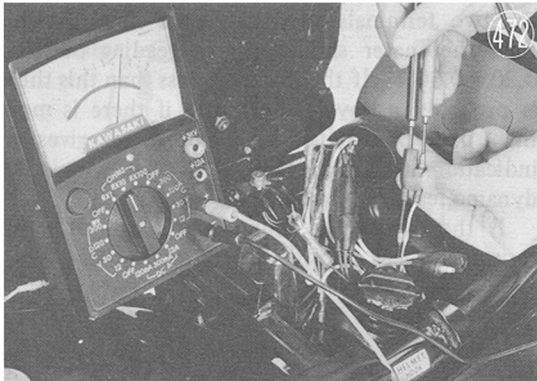


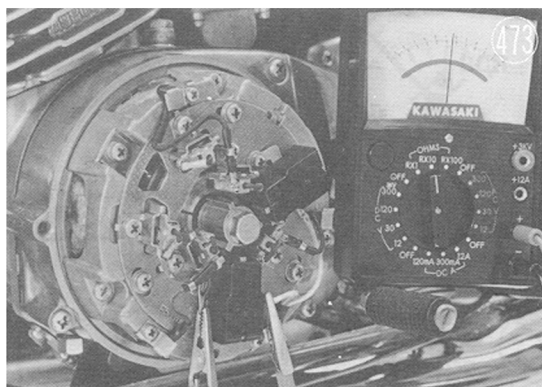
meter lead to each of the connector terminals on the dynamo side and measure the resistance of the winding. There should be a reading between $92 \sim 140\Omega$. If the dynamo is found to be bad with this resistance check, replace the stator.



(3) Pick-up coils

There are two pick-up coils connected in parallel. To test them, unplug the connector that connects the white wires, and using the meter on the $R \times 10$ range, touch one meter lead to the white wire on the dynamo side and the other meter lead to frame ground terminal.

The reading at this time should be $100 \sim 160\Omega$. If it is not, measure each pick-up coil separately to determine which is bad. This is done by unscrewing the pick-up coil ground terminal and measuring the resistance between the white wire and the ground wire of the coil. The resistance of each coil should be $210 \sim 310\Omega$. If the pick-up coils is found to be bad with this resistance check, replace the pick-up coils.



4) Distributor Test

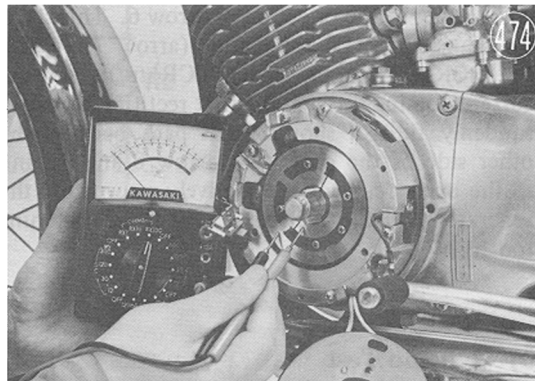
The distributor is tested by measuring the resistance between the slip rings on the face of the distributor rotor. The dynamo rotor is inside the left engine cover, so for access to it remove the dynamo cover, and then take out the mounting plate screws and the screws that are used for mounting the personal brushes. Remove the personal brushes from the mounting plate, and take the resistance measurements with the plate left hanging. Before taking the measurements,

clean the slip ring slits and remove any foreign matter that may affect the resistance.

(1) Resistance between outer and inner rings

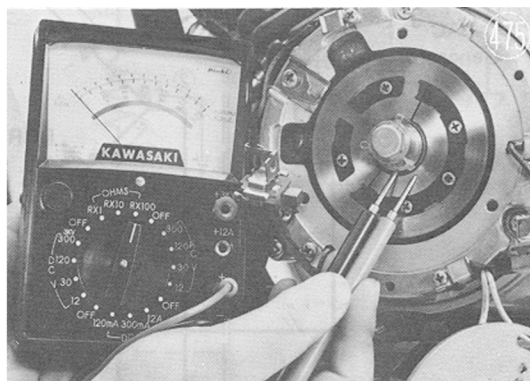
Measure the resistance between the rings by touching one meter lead to the outer ring, and the other meter lead to the separated half of the inner ring. With the meter set to the highest resistance scale ($R \times 100$ or higher), there should be a reading of infinity (i.e. no reading) if the distributor is good. If the meter needle moves at all, the dynamo rotor is bad and must be replaced.

NOTE: Do not touch the metal part of the meter leads with bare hands during measurement, as this will affect the reading.



(2) Resistance between inner ring and shaft

With the meter set to the highest resistance scale ($R \times 100$ or higher), touch one meter lead to the inner ring and the other to the shaft at the center. The meter should read infinity (i.e. no reading). (See the note for the previous paragraph.)



(3) Slip ring inspection

If the insulation between the slip rings is poor or if the rings are extremely dirty, wipe the rings with contact cleaner or benzine or a clean, soft cloth. If the ring surface is scratched or rough, correct it with very fine emery cloth.