

# 16. ELECTRICAL SYSTEM

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## SERVICE INFORMATION

### GENERAL

- Ignition timing does not need to be adjusted since the CDI (Capacitive Discharge Ignition) unit is factory pre-set.
- For spark plug inspection and ignition timing check, refer to section 3.
- For pulse generator, exciter coil and lighting coil removal, refer to section 7.
- All plastic connectors have locking tabs that must be released before disconnecting, and must be align when reconnecting.
- A continuity check can usually be made without removing the part from the ATC by simply disconnecting the wires and connecting a continuity tester or voltmeter to the terminals or connections.

### SPECIFICATIONS

ITEM		STANDARD
Spark plug	Gap	0.6–0.7 mm (0.024–0.028 in)
	Recommended plug	DR8ES-L (NGK), X24ESR-U (ND)
Ignition coil	Primary coil resistance	0.16–0.2 $\Omega$
	Secondary coil resistance (Without spark plug cap)	3.69–4.51 k $\Omega$
Exciter coil resistance		20–150 $\Omega$ (ND), 200–350 $\Omega$ (MITSUBA)
Pulse generator coil resistance		297–363 $\Omega$
Ignition timing	Initial ("F" mark)	10° BTDC/1,400 $\pm$ 100 rpm
	Full advance	30° BTDC/3,500 $\pm$ 200 rpm
Lighting coil resistance		0.1–1.0 $\Omega$ (ND), 0.2–1.0 $\Omega$ (MITSUBA)
AC regulator	Regulating voltage	13.5–14.5 V
	Resistance	100 k $\Omega$ – $\infty$
Alternator		200W/5,000 rpm
Headlight		12V–36.5W/35W
Taillight		12V–5W