

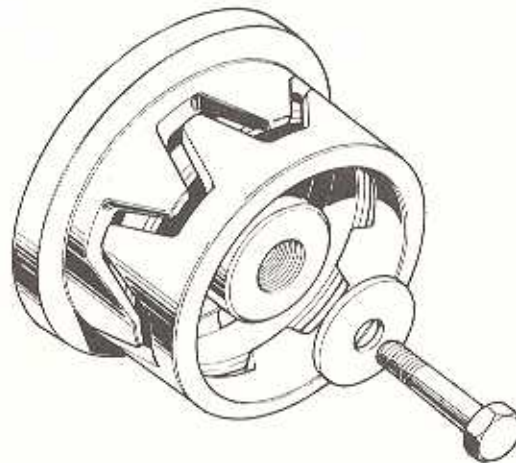


DEAD BATTERIES = LOOSE ALTERNATOR ROTOR SET BOLT

When the starter motor is engaged, the starter clutch gear engages the starter clutch and rotor. The rotor turns the crankshaft to initiate engine starting. If the rotor set bolt does not hold the rotor on the crankshaft securely, or if the mating surfaces of the crankshaft and rotor are not smooth, the rotor may slip on the crankshaft. A slipping rotor will not turn the crankshaft when the starter motor is engaged. If the machine is started by other means, the battery will run down because the alternator will not function. A slipping rotor makes no noise and is difficult to diagnose.

Usually, a quick inspection of the set bolt tightness will eliminate problems caused by a slipping rotor. To tighten the bolt properly, use a strap wrench or similar tool to hold the rotor while tightening the set bolt to 54 lb.-ft.

If the rotor still slips on the crankshaft, remove the rotor and apply a thin layer of valve lapping compound to the taper on the crankshaft. Replace the rotor and again tighten the set bolt to 54 lb.-ft.



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AMERICAN HONDA MOTOR CO., INC.
MOTORCYCLE SERVICE DEPARTMENT

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