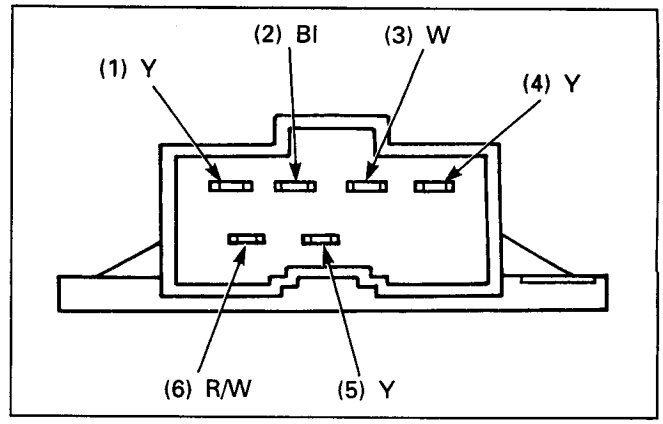
Unit Inspection

Provided the circuit on the wire harness side is normal and there are no loose connections at the connector, inspect the regulator/rectifier unit by measuring the resistance between the terminals.

NOTE

- You'll get false readings if the probes touch you fingers.
- Use the specified multimeters. Using other equipment may no allow you to obtain the correct results. This is due to the characteristic of semiconductors, which have different values depending on the applied voltage.
  Specific Multimeter:
  – 07411–0020000 (KOWA Digital type)
  – 07308–0020001 (SANWA Analogue type)
- Select the following range:
  SANWA: x kΩ
  KOWA: x 100
- An old battery stored in the multimeter could cause inaccurate readings. Check the battery if the multimeter resistance incorrectly.
- When using the KOWA multimeter, remember value that all readings should be multiplied by 100.

Replace the regulator/rectifier unit if the resistance value between the terminals is abnormal.



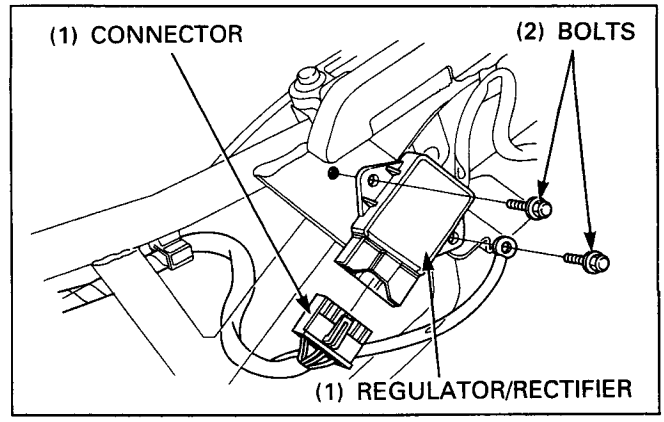
Unit : kΩ

⊖ \ ⊕	R/W	Y	Y	Y	Bl	W
R/W		∞	∞	∞	∞	∞
Y	0.5-50		∞	∞	∞	∞
Y	0.5-50	∞		∞	∞	∞
Y	0.5-50	∞	∞		∞	∞
Bl	1-70	1-70	1-70	1-70		1-30
W	1.5-100	1.5-100	1.5-100	1.5-100	0.5-30	

Removal

Disconnect the regulator/rectifier 6P connector.
Remove the mounting bolt and regulator/rectifier unit.

Installation is in the reverse order of removal.



Alternator

NOTE

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

Remove the lower fairing (page 2-6).
Disconnect the alternator 6P connector.

Measure the resistance between the Yellow wire terminals and check for no continuity between each terminal and body ground.

Standard:
Yellow–Yellow: 0–0.1Ω (20°C/68°F)
Yellow–body groud: No continuity

Replace the alternator if the resistance is out of specification or if there is continuity between Yellow wire terminal and ground.