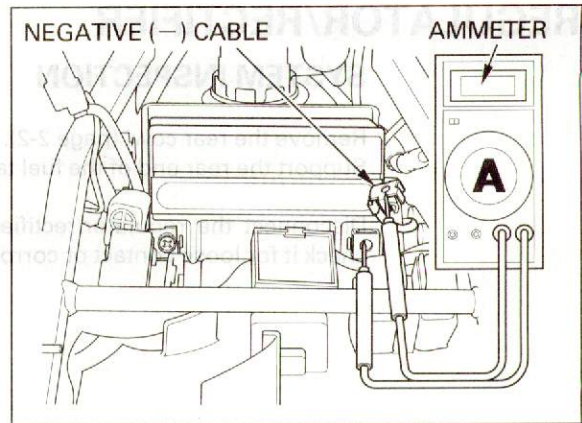


CURRENT LEAKAGE INSPECTION

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.

ALTERNATOR CHARGING COIL

NOTE:

It is not necessary to remove the stator coil to make this test.

INSPECTION

Support the rear end of the fuel tank (page 2-11).

Disconnect the regulator/rectifier 3P (White) connector.

Check the resistance between all three Yellow terminals.

STANDARD: 0.1 – 1.0 Ω (at 20 °C/68 °F)

Check for continuity between all three Yellow terminals and Ground. There should be no continuity.

If readings are far beyond the standard, or if any wire has continuity to ground, replace the alternator stator.

Refer to section 10 for stator removal.

