CHARGING SYSTEM INSPECTION

NOTE:

- When inspecting the charging system, check the system components and lines step-by-step according to the troubleshooting on page 16-3.
- Measuring circuits with a large capacity that exceeds the capacity of the tester may cause damage to the tester. Before starting each test, set the tester at the highest capacity range first, then gradually lower the capacity ranges until you have the correct range.
- When measuring small capacity circuits, keep the ignition switch off. If the switch is suddenly turned on during a test, the tester fuse may blow.

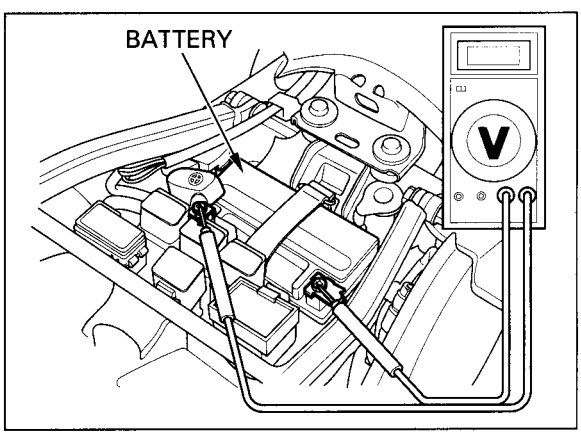
CHARGING VOLTAGE INSPECTION

⚠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. Run the engine in an open area or with an exhaust evacuation system in an enclosed area.

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

Warm up the engine to normal operating temperature.
Stop the engine, and connect the multimeter as shown.



CAUTION:

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

Restart the engine.
With the headlight on Hi beam, measure the voltage on the multimeter when the engine runs at 5,000 min^{-1} (rpm).

Standard: Measured battery voltage (page 16-5) < Measured charging voltage (see above) < 15.5 V at 5,000 min^{-1} (rpm)