

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.

Disconnect the starter relay switch connector and remove the main fuse (30A). Reconnect the connector onto the relay switch.

Connect the ammeter as shown.

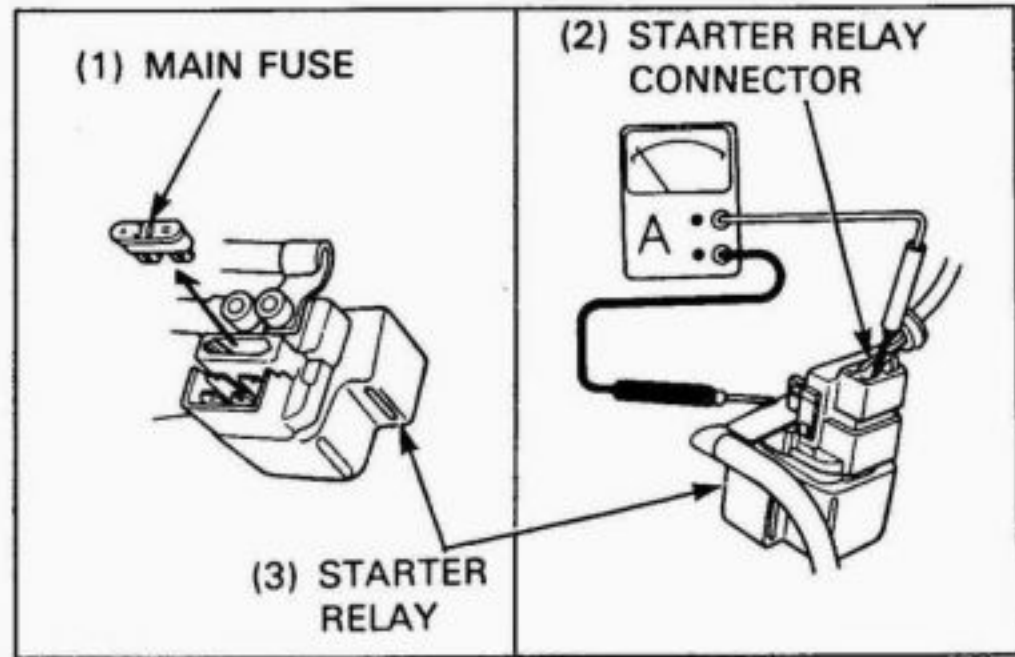
Start the engine and increase the engine speed gradually.

CAUTION

- Be careful not to short the tester probes.
- Although the current could be measured when the ammeter is connected between the battery positive terminal and the positive cable, a sudden surge of current to the starter motor could damage the ammeter.
- Always turn the ignition OFF when conducting the test. Disconnecting the ammeter or wires when current is flowing may damage the ammeter.

Regulated Voltage: 13.0-15.0V/2,000 min⁻¹(rpm)

Charging current : Below 0.5 A



Regulator/Rectifier

System Inspection

Disconnect the regulator/rectifier 6P connector.

Check the connectors for loose or corroded terminals.

Measure the following between the connector terminals of the wire harness side.

Item	Terminals	Specification
Battery charging line	Red/white (+) and ground (-)	Battery voltage should register.
Voltage detection line	Black (+) and ground (-)	When the ignition switch is ON, battery voltage should register.
Charging coil line	Yellow and Yellow	0.4-0.6 Ω (20°C/68°F)
Field coil line	White and Black	2.1-2.7 Ω (20°C/68°F)

If the charging coil line reading is out of specification, check the alternator (page 13-7).

