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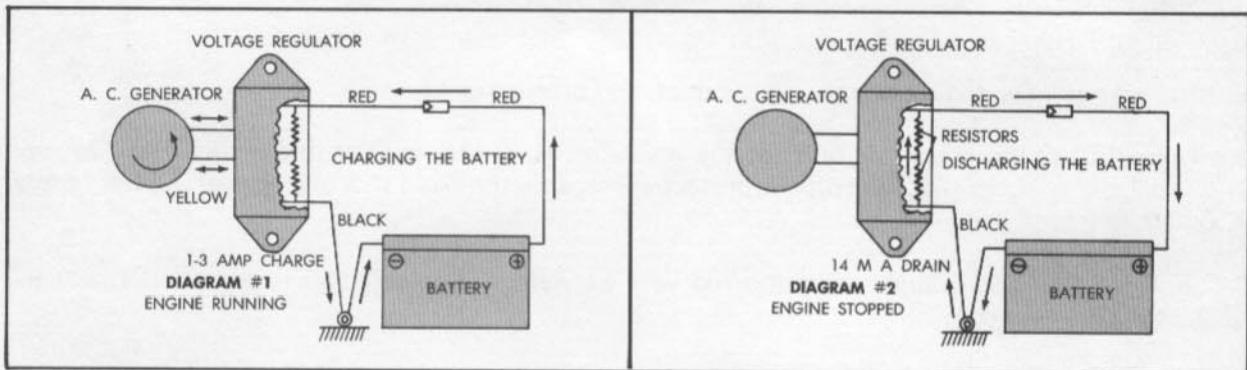
obsolete

PROBLEM:

If the owner doesn't drive frequently, the H2 may discharge the battery. The problem has been most prevalent in cold-weather areas, where usage is limited.

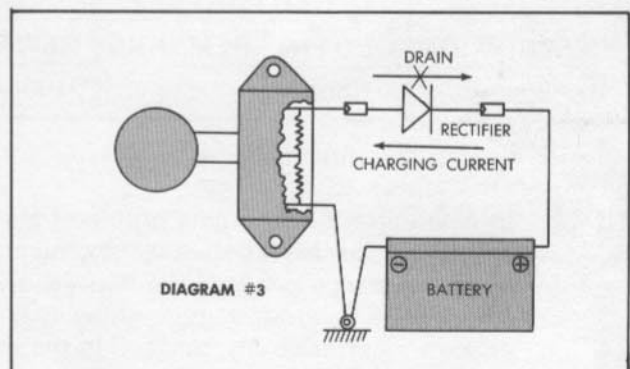
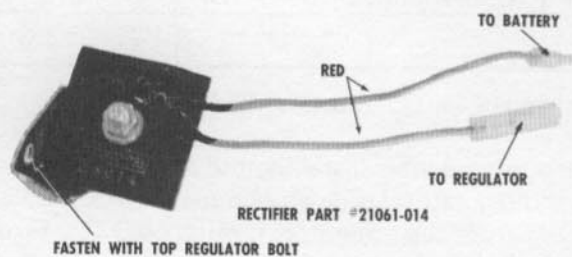
CAUSE:

The H2 voltage regulator is connected to the battery by a red wire. This red wire carries the battery charging current when the engine is running. Because of two small resistors in the regulator circuitry, there is a slight current drain on the battery when the engine stops. In a fully charged state, it would take 2-3 weeks of inactivity for the battery to reach a serious discharge condition, because the current draw is so small (12-16 MA).



CORRECTION:

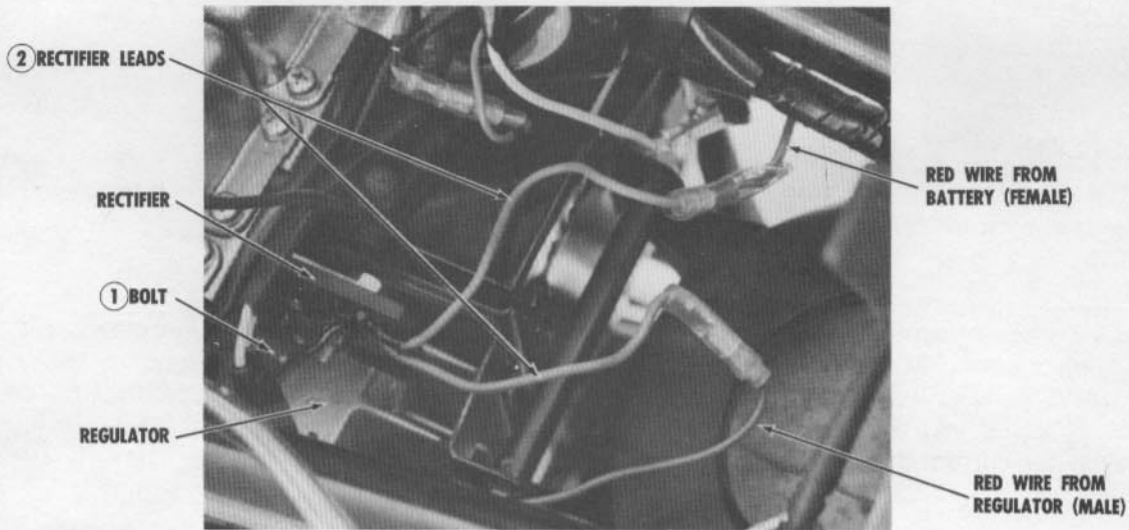
A supplemental rectifier has been developed to stop reverse current leakage, and yet allow generator current to charge the battery.



Please see reverse side for additional information.

ACTION:

The rectifier has been incorporated in H2 motorcycles at Frame No. H2F-13266. This part *must* be installed on all H2's up through Frame No. H2F-13265.



INSTALLATION:

Lift the seat, remove the air cleaner rubber duct, and proceed as follows:

1. Take out the top mounting bolt for the regulator. Hold the rectifier in a vertical position, and install the bolt. **NOTE:** *The rubber protector keeps the fin from shorting against adjacent metal parts.*
2. Separate the snap connector in the red wire between the battery and regulator. Connect the rectifier leads as shown.
3. Replace the air cleaner duct.

PARTS INFORMATION:

DESCRIPTION	OLD PARTS		NEW PARTS		INTER-CHANGE	EFFECTIVE I.D.
	OLD P/N	REMARKS	NEW P/N	REMARKS	OLD ↔ NEW	
Rectifier	None		21061-014		← ○ →	H2F-13266

O = interchangeable X = not interchangeable □ = not available

NOTE: In case battery discharging problems are encountered after installing the rectifier, separate the two yellow leads between the generator and regulator. Using an ohmmeter (RX1 scale), check resistance between the two yellow leads from the generator; it must be 0.4Ω . From either lead to ground must show maximum resistance (∞). Any other meter readings indicate a defective charging coil in the stator, which must be replaced.

WARRANTY INFORMATION:

Use job code X011 (0.1 hr.) to install the supplemental rectifier on an H2 before frame number H2F-13266.

This is a factory directed modification, CLAIM TYPE 3 on the Warranty Request Form.

NOTE: Dealers subscribing to the Small Claims Option Program are required to perform this modification and submit a Warranty Request Form for each unit so modified. The Small Claims Option Program applies to claim types 1 and 2 only. ■