Symptom: Blows Fuse

HOW TO:
SHORT CIRCUIT TESTING USING A MULTIMETER
by Jon Pardue

6 Volt Honda Fuseholder

Blown Fuse

Take Action: Remove Fuse

Take Action: Ignition Switch OFF

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Take Action: Set and Test Meter

[Diagram of a battery connected to a multimeter showing 6.43 volts.]

Set Meter to Indicate DC Volts

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Meter should read ZERO Volts.

Any Voltage reading indicates a short to ground in the wiring between fuse holder and ignition switch, or in the ignition switch.

Also possible: Fused wire feeds rectifier (incorrect wiring) and rectifier is shorted.
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Meter should read BATTERY Volts, or nearly so, because headlamp (if its battery-powered), dash lamp, neutral lamp and tail light bulb are drawing power.

Also possible, the rectifier is wired backwards, is leaky and consuming power.

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Switch OFF battery-powered headlamp if equipped.

or

Disconnect battery-powered headlamp bulb
(not required for C70, CT70, Z50, CT110, etc.
with AC-powered headlight)

Remove tail light bulb. If any other bulb is lit, remove it.

Meter reading should drop to ZERO Volts.

No zero? Unplug the rectifier.

Still measuring Volts? Aha! There is a short circuit somewhere.
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Locate and repair shorted wiring or switch.

Wiggle the wiring. Insure ZERO Volt reading.

Replace fuse and reconnect headlamp.

Install all the bulbs you removed/disconnected.

Return kill switch to ON position or reconnect points wire.

Set Meter to Indicate DC Volts

Install new Fuse

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