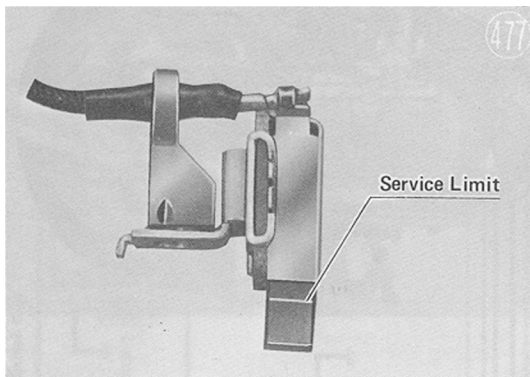


(4) Carbon brushes

There are two neutral and three personal carbon brushes, which gradually wear down in time. A line marked in the side of each brush indicates the limit to which the brush can be safely used, and the brush must be replaced when it wears down to this line.

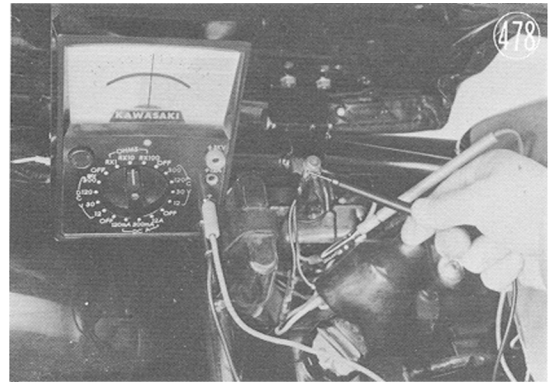


5) CDI Unit Test

Both CDI Unit A and Unit B are located at the left rear of the battery, and their connections are under the seat. The larger unit on the bottom is Unit A, and the smaller one on top is Unit B. Unit B consists only of resistors and capacitors so testing with a hand tester is usually sufficient, but Unit A contains thyristors, diodes, and other semi-conductors and so must be tested with the Electrotester (special tool).

(1) Unit B

The construction of Unit B is as shown in Fig. 467. When making resistance tests of this unit, disconnect the yellow lead that connects it to Unit A, set the tester to the R x 10 range, and touch one lead to the yellow wire from Unit B, and the other meter lead to the frame ground terminal. A reading of 300Ω is normal. A reading of 30Ω indicates a probable bad capacitor, while a reading of infinity (no reading) means that resistor R₁ is probably bad. In any case, if the resistance read is not close to 300Ω, the unit is bad and must be replaced.



(2) Unit A

To test Unit A, the Electrotester must be used; the hand tester will not test it properly.

- Unplug the 2-pin connector that connects the brown and the orange leads from Unit A.
- Unplug the connectors the white/red and the white leads from Unit A.
- As shown in Fig. 479, connect the harness provided with the Electrotester between the connectors from the unit, and the CDI-CHECK of the Electrotester.
- Plug the Electrotester into a 110VAC outlet, and put the tester AC POWER switch in the ON position. The pilot light (PL) indicates that the power is on.
- Set the motorcycle ignition switch to the ON position and the engine stop switch to the RUN position.
- Set the CDI-CHECK switch of the Electrotester to the ON position.
- The ignition unit is good if the pilot light stays on. If the light does not come on, the unit is bad and

CDI Unit Test

(479)

