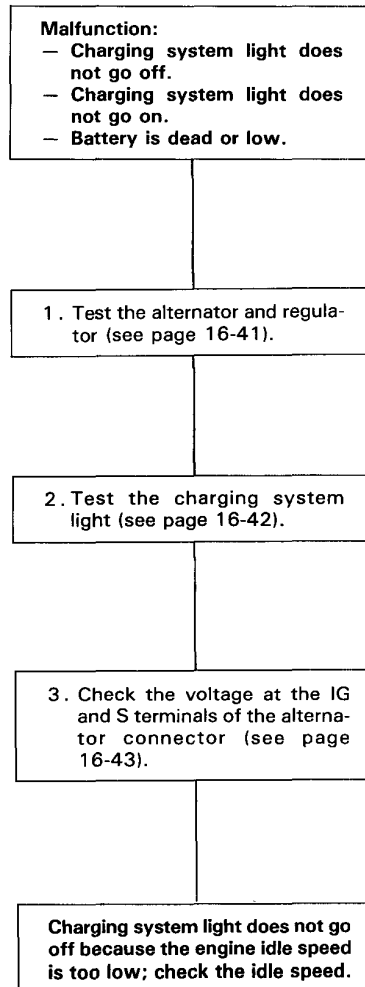


# Charging System

## Troubleshooting

### NOTE:

- Before troubleshooting, check the tension of the alternator belt.
- Troubleshoot by performing following tests in the order listed below.



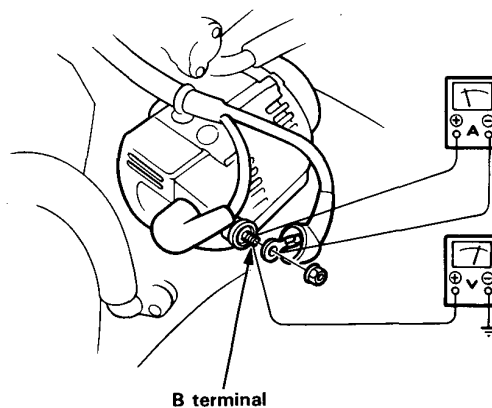


## Alternator/Regulator Test:

**CAUTION:** Be careful during testing as the cooling fan comes on suddenly while the engine is running.

Be sure to use a good battery. Disconnect the B terminal, then connect an ammeter and a voltmeter as shown.

NOTE: Be sure to use an ammeter capable of measuring amperages higher than 120 A.



Start the engine, and let it idle until it reaches normal operating temperature (cooling fan comes on two times).

Raise the engine speed to 2000 rpm and hold it there. Turn the headlights (HI) on, and check the voltage at the battery terminals.

**CAUTION:** As the headlights warm up considerably, do not cover them.

Is the voltage between 13.9 and 15.1 V?

NO

Test the alternator components (see page 16-44).

YES

Turn the blower motor and the rear window defogger on, and check the battery voltage.

Is the battery voltage less than 13.5 V?

NO

Turn also the fog lights, brake lights, etc. on.

YES

Read the amperage.

Are there more than \*A?

NO

Test the alternator components (see page 16-44).

YES

The alternator and regulator are OK. Test the charging system light (see page 16-42).

\*:

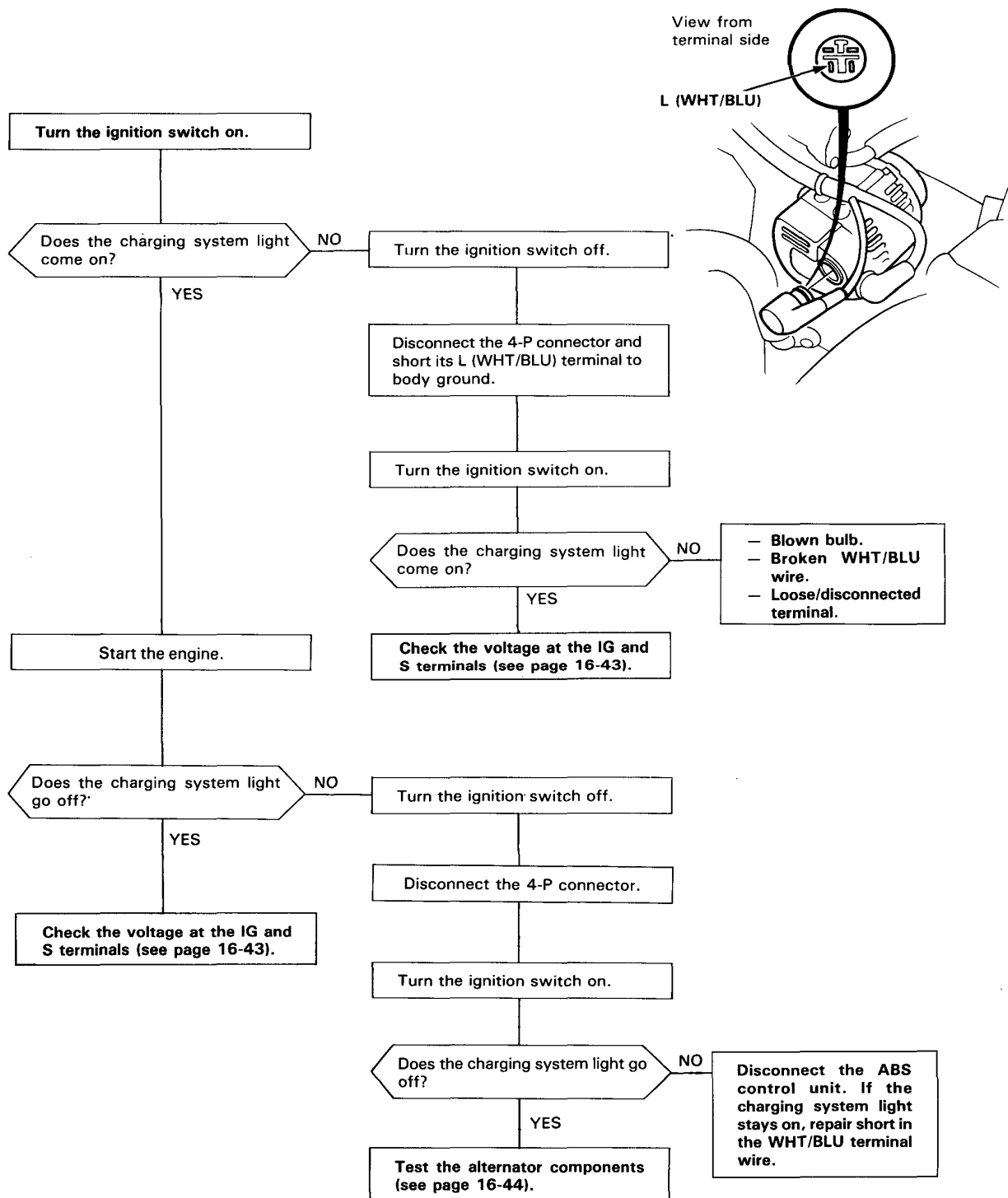
- With A/C: 60 A
- Without A/C: 55 A

(cont'd)

# Charging System

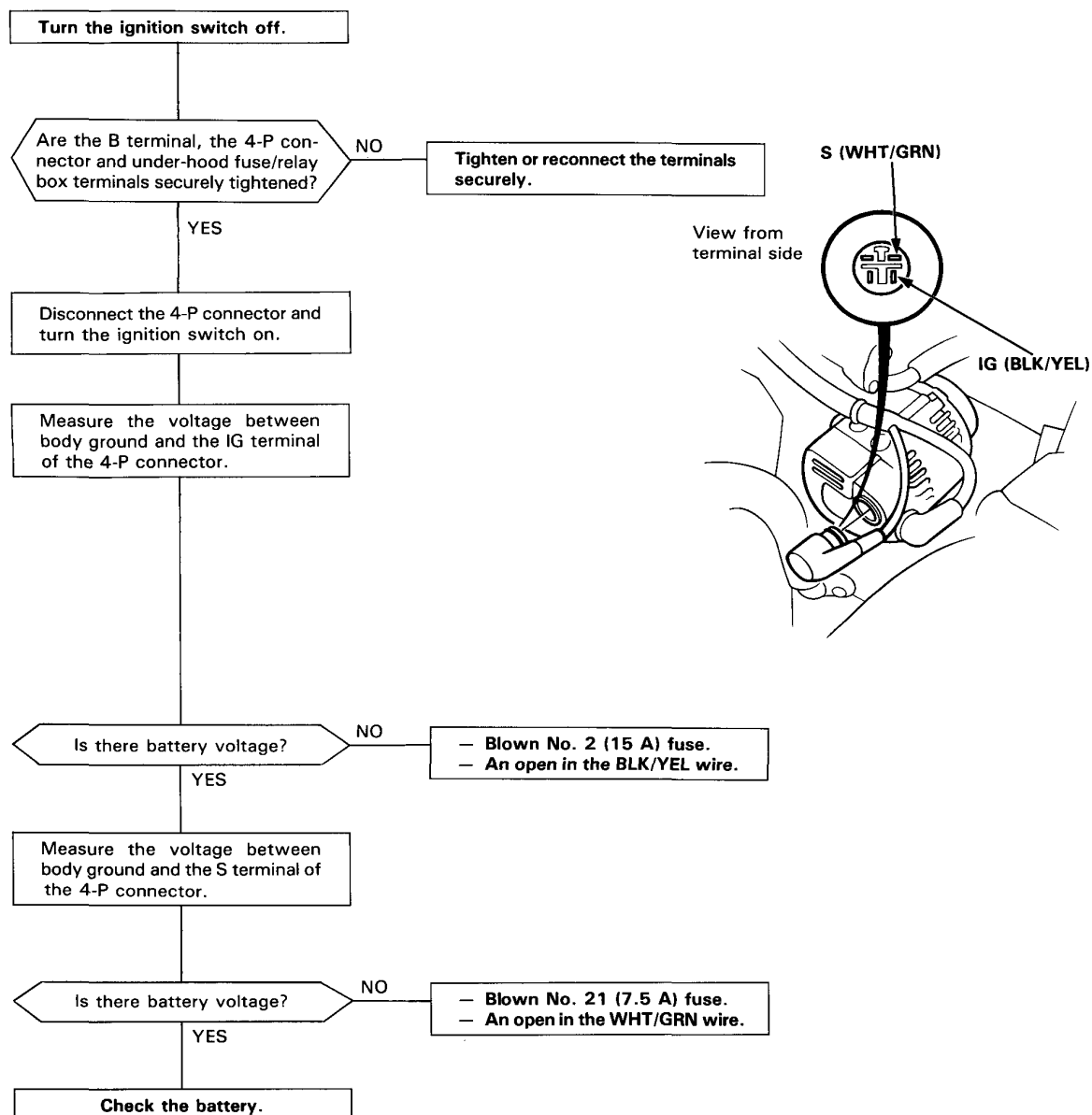
## Troubleshooting (cont'd)

### Charging System Light Test:





## Voltage Checks at IG and S Terminals:



(cont'd)

# Charging System

## Troubleshooting (cont'd)

### Alternator Components Test:

NOTE: Test the alternator components in the order described below.

