

ELECTRICAL EQUIPMENT

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SERVICE INFORMATION

GENERAL INSTRUCTIONS

- It is not necessary to check the battery electrolyte or fill with distilled water.
- Remove the battery from the motorcycle for charging. Do not remove the electrolyte cap..
- Do not quick charge the battery. Quick charging should only be done in an emergency..
- Charge the battery according to the charging current and time specified on the battery.
- When charging, check the voltage (open voltage) with an electric tester.
- When replacing the battery, do not use a traditional battery.

SPECIFICATIONS

SPECIFICATIONS			YUP 50
Battery	Capacity		12V3AH
	Voltage		13.0_ 13.2V
	Charging current	Standard	0.4A/5H~10H
		Quick	4A/0.5H
Spark plug	(NGK)		BR8HSA
Spark plug gap			0.6_ 0.7mm
Ignition coil resistance	Primary coil		0.2_ 0.3Ω
	Secondary coil (with plug cap)		7.0_ 8.4KΩ
	Secondary coil (without plug cap)		2.5_ 3.2KΩ
Pulser coil resistance (20ϕJ)			80_ 160Ω
Ignition timing			13.5°±1.5°BTDC/3000rpm

TROUBLESHOOTING

CHARGING SYSTEM

No power

- Dead battery
- Disconnected battery cable
- Fuse burned out
- Faulty ignition switch

Low power

- Weak battery
- Loose battery connection
- Charging system failure
- Faulty regulator/rectifier

Intermittent power

- Loose battery cable connection
- Loose charging system connection
- Loose connection or short circuit in ignition system
- Loose connection or short circuit in lighting system

Charging system failure

- Loose, broken or shorted wire or connector
- Faulty regulator/rectifier
- Faulty A.C. generator

IGNITION SYSTEM

No spark at plug

- Faulty spark plug
- Poorly connected, broken or shorted wire
 - Between A.C. generator and CDI unit
 - Between CDI unit and ignition coil
 - Between CDI unit and ignition switch
 - Between ignition coil and spark plug
- Faulty ignition switch
- Faulty ignition coil
- Faulty CDI unit
- Faulty A.C. generator

Engine starts but turns poorly

- Ignition primary circuit
 - Faulty ignition coil
 - Poorly connected wire or connector
- Ignition secondary circuit
 - Faulty ignition coil
 - Faulty spark plug
 - Poorly insulated plug cap
- Improper ignition timing
 - Battery voltage too low (6V max.)
 - Faulty CDI unit

STARTING SYSTEM

Starter motor won't turn

- Fuse burned out
- Weak battery
- Faulty ignition switch
- Faulty starter switch
- Faulty front or rear stop switch
- Faulty starter relay
- Poorly connected, broken or shorted wire
- Faulty starter motor

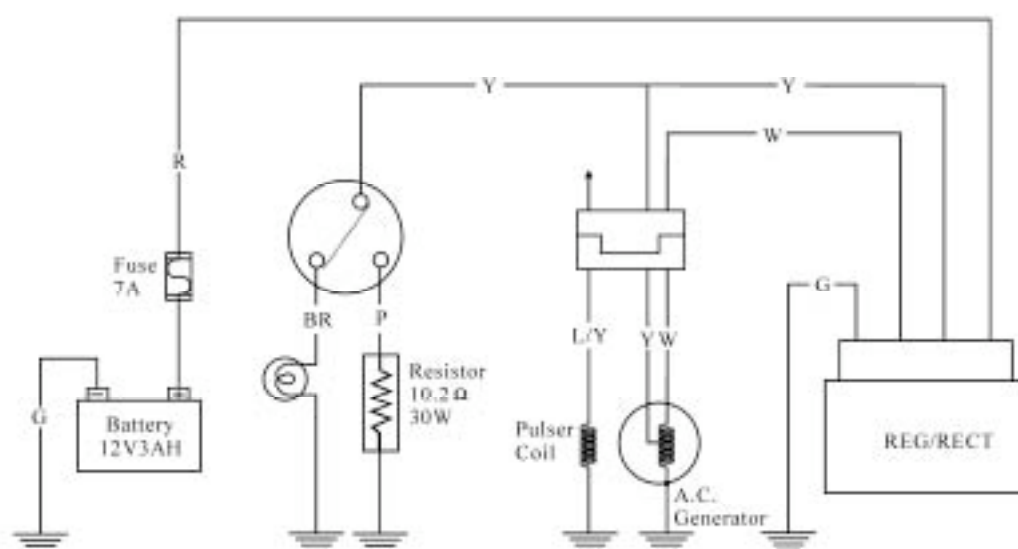
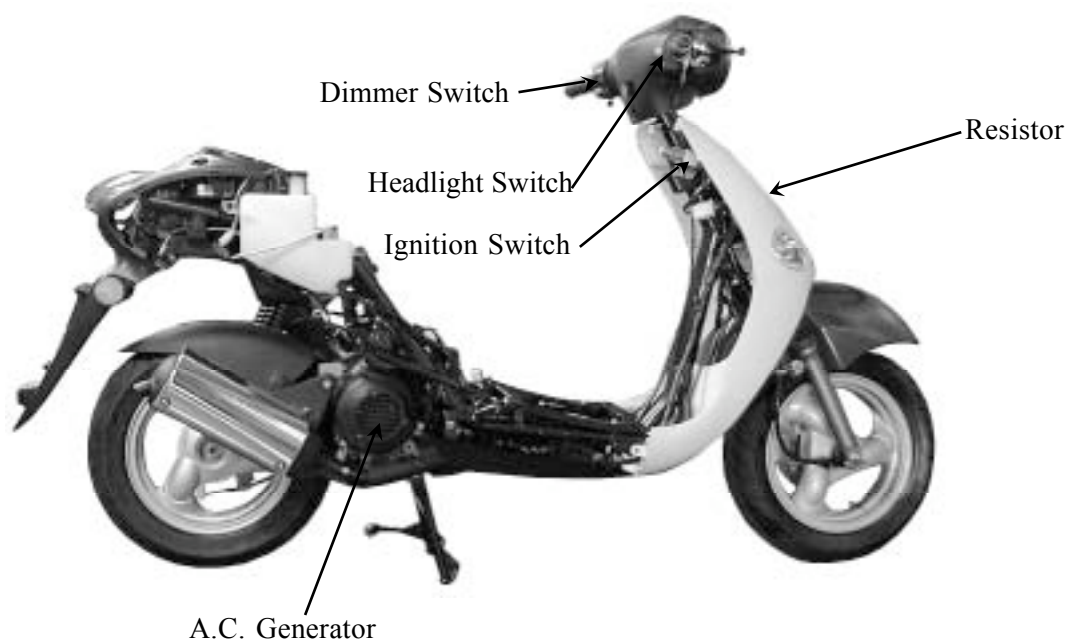
Lack of power

- Weak battery
- Loose wire or connection
- Foreign matter stuck in starter motor or pinion

Starter motor rotates but engine does not start

- Faulty starter pinion
- Starter motor rotates reversely
- Faulty starter clutch
- Weak battery


CHARGING SYSTEM



BATTERY

BATTERY REMOVAL

Open the battery cover.
Disconnect the battery cables .

- °  First disconnect the battery negative (-) cable and then the positive (+) cable.

Remove the battery.
The installation sequence is the reverse of removal


BATTERY CHARGING (OPEN CIRCUIT VOLTAGE) INSPECTION

Remove the battery cover and disconnect the battery cables.

Measure the voltage between the battery terminals.

Fully charged : 13.0V_ 13.2V


Undercharged : 12.3V max.

- °  Battery charging inspection must be performed with an electric tester.

CHARGING METHOD

Connect the charger positive (+) cable to the battery positive (+) cable.

Connect the charger negative (-) cable to the battery negative (-) cable.

- ° 
 - Keep flames and sparks away from a charging battery.
 - Turn power ON/OFF at the charger, not at the battery terminals to prevent sparks near the battery.
 - Charge the battery according to the current specified on the battery surface.


Charging current : Standard : 0.4A

Quick : 4A

Charging time : Standard : 5 hours

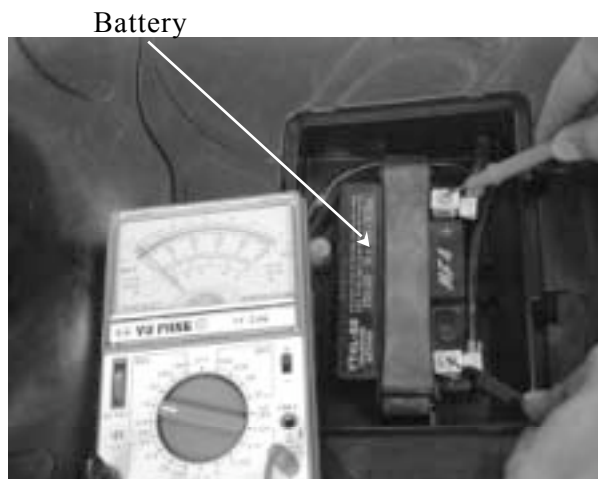
Quick : 0.5 HOUR

After charging Open circuit voltage: 12.8V min.

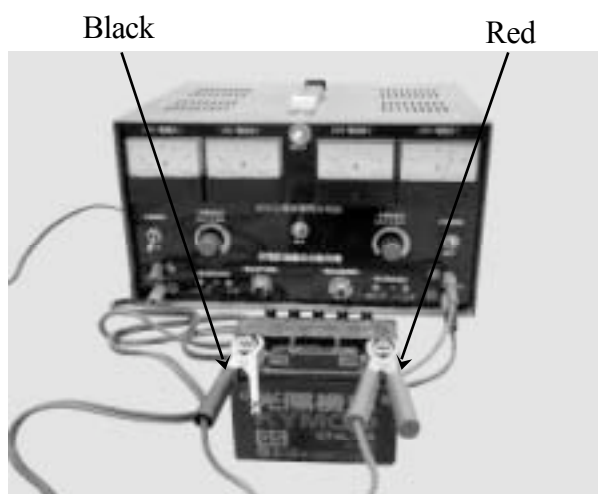
- ° 
 - Quick charging should only be done in an emergency.
 - During quick charging, the battery temperature should not exceed 45°C.
 - Measure the voltage 30 minutes after the battery is charged.



Battery



Battery



Black

Red

12. FRAME COVERS

PERFORMANCE TEST

Warm up the engine.

Remove the floor mat and front tool box cover.



Use a fully charged battery to check the charging system output.

Stop the engine and open the fuse box.

Disconnect the wire lead from the fuse terminal. Connect an ammeter between the wire lead and fuse terminal as shown.

Connect the battery positive (+) terminal to the voltmeter positive (+) probe and battery negative (-) terminal to the voltmeter negative (-) probe.

Start the engine, gradually increase engine speed to test the output:

Position \ RPM	Day	Night
2500	1.3A min.	1.0A min.
6000	2.0A min.	2.0A min.

Charging Limit Voltage: $14.5 \pm 0.5V/8000rpm$

If the limit voltage is not within the specified range, check the regulator/ rectifier.



A.C. GENERATOR (CHARGING COIL) INSPECTION



Inspect with the engine installed.

Remove the met-in box. (\Rightarrow 12-4)

Disconnect the A.C. generator connector.

Measure the resistances between the charging coil terminals (white-green) and lighting coil terminals (yellow-green).

Resistances:

Charging coil	white-green	0.2_ 8.0 Ω
Lighting coil	yellow-green	0.3_ 5.0 Ω

Refer to 7-3 for A.C. generator removal.

A.C. Generator Connector



RESISTOR INSPECTION

Remove the frame front cover. (⇒ 12-3)
 Measure the resistance between the resistor B pink wire and ground.
 Measure the resistance between the resistor A green/black wire and ground.

Resistances:

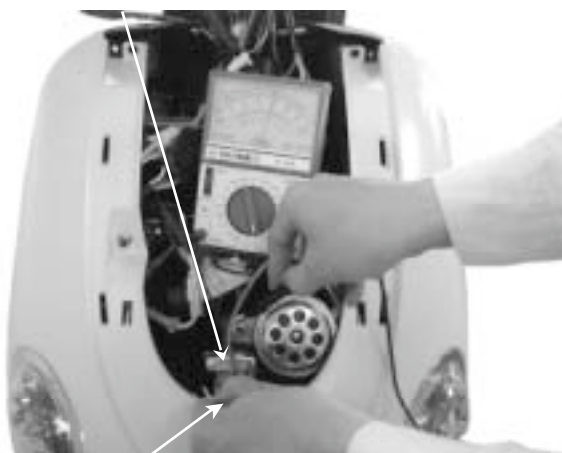
Resistor A: 9.9_ 12.0Ω

Resistor B: 5.6_ 7.2Ω



Faulty resistor is the cause of faulty operation of the auto bystarter.

Resister B



Resister A

REGULATOR/RECTIFIER INSPECTION

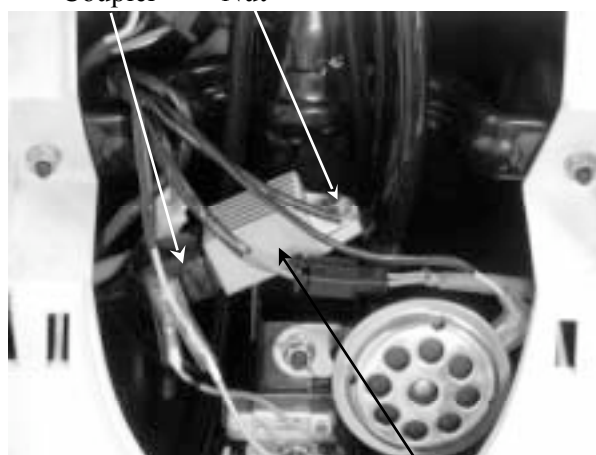
Remove the front cover. (⇒ 12-3)
 Disconnect the regulator/rectifier wire coupler and remove the nut to remove the regulator/rectifier.

Measure the resistances between the terminals.
 Replace the regulator/rectifier if the readings are not within the specifications in the table below.



• Due to the semiconductor in circuit, it is necessary to use a specified tester for accurate testing. Use of an improper tester in an improper range may give false readings.

Coupler Nut



Regulator/Rectifier

Model	Brand	Range
SP-10D	Sanwa	KΩ
TH-5H	Kowa	100Ω

Probe⊕ Probe(-)	A (R)	B (W)	C (Y)	D (G)
A (R)		∞	∞	∞
B (W)	2-10KΩ		∞	∞
C (Y)	∞	∞		10-35KΩ
D (G)	∞	∞	10-35KΩ	

A (Red)

C (Yellow)

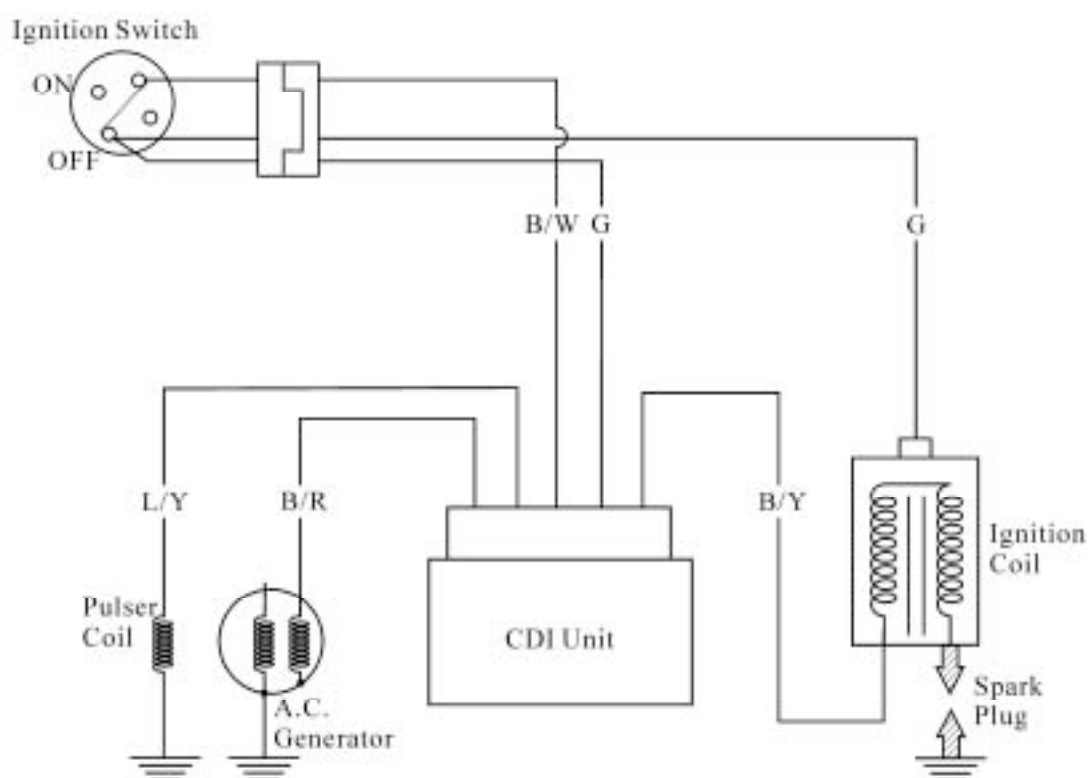
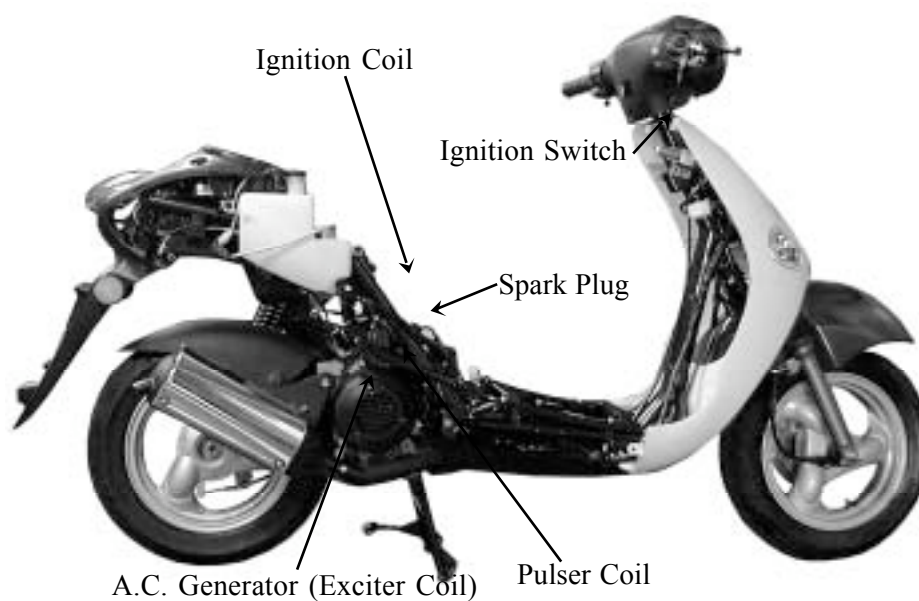


B (White)

D (Green)


12. FRAME COVERS

IGNITION SYSTEM



IGNITION COIL INSPECTION

Continuity Test

°  This test is to inspect the continuity of ignition coil.

Remove the met-in box. (⇒ 12-4)

Measure the resistance between the ignition coil primary coil terminals.

Resistance (20℃J): 0.153_ 0.187Ω



Measure the secondary coil resistance between the spark plug cap and the primary coil terminal as Figure A shown.

Resistance (20℃J) (with plug cap):

7.0_ 8.4KΩ



Figure A

Measure the secondary coil resistance between the ignition coil terminal and the primary coil terminal as Figure B shown.

Resistance (20℃J) (without plug cap):

2.5_ 3.2KΩ

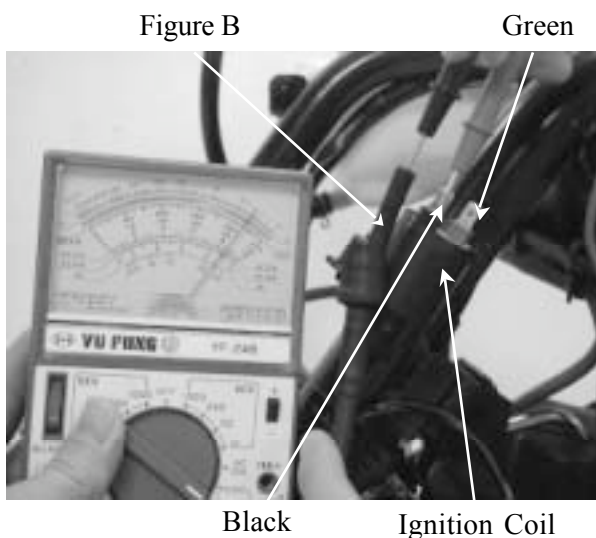


Figure B

Green

Black

Ignition Coil

12. FRAME COVERS

Performance Test

Remove the ignition coil.



Ignition Coil

Inspect the ignition coil with an ignition coil tester.



Follow the ignition coil tester manufacturer's instructions.

1. Turn the changeover switch to 12V and connect the ignition coil to the tester.
2. Turn the power switch ON and check the spark from the watch window.

_Good : Normal and continuous spark

_Faulty : Weak or intermittent spark



The test is performed at both conditions that the ignition coil is cold and hot.

A.C. GENERATOR

Exciter Coil/Pulser Coil Inspection



This test is performed with the stator installed in the engine.

Remove the met-in box. (\Rightarrow 12-4)

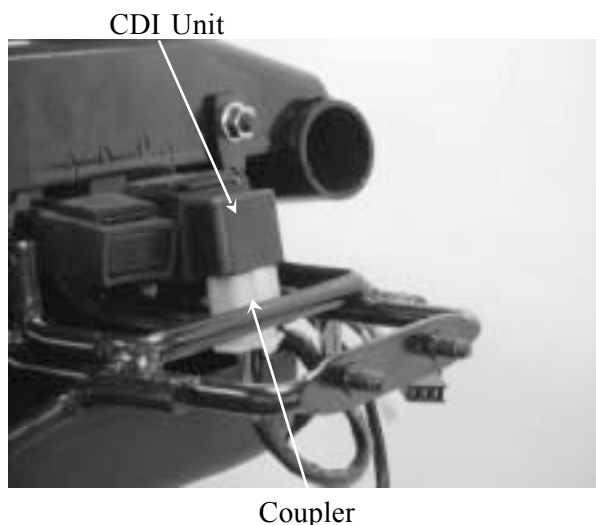
Disconnect the A.C. generator wire connector.
Measure the pulser coil resistance between the blue/yellow wire and ground.

Resistance (20 ϕ J): 100_ 150 Ω



CDI UNIT INSPECTION

Remove the battery cover.
Disconnect the CDI coupler and remove the CDI unit.



CDI CIRCUIT INSPECTION

Measure the resistance between the terminals.
Replace the CDI unit if the readings are not within the specifications in the table below.

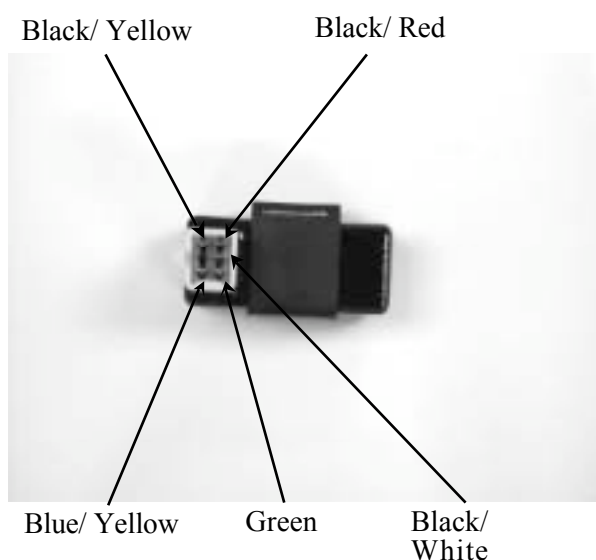
°C

- Due to the semiconductor in circuit, it is necessary to use a specified tester for accurate testing. Use of an improper tester in an improper range may give false readings.
- Use a Sanwa Electric Tester or Kowa Electric Tester (TH-5H).
- In this table, “Needle swings then returns” indicates that there is a charging current applied to a condenser. The needle will then remain at “∞” unless the condenser is discharged.

Use the x KΩ range for the Sanwa Tester.
Use the x 100Ω range for the Kowa Tester.

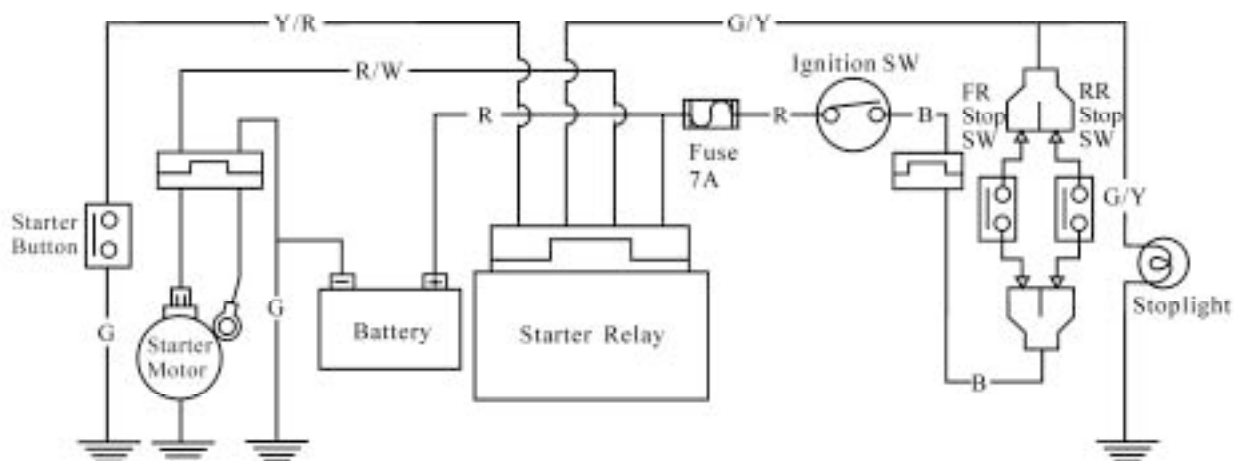
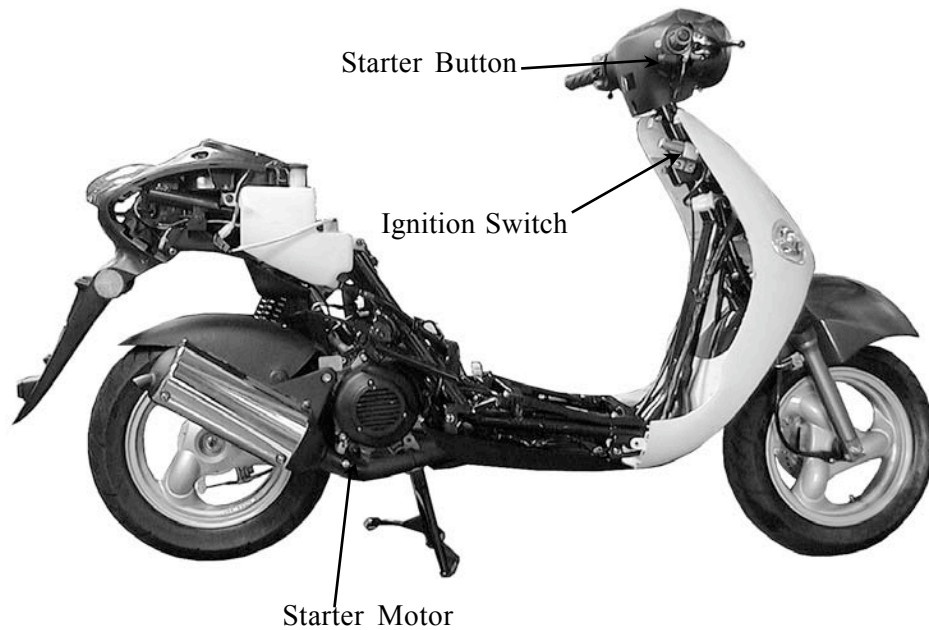
Unit: KΩ

ProbeⓈ (-)Probe	Black/ Yellow	Black/ Red	Black/ White	Blue/ Yellow	Green
Black/ Yellow		∞	∞	∞	∞
Black/ Red	∞		1-10	∞	∞
Black/ White	∞	∞		∞	∞
Blue/ Yellow	∞	3-40	80-120		10-30
Green	∞	2-10	10-30	∞	



12. FRAME COVERS

STARTING SYSTEM

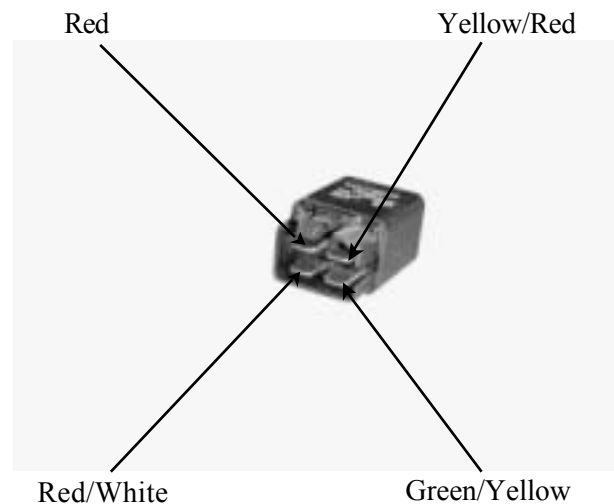


STARTER RELAY INSPECTION

Remove the rear fender.
Disconnect the starter relay coupler and then remove the starter relay.



Connect the starter relay green/yellow terminal to the 12V battery positive (+) terminal and the relay yellow/red terminal to the battery negative (-) terminal. Check for continuity between the starter relay red and red/white terminals. The relay is normal if there is continuity.



STARTER MOTOR REMOVAL

Disconnect the starter motor cable.
Remove the two bolts attaching the starter motor and remove the starter motor.
The installation sequence is the reverse of removal.

