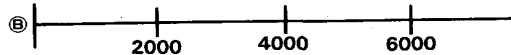
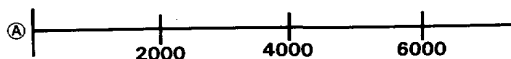
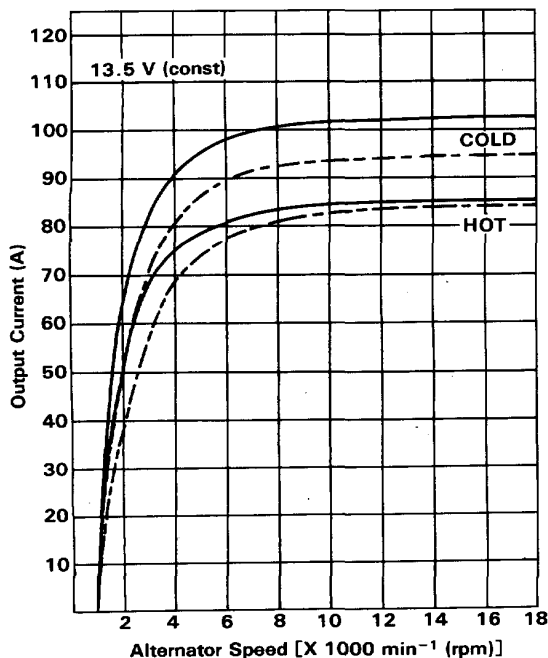




5. Compare the readings to the chart below. If no output or below specification, go to step 7. If output is within specification, go to step 6.

NOTE: Subtract 5 to 10 amperes from the maximum reading due to engine operation.



Engine Speed [min^{-1} (rpm)]

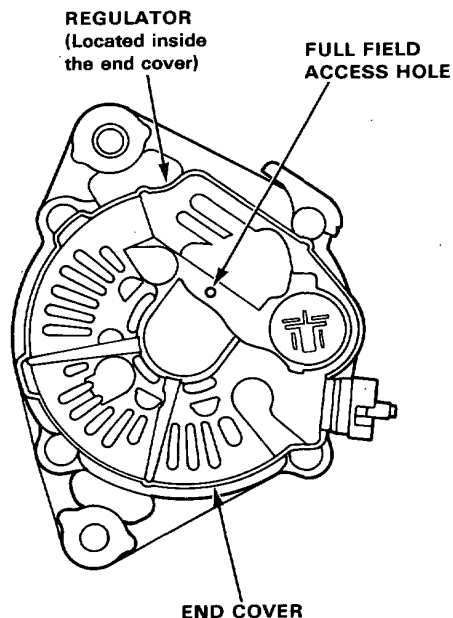
- Ⓐ — : Fuel-injected engine (All models)
 Carbureted engine (KS, KW and KY models)
 Ⓑ - - : Carbureted engine (Except KS, KW and KY models)

6. Turn off all loads in step 4, then measure the alternator output voltage at $1,500 \text{ min}^{-1}$ (rpm).

- If the voltage is between 13.9 V and 15.1 V, the alternator and regulator are OK.
 If the charge warning light is still on, see Charge Warning Light Test.

7. Perform a full-field test: Insert a short screwdriver into the full field access hole at the back of the alternator. While grounding the screwdriver and check amperage reading.

CAUTION: The voltage will rise quickly when the alternator is full fielded. Do not allow the voltage to exceed 18 volts or damage to the electrical system may result.



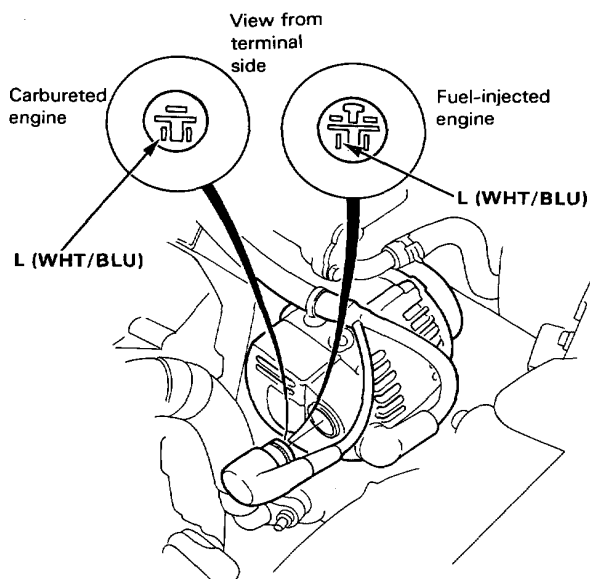
- If the amperage is not within specification, replace the alternator.
- If the amperage is within specification, replace the voltage regulator.

Charging System

Charge Warning Light Test

NOTE: Before testing, check the wire harness connection, alternator belt tension and No.2 (15 A) fuse in the dash fuse box.

1. Turn the ignition switch on. The charge warning light should come on.
If it does not come on, unplug the alternator connector and short the pin of the L (WHT/BLU) terminal to ground.



- If the warning light still does not come on, check for:

- Bad bulb.
- An open in the WHT/BLU wire between the warning light and voltage regulator.
- An open in the BLK/YEL wire between the warning light and the dash fuse box, or the dash fuse box and the ignition switch.

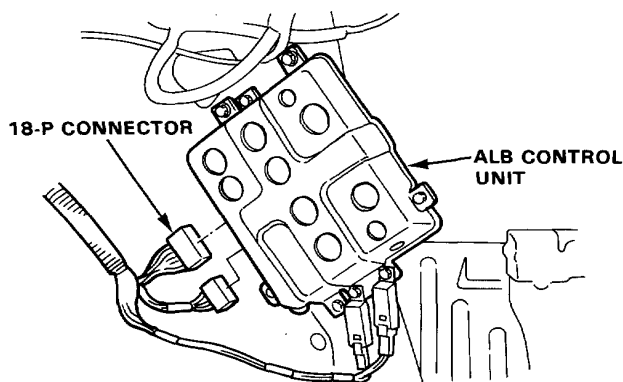
- If the light comes on, check the alternator and regulator (see page 16-94).

2. Start the engine and let it idle. The charge warning light should go off.
If it stays on this time, check the alternator and regulator (see page 16-94).
If the system is charging, proceed as follows.

3. Without ALB: There is a short to ground in the WHT/BLU wire between the warning light and the dash fuse box, or the dash fuse box and the voltage regulator.

With ALB: Go to step 4

4. Unplug the alternator connector, then remove the right trunk trim panel.
Disconnect the 18-P connector from the ALB control unit.
With the ignition switch ON, the charge warning light should go off.



- If the light goes off, there is a short in the ALB control unit.

- If the light does not go off, there is a short to ground in the WHT/BLU wire between the ALB control unit and the dash fuse box, or the dash fuse box and the voltage regulator.