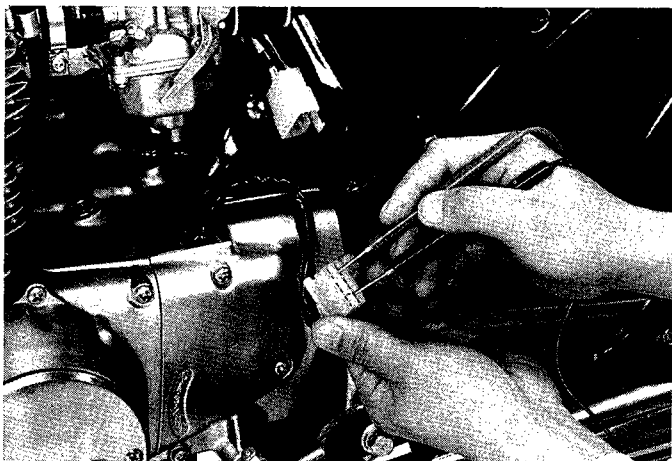
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Run the engine and note the exact voltage indicated on the voltmeter. Readings in excess of specifications indicate that the generator and battery should be inspected individually.

• STATOR COIL CONTINUITY TEST

6 The stator coil is inspected by disconnecting at the coupler.

- Check for continuity between three yellow wires of the stator coil. The coil is normal if continuity exists.
- The coil is defective and must be replaced with a new one if there is continuity between any one of the three yellow wires and ground.



7 LIGHT GREEN/RED WIRE (NEUTRAL SWITCH)

8 YELLOW WIRE

9 BLACK TUBE CORD (LEFT IGNITION WIRE)

10 BLUE WIRE (RIGHT IGNITION WIRE)

