

FAULT FINDING/How to do it sheet No. 6.

Ammeter showing NO CHARGE.

Unplug the wires from F & D, in the terminal block on the dynamo, Get a short piece of wire - box-wire, or a straightened out paper-clip. Bend to a U shape so that it will touch both terminals in the terminal block. Start the machine and rev up until about equivalent to 20 - 25 mph in top. (equivalent revs that is!) Hold one end of the bent wire INTO one terminal on the terminal block, and, with a stroking action, stroke the other end against the other terminal. E.g. if one end is IN D, stroke the other end against F or vice versa. A GOOD BLUE FLASH SHOULD BE SEEN. If there is nothing at all...assume the dynamo is not outputting. If there is a weak spark...assume the dynamo is outputting some, but not sufficient. If there is a GOOD BLUE FLASH...you can assume the dynamo IS outputting. The next test can be done even if the dynamo doesn't appear to be outputting, as it sometimes excites it into starting again!

Get a piece of ordinary lighting wire similar to the piece of box-wire used in the first test. Plug one end firmly into D on the terminal block, and the other end into F, and then plug the harness wires in on top. (The terminal block is now bridged across as well as being wired up normally)

Before going any further...make sure the CVC is properly earthed. (The CVC is the black 'box' inside the control box above the coil...and the earth for it comes out of E on its back...and must be earthed to the FRONT bolt that holds the control box to the frame...not the rear one) The main thing is that this MUST BE A GOOD EARTH. Clean the bolt up. Scratch inside the control box to make sure it has a clean connection. When satisfied...start the machine again. Rev up until just over $\frac{1}{4}$ throttle, just over tickover,....and look at the ammeter. It should show FULL CHARGE. Sometimes this is sufficient to start a sticky