

# 13. Charging System/Alternator

Service Information	13-1	Charging System Inspection	13-5
System Location	13-2	Regulator/Rectifier	13-6
Troubleshooting	13-3	Alternator	13-7
Battery Removal/Installation	13-4	Alternator Removal/Installation	13-8

## Service Information

### ▲ WARNING

- The battery gives off explosive gases; keep sparks, flames, and cigarettes away. Provide adequate ventilation when charging or using the battery in an enclosed space.
- The battery contains sulfuric acid (electrolyte). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield.
  - If electrolyte gets on your skin, flush with water.
  - If electrolyte gets in your eyes, flush with water for at least 15 minutes and call a physician immediately.
- Electrolyte is poisonous. If swallowed, drink large quantities of water or milk and follow with milk of magnesia or vegetable oil and call a physician.
- **KEEP OUT OF REACH OF CHILDREN.**

- For alternator shaft assembly removal/installation, refer to section 9.
- Always turn off the ignition switch before disconnecting any electrical component.

### CAUTION

- **Some electrical components may be damaged if terminals or connectors are connected or disconnected while the ignition switch is ON and current is present.**

13

- For extended storage, remove the battery, give it a full charge, and store it in a cool, dry space. For maximum service life, charge the stored battery every two weeks.
- For a battery remaining in a stored motorcycle, disconnect the negative battery cable from the battery terminal.

### NOTE

- Refer to Section 22 of the Common Service Manual and the instructions in the Operation Manual for the HONDA Battery Tester for detailed battery charging steps.

- The battery can be damaged if overcharged or undercharged, or if left to discharge for long periods. These same conditions contribute to shortening the "life span" of the battery. Even under normal use, the performance of the battery deteriorates after 2-3 years.
- Battery voltage may recover after battery charging, but under heavy load, battery voltage will drop quickly and eventually die out. For this reason, the charging system is often suspected to be the problem. Battery overcharge often results from problems in the battery itself, which may appear to be an overcharge symptom. If one of the battery cells is shorted and battery voltage does not increase, the regulator/rectifier supplies excess voltage to the battery. Under these conditions, the electrolyte level goes down quickly.
- Before troubleshooting the charging system, check for proper use and maintenance of the battery. Check if the battery is frequently under heavy load, such as having the headlight and taillight ON for long periods of time without riding the motorcycle.
- The battery will self-discharge when the motorcycle is not in use. For this reason, charge the battery every two weeks to prevent sulfation from forming.
- Filling a new battery with electrolyte will produce some voltage, but in order to achieve its maximum performance, always charge the battery. Also, the battery life is lengthened when it is initial-charged.
- When checking the charging system, always follow the steps in the troubleshooting flow chart (page 13-3).
- For battery testing/charging, refer to section 22 of the Common Service Manual.
- For charging system component locations, see page 13-2.