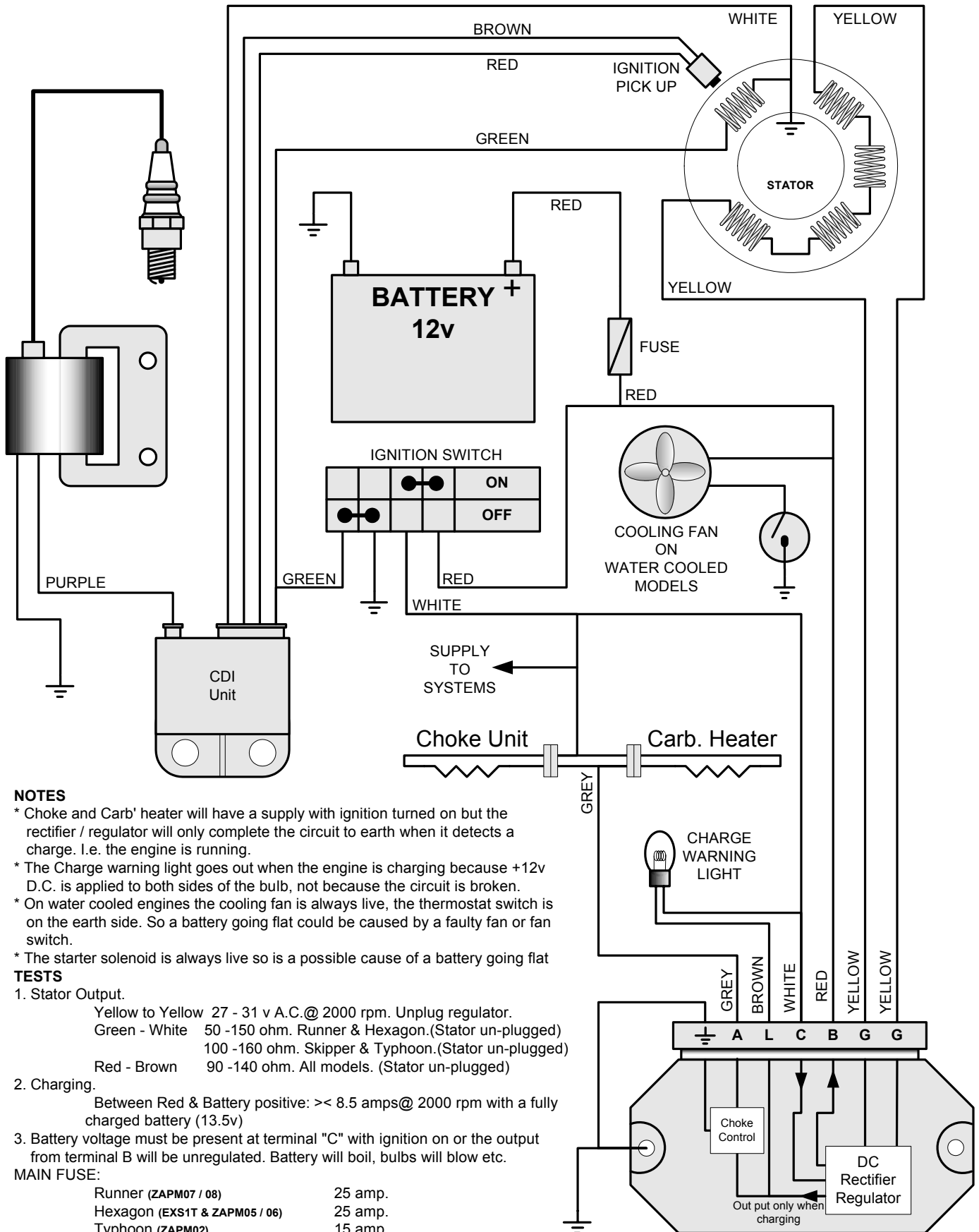


# 125 & 180cc 2t charging / Ignition

Typhoon, Skipper, Hexagon, Runner

Piaggio Ltd

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## NOTES

- \* Choke and Carb' heater will have a supply with ignition turned on but the rectifier / regulator will only complete the circuit to earth when it detects a charge. I.e. the engine is running.
- \* The Charge warning light goes out when the engine is charging because +12v D.C. is applied to both sides of the bulb, not because the circuit is broken.
- \* On water cooled engines the cooling fan is always live, the thermostat switch is on the earth side. So a battery going flat could be caused by a faulty fan or fan switch.
- \* The starter solenoid is always live so is a possible cause of a battery going flat

## TESTS

### 1. Stator Output.

- Yellow to Yellow 27 - 31 v A.C. @ 2000 rpm. Unplug regulator.
- Green - White 50 - 150 ohm. Runner & Hexagon. (Stator un-plugged)
- 100 - 160 ohm. Skipper & Typhoon. (Stator un-plugged)
- Red - Brown 90 - 140 ohm. All models. (Stator un-plugged)

### 2. Charging.

Between Red & Battery positive: > 8.5 amps @ 2000 rpm with a fully charged battery (13.5v)

### 3. Battery voltage must be present at terminal "C" with ignition on or the output from terminal B will be unregulated. Battery will boil, bulbs will blow etc.

### MAIN FUSE:

Runner (ZAPM07 / 08)	25 amp.
Hexagon (EXS1T & ZAPM05 / 06)	25 amp.
Typhoon (ZAPM02)	15 amp.
Skipper (CSM1T)	7.5 amp.