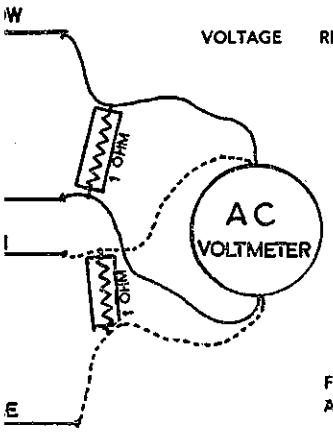
USING AN A.C. VOLTMETER AND 1 OHM LOAD RESISTANCE



VOLTAGE READINGS ACROSS GENERATOR LEADS

(a) With voltmeter and load connected across (yellow and red) Reading 8 - 9 volts.

(b) With voltmeter connected across (green and purple). Reading 8 — 9 volts.

(c) With voltmeter and load connected across (yellow and purple) green and red joined together. Reading 6 - 7 volts.

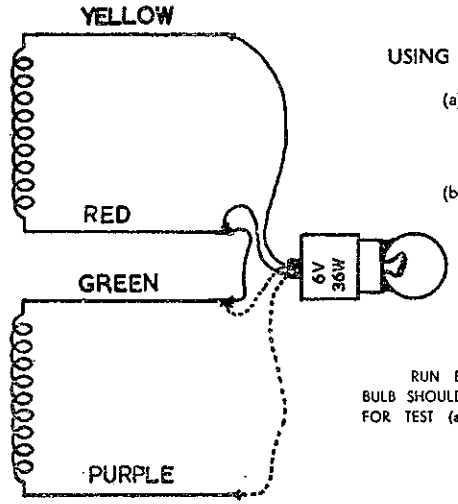
(d) With voltmeter and load connected across (purple and green) red and yellow joined together. Reading 5·5 - 6·5 volts

FOR THESE TESTS THE ENGINE MUST BE RUN AT 4000 R.P.M. (approx.)

NO READING SHOULD BE OBTAINED BETWEEN ANY ONE LEAD AND THE GENERATOR BODY (EARTH).

TEST 3.

EMERGENCY TEST



USING A 6 VOLT 36 WATT BULB

(a) RED AND GREEN JOINED TOGETHER CONNECT BULB ACROSS RED AND YELLOW.

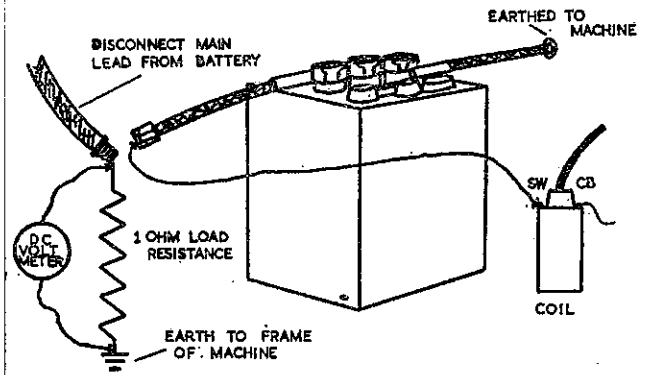
(b) RED AND GREEN JOINED TOGETHER CONNECT BULB ACROSS GREEN AND PURPLE.

RUN ENGINE AT 1000 R. P. M (fast idling) BULB SHOULD LIGHT WITH EQUAL BRILLIANCE FOR TEST (a) AND (b).

TEST. 2.

USING A D.C. VOLTMETER AND 1 OHM LOAD RESISTANCE IN PLACE OF BATTERY

IGNITION SWITCH MUST BE IN "IGN" POSITION AND COIL FED SEPARATELY FROM BATTERY.

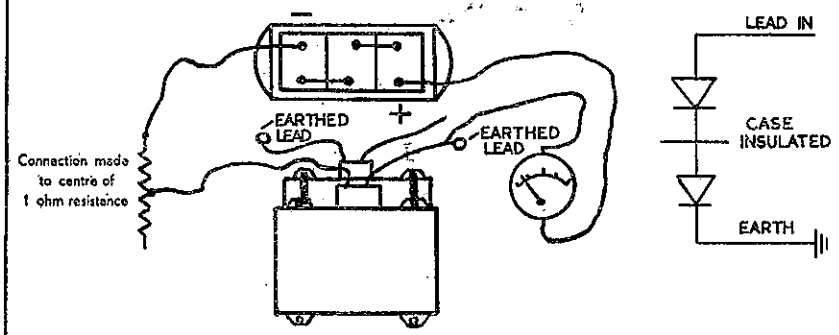


SWITCH POSITION	READING ON VOLTMETER
'OFF'	3 — 4·5
'LOW'	3·75 — 4·75
'HIGH'	4·75 — 5·75

THE ENGINE MUST BE RUN AT 4000 R. P. M. (approx). FOR THE ABOVE TESTS.

TEST. 4.

TESTING THE RECTIFIERS



CONNECT BATTERY + VE THROUGH AMMETER TO EARTH TAG AND BATTERY — VE THROUGH 1 OHM RESISTANCE TO FREE LEAD OF RECTIFIER. CURRENT 10 AMPS. (approx).
REVERSE BATTERY CONNECTIONS CURRENT LESS THAN 100 MILLIAMPS.
REPEAT FOR THE OTHER RECTIFIER.