

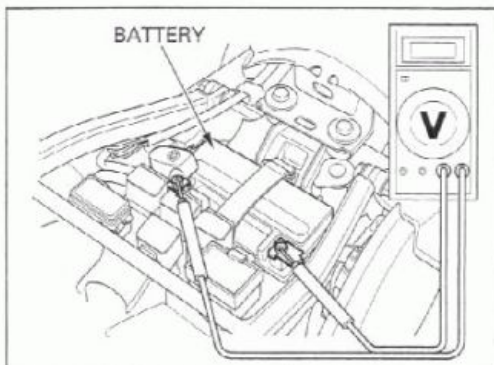
Be sure the battery is in good condition before performing this test.

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 rpm.

**Standard:** Measured battery voltage (page 16-6) < Measured charging voltage (see above) < 15.5 V at 5,000 rpm

## CURRENT LEAKAGE INSPECTION

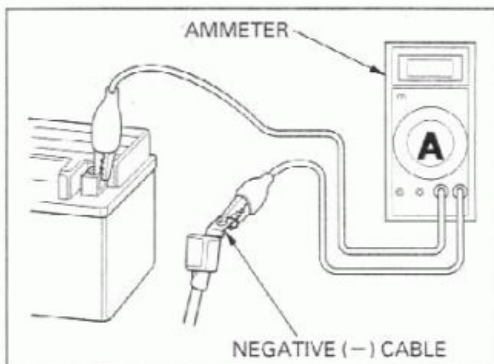
Turn the ignition switch off and disconnect the negative battery cable from the battery.

Connect the ammeter (+) probe to the ground cable and the ammeter (-) probe to the battery (-) 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 higher 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:** 0.2 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.