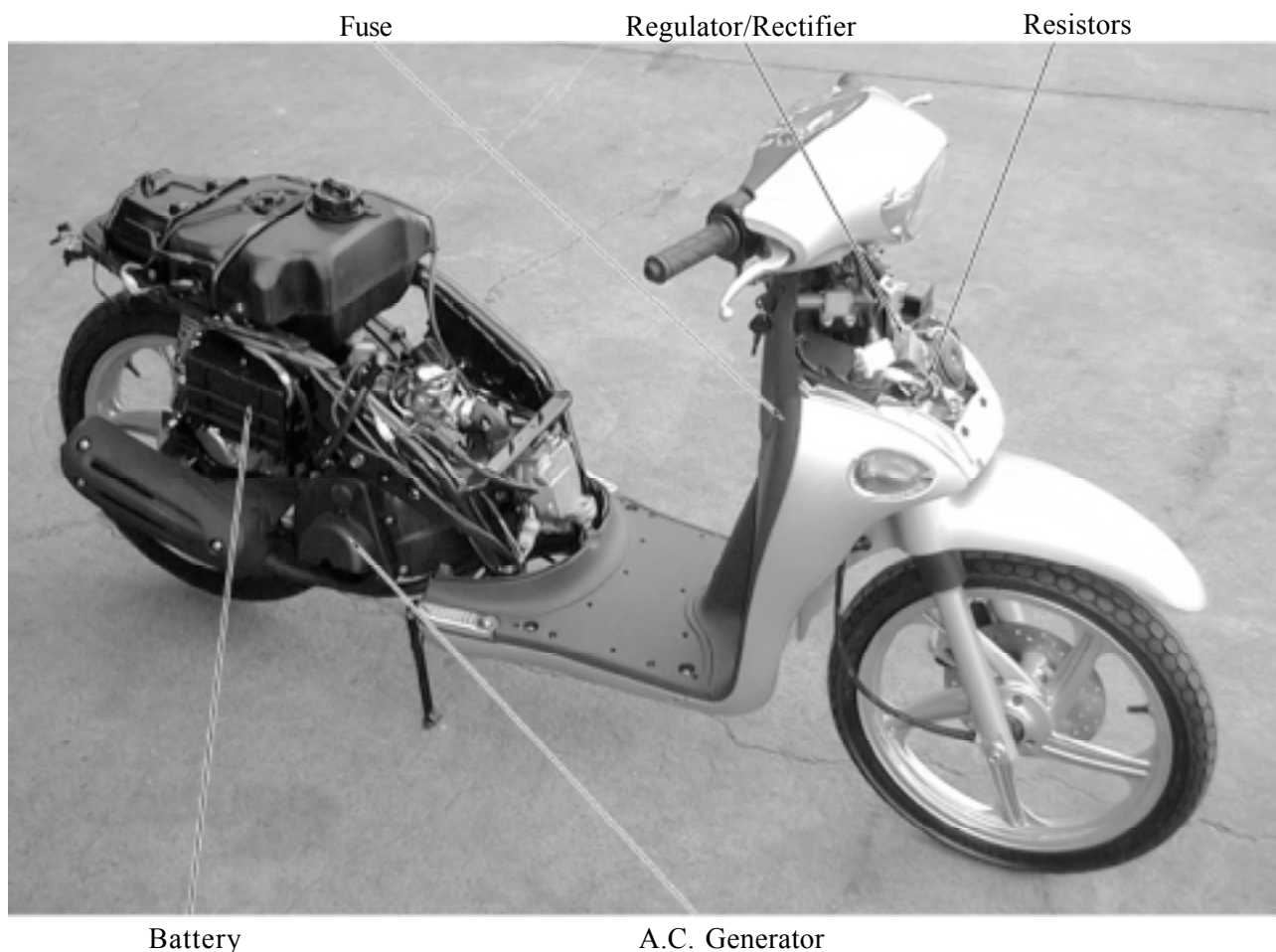
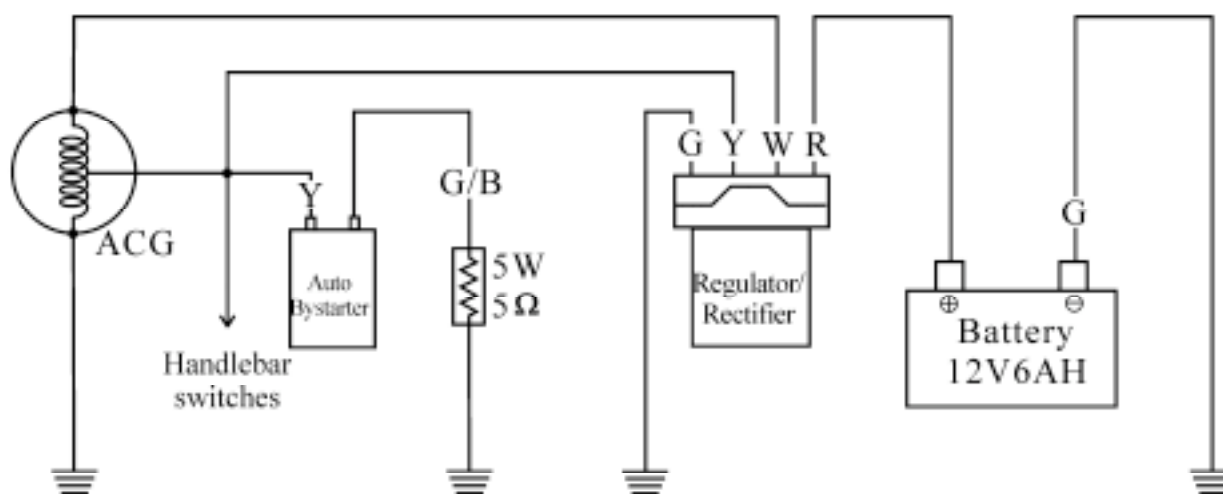

BATTERY/CHARGING SYSTEM/A.C. GENERATOR

CHARGING SYSTEM LAYOUT	14-1
SERVICE INFORMATION.....	14-2
TROUBLESHOOTING.....	14-3
BATTERY	14-4
CHARGING SYSTEM.....	14-5
REGULATOR/RECTIFIER	14-6
A.C. GENERATOR CHARGING COIL.....	14-7
A.C. GENERATOR LIGHTING COIL	14-7
RESISTOR INSPECTION.....	14-7
A.C. GENERATOR	14-7

14. BATTERY/CHARGING SYSTEM/ A.C. GENERATOR



CHARGING CIRCUIT



14. BATTERY/CHARGING SYSTEM/ A.C. GENERATOR

SERVICE INFORMATION

GENERAL INSTRUCTIONS

The battery electrolyte (sulfuric acid) is poisonous and may seriously damage the skin and eyes. Avoid contact with skin, eyes, or clothing. In case of contact, flush with water and get prompt medical attention

- The battery can be charged and discharged repeatedly. If a discharged battery is not used for a long time, its service life will be shortened. Generally, the capacity of a battery will decrease after it is used for 2_ 3 years. A capacity-decreased battery will resume its voltage after it is recharged but its voltage decreases suddenly and then increases when a load is added.
- When a battery is overcharged, some symptoms can be found. If there is a short circuit inside the battery, no voltage is produced on the battery terminals. If the rectifier would not operate, the voltage will become too high and shorten the battery service life.
- If a battery is not used for a long time, it will discharge by itself and should be recharged every 3 months.
- A new battery filled with electrolyte will generate voltage within a certain time and it should be recharged when the capacity is insufficient. Recharging a new battery will prolong its service life.
- Inspect the charging system according to the sequence specified in the Troubleshooting.
- Do not disconnect and soon reconnect the power of any electrical equipment because the electronic parts in the regulator/rectifier will be damaged. Turn off the ignition switch before operation.
- It is not necessary to check the MF battery electrolyte or fill with distilled water.
- Check the load of the whole charging system.
- Do not quick charge the battery. Quick charging should only be done in an emergency.
- Remove the battery from the motorcycle for charging.
- When replacing the battery, do not use a traditional battery.
- When charging, check the voltage with an voltmeter.

SPECIFICATIONS

Item			Standard	
Battery	Capacity/Model		12V□6AH	
	Voltage (20°C)	Fully charged	13.1V	
		Undercharged	12.3V	
	Charging current		STD: 0.7A Quick: 3.0A	
	Charging time		STD: 5_ 10hr Quick: 30min	
A.C. Generator	Capacity		0.114KW/5000rpm	
	Lighting coil resistance (20°C)		Yellow_ Green	0.1_ 1.0□
	Charging coil resistance (20°C)		White_ Green	0.2_ 1.2□
Regulator/Rectifier	Type		Single-phase half-wave SCR	
	Limit voltage	Lighting	12.0_ 14.0V/5000rpm (Electric tester, tachometer)	
			10_ 13.0V/5000rpm	
		Charging	13.5_ 15.5V/5000rpm	
Resistor	Resistance (20°C) 5W5□		4.0_ 6.0□	
	Resistance (20°C) 30W7.5□		7.0_ 8.0□	

14. BATTERY/CHARGING SYSTEM/ A.C. GENERATOR

TORQUE VALUES

Pulser coil bolt	0.5kg-m
Coil lock bolt	0.9kg-m
Flywheel nut	5.5kg-m
Cooling fan bolt	0.9kg-m

SPECIAL TOOLS

Universal holder
Flywheel puller

TESTING INSTRUMENTS

Kowa electric tester
Sanwa electric tester

TROUBLESHOOTING

No power

- Dead battery
- Disconnected battery cable
- Fuse burned out
- Faulty ignition switch

Intermittent power

- Loose battery cable connection
- Loose charging system connection
- Loose connection or short circuit in lighting system

Low power

- Weak battery
- Loose battery connection
- Charging system failure
- Faulty regulator/rectifier

Charging system failure

- Loose, broken or short circuit wire or connector
- Faulty regulator/rectifier
- Faulty A.C. generator

Charging indicator light does not come on

- Dead battery
- Faulty charging indicator
- Faulty indicator light bulb

Charging indicator light does not go out

- Faulty battery
- Faulty charging indicator
- Faulty regulator/rectifier

14. BATTERY/CHARGING SYSTEM/ A.C. GENERATOR

BATTERY

REMOVAL

Remove the frame cover screws.

Open the cover and remove the battery cover screw.

First disconnect the battery negative (-) cable and then the positive (+) cable.

- * When disconnecting the battery positive (+) cable, do not touch the frame with tool; otherwise it will cause short circuit and sparks to fire the fuel.

The installation sequence is the reverse of removal.

- * First connect the positive (+) cable and then negative (-) cable to avoid short circuit.

BATTERY VOLTAGE (OPEN CIRCUIT VOLTAGE) INSPECTION

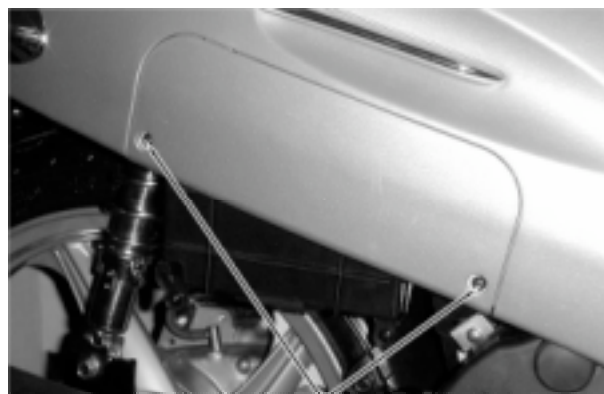
Open the battery cover and disconnect the battery cables.

Measure the voltage between the battery terminals.

Fully charged : 13.1V

Undercharged : 12.3V max.

- * Battery charging inspection must be performed with a voltmeter.



CHARGING

Connect the charger positive (+) cable to the battery positive (+) terminal.

Connect the charger negative (-) cable to the battery negative (-) terminal.

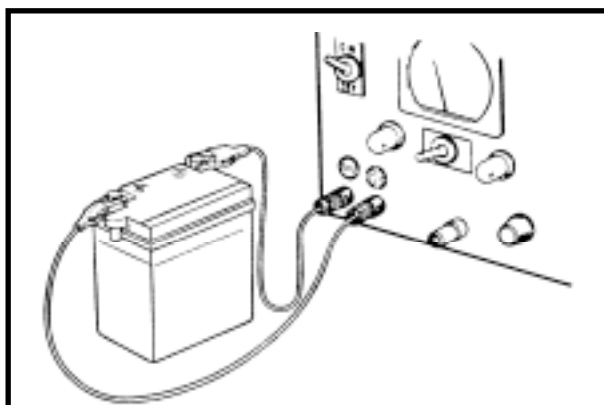
- * • Keep flames and sparks away from a charging battery.
- Turn power ON/OFF at the charger, not at the battery terminals to prevent sparks near the battery to avoid explosion.
- Charge the battery according to

- * • Quick charging should only be done in an emergency.
- Measure the voltage 30 minutes after the battery is charged.

Charging current : Standard : 0.7A
Quick : 3.0A

Charging time : Standard : 5_ 10 hours
Quick : 30 minutes

After charging Open circuit voltage: 12.8V min.



14. BATTERY/CHARGING SYSTEM/ A.C. GENERATOR

CHARGING SYSTEM

SHORT CIRCUIT TEST

Disconnect the ground wire from the battery and connect an ammeter across the battery negative (-) terminal and the ground wire. Turn the ignition switch OFF and check for short circuit.

- * Connect the electric tester positive (+) terminal to ground wire and the tester negative (-) terminal to the battery negative (-) terminal.

If any abnormality is found, check the ignition switch and wire harness for short circuit .

CURRENT TEST

This inspection must be performed with an electric tester when the battery is fully charged.

Warm up the engine for inspection.

Connect the electric tester across the battery terminals. Disconnect the red wire from the fuse terminal and connect an ammeter between the red wire lead and the fuse terminal as shown.

Attach a tachometer to the engine.

Start the engine and gradually increase the engine speed to measure the limit voltage and current.

Limit Voltage/Current:

13.5_ 15.5V/0.5
A max (5000rpm
max)

If the limit voltage is not within the specified range, check the regulator/rectifier. (⇒14)

LIGHTING SYSTEM LIMIT VOLTAGE INSPECTION

Remove the headlight cover. (⇒2)

- * Measure the voltage with the electric tester in the AC range.

Limit Voltage: 12_ 14V/5000rpm

If the limit voltage is not within the specified range, check the regulator/rectifier. (⇒14)

PERFORMANCE TEST

<div>RPM</div> <div>Position</div>	2500	6000
Day	1.0A min.	2.0A min.
Night	1.0A min.	2.0A min.

Perform this test with a fully charged of battery

(-) Terminal



Headlight Wire Coupler



14. BATTERY/CHARGING SYSTEM/ A.C. GENERATOR

REGULATOR/RECTIFIER

MAIN HARNESS CIRCUIT INSPECTION

Remove the front cover. (⇒2-4)

Remove the regulator/rectifier 4P coupler and check for continuity between the wire harness terminals according to the following :

Item (Wire Color)	Judgement
Between battery (red) and engine ground	Battery has voltage
Between ground wire (green) and engine ground	Continuity exists
Between lighting wire (yellow) and engine ground (Remove the resistor coupler and auto bystarter coupler and turn the lighting switch OFF for inspection)	A.C. generator coil has resistance
Between charging coil (white) and engine ground	A.C. generator coil has resistance

Regulator/Rectifier

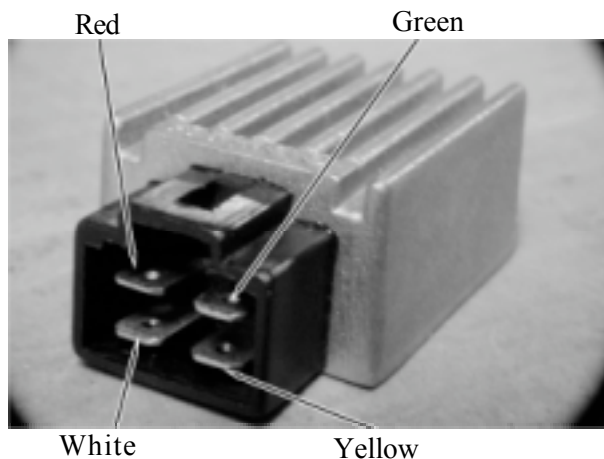


REGULATOR/RECTIFIER INSPECTION

If the main harness terminals are normal, check the regulator/rectifier coupler for loose connection and measure the resistances between the regulator/rectifier terminals.

*

- Do not touch the tester probes with your finger because human body has resistance.
- Use the following specified testers for accurate testing. Use of an improper tester in an improper range may give false readings.
 - ☐ Kowa Electric Tester
 - ☐ Sanwa Electric Tester
 - ☐ Kowa Electric Tester TH-5H
- Proper range for testing:
 - ☐ Use XK□ range for Sanwa Tester
 - ☐ Use X100□ range for Kowa Tester
- If the dry battery in the tester is weak, the readings will be incorrect. In this case, check the dry battery.
- The Kowa tester readings are 100 times the actual values. Be careful during testing.



Unit: □

Probe② Probe①	White	Yellow	Red	Green
White		∞	2K~6K	∞
Yellow	∞		∞	17K~25K
Red	∞	∞		∞
Green	∞	17K~25K	∞	

Replace the regulator/rectifier if the readings are not within the specifications in the table.

14. BATTERY/CHARGING SYSTEM/ A.C. GENERATOR

A.C. GENERATOR CHARGING COIL

- * The inspection of A.C. generator charging coil can be made with the engine installed.

INSPECTION

Disconnect the A.C. generator 3P connector. Measure the resistance between the A.C. generator white wire and engine ground with an electric tester.

Standard: 0.2_ 1.2 \square (at 20°C)

Replace the A.C. generator charging coil if the reading is not within the specifications.

A.C. GENERATOR LIGHTING COIL

- * The inspection of A.C. generator lighting coil can be made with the engine installed.

INSPECTION

Disconnect the A.C. generator 3P connector. Measure the resistance between the A.C. generator yellow wire and engine ground with an electric tester.

Standard: 0.2_ 1.2 \square (at 20°C)

Replace the A.C. generator lighting coil if the reading is not within the specifications.

RESISTOR INSPECTION

Remove the front cover. (\Rightarrow 2-4)

Measure the resistance between the resistor lead and engine ground.

Resistances: 30W7.5 \square : 7.0_ 8.0 \square
5W5.0 \square : 4.0_ 6.0 \square

A.C. GENERATOR

REMOVAL

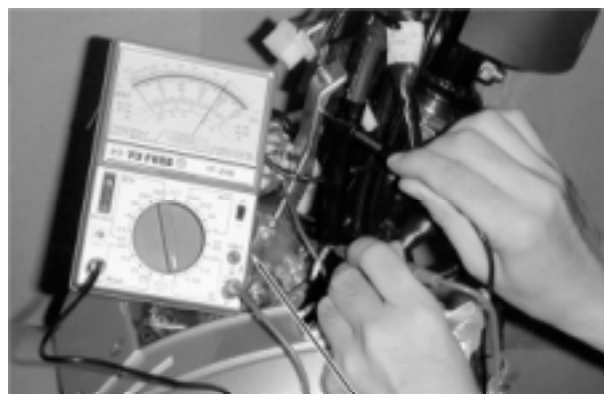
Remove the rear right side cover. (\Rightarrow 2)

Remove the four bolts attaching the cooling fan cover to remove the fan cover.

Charging Coil Wire (White)



Lighting Coil Wire (Yellow)



Resistor

Fan Cover

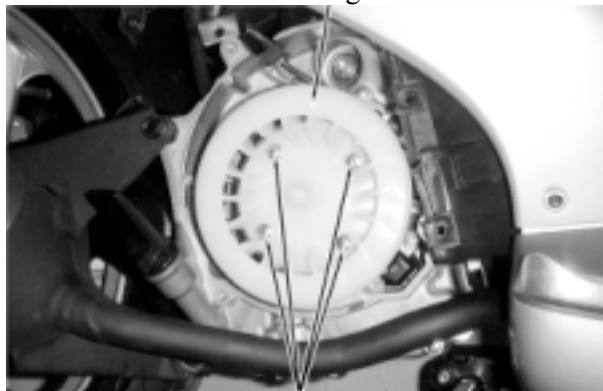


Bolts

14. BATTERY/CHARGING SYSTEM/ A.C. GENERATOR

Remove the cooling fan by removing the four cooling fan attaching bolts.

Cooling Fan



Hold the flywheel with an universal holder.
Remove the flywheel nut.

Special

Universal Holder

Bolts

Universal Holder



Remove the A.C. generator flywheel using the flywheel puller.
Remove the woodruff key.

Special

Flywheel Puller



Flywheel Puller

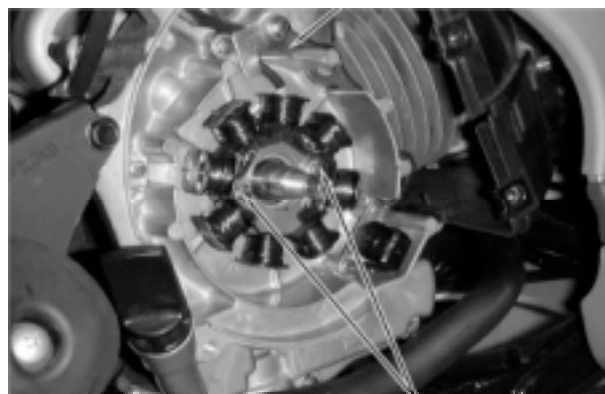
Remove the A.C. generator wire connector.



A.C. Generator Wire

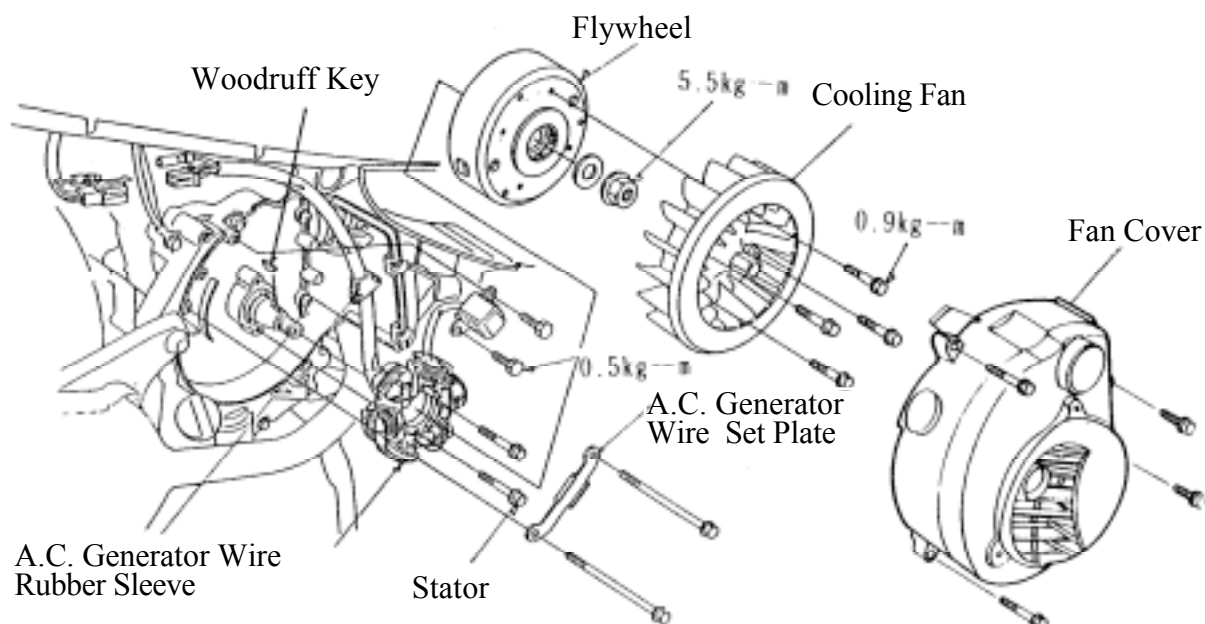
14. BATTERY/CHARGING SYSTEM/ A.C. GENERATOR

Remove the A.C. generator wire set plate.
Remove the pulser coil bolts.
Remove the A.C. generator wire rubber sleeve and pulser coil from the right crankcase.
Remove the two bolts and A.C. generator stator.



INSTALLATION

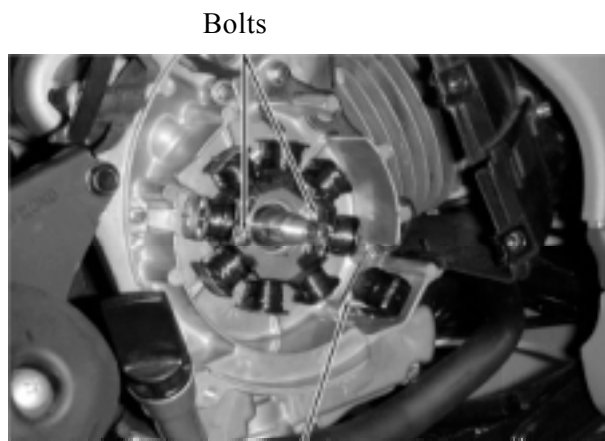
Wire Set Plate



Install the A.C. generator stator and pulser coil onto the right crankcase.
Tighten the stator and pulser coil bolts.

Torques: Pulser Coil: 0.5kg-m
Stator : 0.9kg-m

Install the A.C. generator wire rubber sleeve and A.C. generator wire set plate.



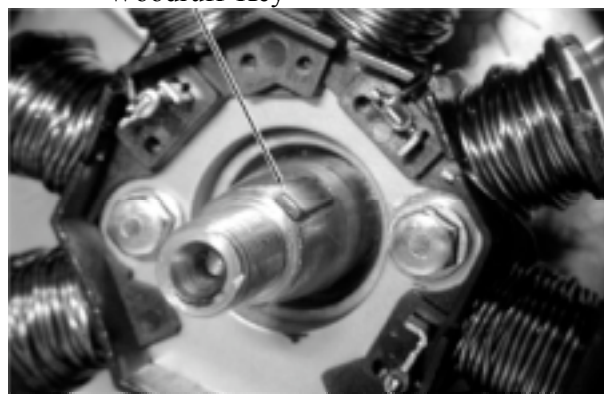
Bolts

Pulser Coil Set Plate

14. BATTERY/CHARGING SYSTEM/ A.C. GENERATOR

Connect the A.C. generator wire connector.
Clean the taper hole in the flywheel off any burrs and dirt.
Install the woodruff key in the crankshaft keyway.

Woodruff Key



Install the flywheel onto the crankshaft with the flywheel hole aligned with the crankshaft woodruff key.

*

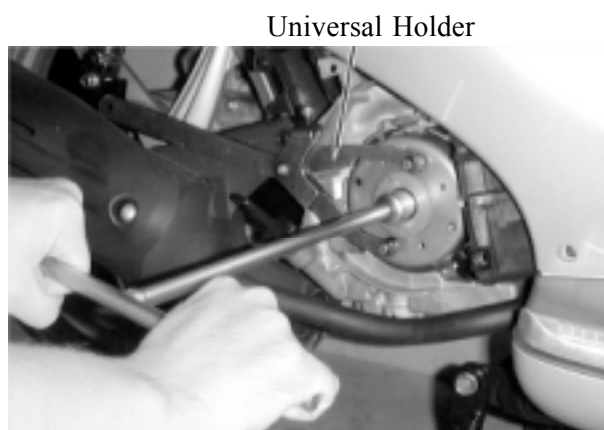
The inside of the flywheel is magnetic.
Make sure that there is no bolt or nut
before installation.

Hold the flywheel with the universal holder and tighten the flywheel nut.

Torque: 5.5kg-m

Special

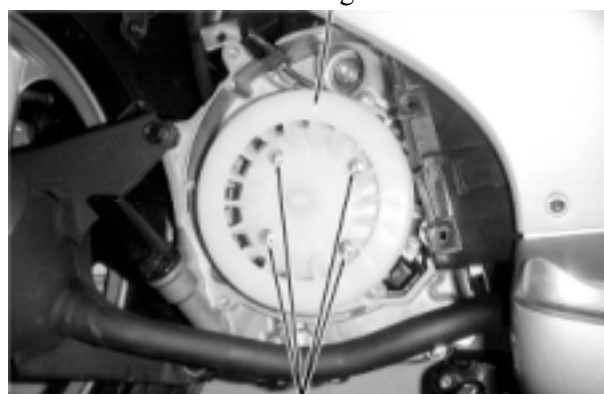
Universal Holder



Install the cooling fan.

Torque: 0.9kg-m

Cooling Fan



Bolts

Fan Cover

Install the fan cover.
Install the rear right side cover. (⇒2)

