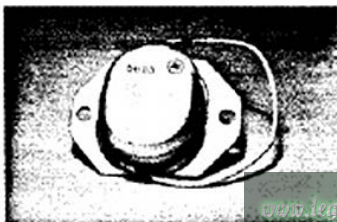


Service Bulletin #M6-058 regarding the need for Voltage Regulators

on Pre-1976 (1975 in Canada) bikes.

ALL PRE-1976 A.C. MAGNETO MODELS HEADLAMP VOLTAGE REGULATOR

A headlamp voltage regulator is now available for all pre-1976 A.C. magneto models.



www.legends-yamaha-enduros.com

1. Remove the headlamp bulb assembly. Drill two 5mm holes at the outside bottom of the headlamp shell that corresponds to the regulator bracket.

--- CAUTION ---

Do not change the wiring inside headlamp shell while driving. Astor.

2. Mount the voltage regulator to the outside of the headlamp shell using two 5 x 10mm bolts with washers, lock washers and nuts. (Bolts, washers and nuts are not supplied.)

3. Connect the regulator wire (yellow/white) to the AC power supply (dark blue wire inside headlamp - see wiring diagram).

NOTE: It may be necessary to splice into the AC power supply (dark blue wire).

4. Using a 6" length of insulated 18 gauge wire, make a ground wire by crimping an eyelet terminal at one end and a mole snap connector at the other end.
5. Fasten the eyelet end of the ground wire to the inside of the headlamp shell by one of the voltage regulator mounting bolts.
6. Plug the male connector of the ground wire into the black ground connector inside the headlamp shell.
7. Check all electrical connections inside headlamp shell and replace headlamp assembly.

PARTS LIST

PART NUMBER	DESCRIPTION
483 81910 80-00	VOLTAGE REGULATOR

MOTORCYCLE
M5-084

TECHNICAL BULLETIN

PRE 1976 MAGNETO MOTORCYCLE MODEL ENDUROS TROUBLE SHOOTING HEADLIGHT FAILURE PROBLEMS

M6-088

The following information has been compiled to help solve headlight blowing and battery discharging problems on pre-1976 Enduros with magneto ignition. Listed below are the major causes for headlight blowing and battery discharging problems.

MAJOR CAUSES

1. Blown fuse or broken fuse holder.
2. Broken wires.
3. Unplugged, defective or grounded rectifier.
4. Dirty or unplugged connectors.
5. Defective switches.
6. Defective or dead battery.
7. Bad grounds (especially the ground at the battery or ground wire from the wire harness located by the ignition coil).
8. Vibration.

The switches, fuse holder, rectifier wiring harness and connectors can all be checked without removal from the motorcycle by following the procedure below:

CIRCUIT RESISTANCE QUICK CHECK PROCEDURE:

1. Unplug connector between magneto and wiring harness.
2. Disconnect red (+) wire at battery from fuse box to battery.
3. Find resistance value for rectifier in applicable service manual.

NOTE: Resistance values for rectifiers on Yamaha 6-volt battery magneto type charging systems measures 8 ~ 10 ohms.

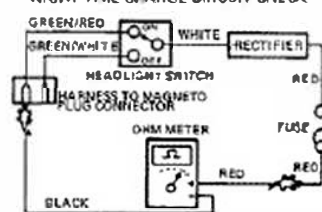
4. Determine charging system resistance using the following formula:
 $(\text{RECTIFIER RESISTANCE}) + (\text{RESISTANCE FOR SWITCHES AND WIRES}) = \text{CHARGING SYSTEM RESISTANCE}$
 NOTE: Resistance for switches and wires = 1 ohm or less.
5. Use the ohms x 1 scale of the meter. Zero your ohm meter.
6. Attach ohm meter red lead to red wire previously disconnected from battery. Attach black (-) lead to green/red wire coming from harness side of magneto plug connector.

Correct resistance of night time charge circuit (green/red to red) should read as follows:

Headlight Switch "ON" =	8 ~ 10 ohms
Headlight Switch "OFF" =	Infinite (∞) Resistance

With headlight switch "ON", jiggle the switch contact while watching ohm meter, thus making sure contact is not being lost by vibration. Also, check all connectors and connections while watching for any ohm meter needle move.

NIGHT TIME CHARGE CIRCUIT CHECK



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(Page 1 of 1)