

Charging System Inspection

Leak Test

Remove the battery cover (page 2-4).

Turn the ignition switch off and disconnect the ground $\ominus$ wire from the battery.

Connect the ammeter $\oplus$ probe to the ground wire and the ammeter $\ominus$ probe to the battery $\ominus$ terminal.

With the ignition switch off, check for current leakage.

NOTE

- When measuring current using a tester, set it to a high range, and then bring the range down to an appropriate level. Current flow larger than the range selected may blow out the fuse in the tester.
- While measuring current, do not turn the ignition on. A sudden surge of current may blow out the fuse in the tester.

Specified Current Leakage: 1 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.

Regulated Voltage/Ampere Inspection

NOTE

- Before performing this test, be sure that the battery is fully charged and that the voltage between its terminals is greater than 13.0 V.

Start the engine and warm it up to operating temperature, then turn the ignition switch OFF.

⚠ WARNING

- If the engine must be running to do some work, make sure the area is well-ventilated. Never run the engine in an enclosed area.
- The exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and lead to death.

Remove the battery cover (page 2-4)

Connect the tachometer.

Connect a multimeter between the battery terminals.

5 TOOL

Digital Multimeter

07411-0020000

Open the fuse holder and remove the fuse.

Connect the ammeter between the fuse terminals as shown.

