ELECTRICAL
Charging System/Switch Testing

Charging System Testing (Regulated Voltage)

1. Turn multitester dial to volts DC (V⎓) and connect leads across battery terminals.
2. Start and briefly run engine at 3000 RPM. Measured voltage should be around 14.5 VDC. A higher reading may indicate a regulator problem or a poor ground at the regulator heat sink. A lower reading may indicate an excessive system load, alternator problem, or a faulty regulator.
3. If DC Volt reading is low, charge and test battery as outlined on page 7.9-7.10, and re-test.

NOTE: The regulator/rectifier is a solid state unit and no repair or adjustment is possible.

Start Switch Testing

1. Set multitester to ohms (Ω) position.
2. Unplug starter switch connector (red/purple and yellow/red wires) from terminal board and starter solenoid or MFD wire.
3. Connect one of the test leads to the red/purple wire and the other lead to the yellow/red wire. Depress start button. The reading should be .3 ohms or less. A high resistance or open reading indicates a faulty switch.
4. Release start button. An open reading (OL) should be indicated. If low resistance is measured, replace the switch.

Engine Stop Switch Testing

1. Set multitester to ohms (Ω) position.
2. Unplug stop switch connector (black/yellow and black wires).
3. Connect one of the test leads to the black/yellow pin and the other lead to the black pin. Push kill button or disconnect tether cord. The reading should be .3 ohms or less.
4. Connect tether cord and release button. An open reading should be indicated. If not, replace the switch.