**Step 5**

1) Measure the generator no-load performance. (☞6-10)
   Is the generator no-load performance OK?

| | |
|---|---|
| YES | Go to Step 6. |
| NO | Faulty generator. |

**Step 6**

1) Inspect the regulator/rectifier. (☞6-10)
   Is the regulator/rectifier OK?

| | |
|---|---|
| YES | Go to Step 7. |
| NO | Faulty regulator/rectifier. |

**Step 7**

1) Inspect wiring harness.
   Is the wiring harness OK?

| | |
|---|---|
| YES | Faulty battery. |
| NO | • Short circuit of wiring harness.<br>• Poor contact of couplers. |

**Battery overcharges**

- Faulty regulator/rectifier.
- Faulty battery.
- Poor contact of regulator/rectifier lead wire coupler.

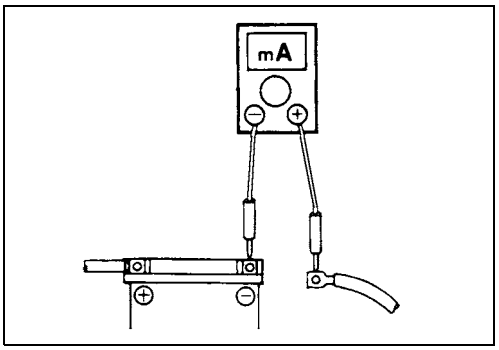
# INSPECTION

## BATTERY CURRENT LEAKAGE

- Remove the seat. (☞5-4)
- Turn the ignition switch to the OFF position.
- Disconnect the battery ⊖ lead wire.
- Measure the current between ⊖ battery terminal and the ⊖ battery lead wire using the multi-circuit tester. If the reading exceeds the specified value, leakage is evident.

**TOOL 09900-25008: Multi-circuit tester set**

**Tester knob indication: Current (⎓, 20 mA)**




**DATA Battery current (leak): Under 1 mA**

**CAUTION**

*** In case of a large current leak, turn the tester to high range first to avoid tester damage.**
*** Do not turn the ignition switch to the "ON" position when measuring current.**

*NOTE:*
*When checking to find the excessive current leakage, remove the couplers and connectors, one by one, checking each part.*