ELECTRICAL — BODY

SECTION I. TROUBLE SHOOTING

1-1. Trouble Shooting Methods.

a. Checking for open or short circuits.

(1) Connect the positive lead of a voltmeter (a 12-volt test lamp may also be used) to a suspect terminal, socket contact, or connector, beginning at the outermost end of the circuit where possible.

(2) Connect the other lead of the voltmeter or test lamp to ground. Read the meter (or observe the brightness of the test lamp). If full voltage is available, the system may be considered satisfactory to that point, unless the ground connection is defective.

(3) When checking lamp socket contacts, ground the voltmeter or test lamp first to the socket base, and then (if no voltage indication is obtained) to the frame, engine, or body. If the second contact gives a full voltage indication, but not the first, the ground is faulty. Clean the ground contact areas and tighten ground connection terminals or spring prongs and retest. If ground contact is still faulty, replace the socket.

b. Checking for excessive circuit resistance.

(1) If lamps are dim even with new bulbs, or if instrument gage readings are incorrect, obtain voltmeter readings of successive contact points, as in Section 1-1a.

(2) Note any differences in readings between check points. If voltage readings differ by more than 1/10-v, replace the circuit component between the check points.

c. Checking circuit breakers.

(1) If circuit breakers remain open, or open and close erratically, disconnect the output wires one by one until the shorted circuit is located. If the circuit breaker fails to close with all wires disconnected, replace it.

(2) Inspect the components of the shorted circuit and replace as necessary.

1-2. Entire Electrical System Inoperative.

a. Check the system by pressing horn ring, twisting ignition switch to starter position, closing lamp and accessory switches.

b. Inspect junction block to make certain plugs are seated.

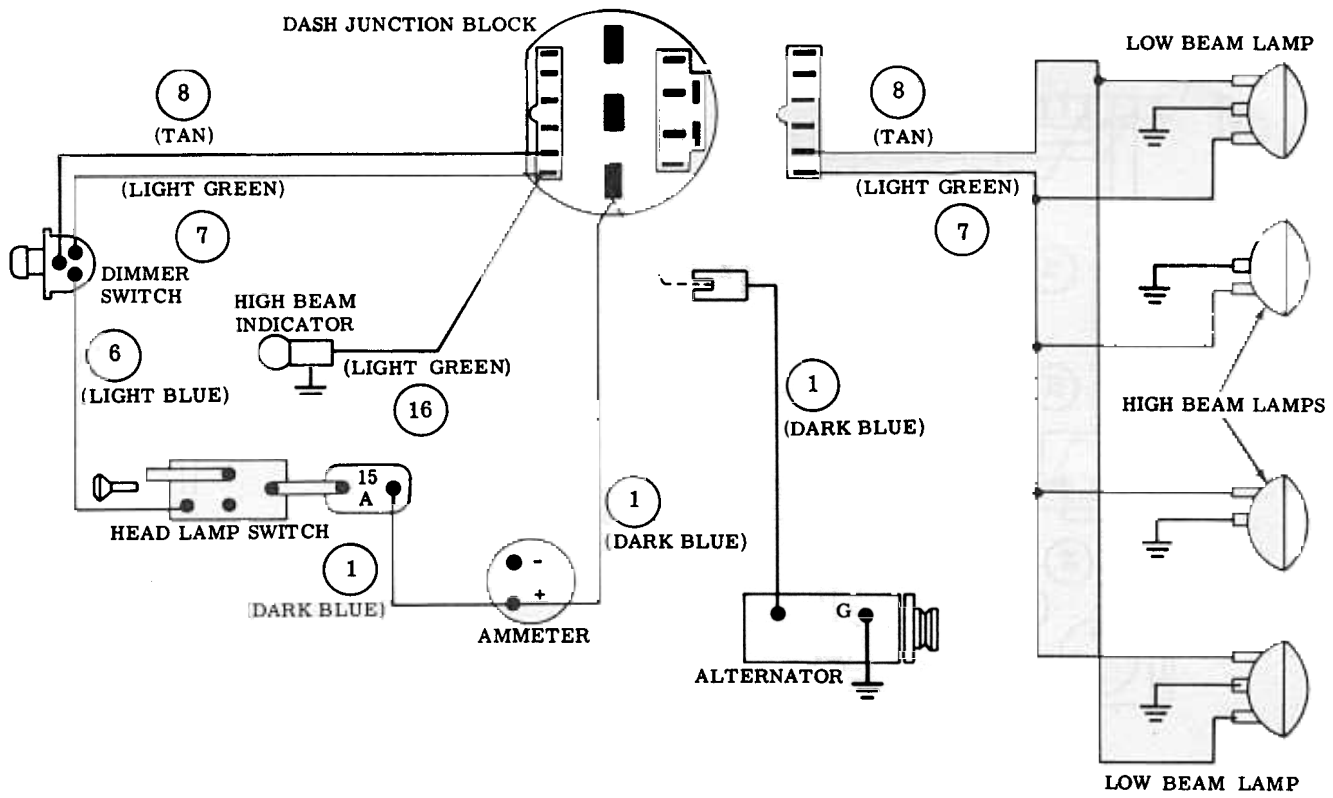

Fig. 1 - Head Lamp Wiring