Charging Test Sequence

For XS650 with Separate Mechanical Regulator

	Normal	Actual		Key On/Off	Pass
Battery					
Battery Voltage		12.94	V		X
Battery(Loaded)		257	CCA		X
General Testing					
Headlight brigthten on revving					X
Slap test (.015)				On	
Earth Strap from Battery				N/A	X
Brush length	>7mm	14mm		N/A	X
Brush install				N/A	X
Currently installed Rotor Slip Rings	5-5.5 Ohms	18-43	Ohms	N/A	
Original Rotor Slip Rings	5-5.5 Ohms	0.7	Ohms		
Spare Rotor Slip Rings	5-5.5 Ohms	5.6	Ohms		X
Inner slip ring to Earth	Infinity	14.3	Ohms		
Outer Slip ring to Earth	Infinity	Infinity	Ohms		
Green Wire at Brushes to Earth		12.07	V	On	
Black Wire at Brushes to Earth		0.7	mV	On	
Key Switch Brown to Earth		12.1	V	On	
Brown Wire Entering Fuse Box		12.07	V	On	
Specific Plugs					
Regulator Unplugged					
Brown Wire to Earth				On	
Stator Plugged In					
Stator 3 wires combination	10.5-11V AC				

Parts Replaced with New Genuine or NOS Assumed to be functioning properly

Full Wiring Loom
Rectifier

To Dos

Clean key switch and connectors

Voltage at battery with good rotor installed=14.0 @ 3000 rpm
Slap test repeat passed but still looks a bit weak compared to youtube video

and Rectifier and Points Ignition

Fail	Notes
	Deka AGM Battery World after overnight charge Rated@220 Cold Cranking Amps(CCA)
	some but unconvincing
X	
	New=14.5mm Early version - No TCI
X	3-2.3 (inherant)= 0.7 7.9-2.3=5.6
X	
	Battery 12.40
	Battery 12.40
	Not tested yet