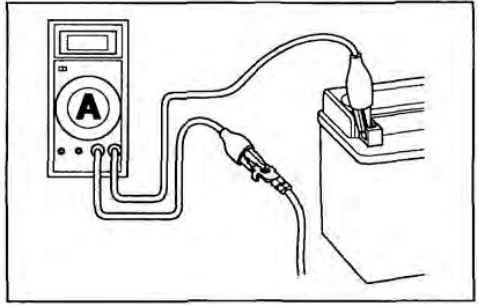


**CURRENT LEAKAGE INSPECTION**

Turn the ignition switch off and disconnect the battery negative (-) cable from the battery.  
 Connect the ammeter positive (+) probe to the ground cable and the ammeter negative (-) probe to the battery negative (-) 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 switch ON. A sudden surge of current may blow out the fuse in the tester.



**SPECIFIED CURRENT LEAKAGE: 0.1 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 INSPECTION**

**NOTE:**

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

Release the alternator 4P connector from the clamp of the frame.

Disconnect the alternator 4P connector.

Check the resistance between following terminals.



**STANDARD:**

**Charging coil (White - Ground)**

White - Ground	0.2 - 1.0 Ω (at 20°C/68°F)
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**Lighting coil (Yellow - Ground)**

Yellow - Ground	0.1 - 0.8 Ω (at 20°C/68°F)
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Replace the alternator stator if readings are far beyond the standard.  
 Refer to page 9-2 for stator removal.

