

BATTERY/CHARGING SYSTEM

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

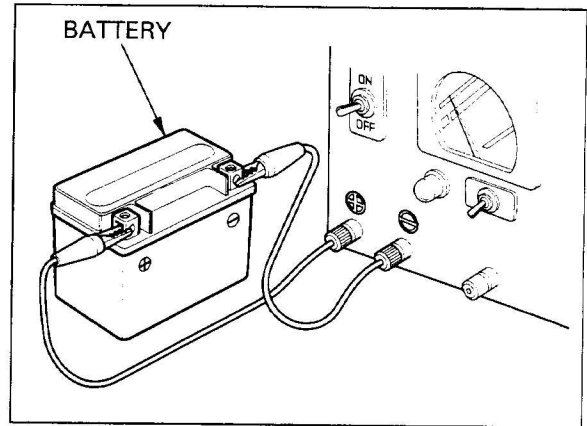
CHARGING CURRENT/TIME:

Standard: 1.2 A × 5–10 h

Quick: 5.0 A × 1.0 h

CAUTION:

- *Quick charging should only be done in an emergency; slow charging is preferred.*
- *For battery charging, do not exceed the charging current and time specified on the battery. Using excessive current or extending the charging time may damage the battery.*



CHARGING SYSTEM INSPECTION

Open the battery case cover (page 16-5).

CURRENT LEAKAGE TEST

Turn the ignition switch OFF, and disconnect the negative (-) cable from the battery.

Connect the ammeter (+) probe to the negative (-) cable and the ammeter (-) probe to the battery (-) 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.

REGULATED VOLTAGE INSPECTION

▲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 may lead to death. Run the engine in an open area or with an exhaust evacuation system in an enclosed area.

