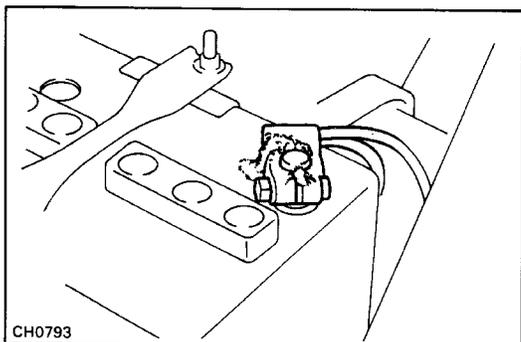
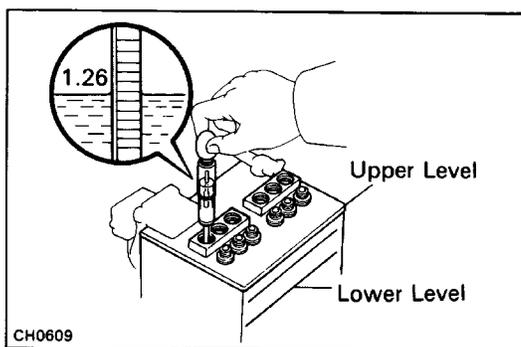

CHARGING SYSTEM

PRECAUTIONS

1. Check that the battery cables are connected to the correct terminals.
2. Disconnect the battery cables when the battery is given a quick charge.
3. Do not perform tests with a high voltage insulation resistance tester.
4. Never disconnect the battery when the engine is running.

TROUBLESHOOTING

Problem	Possible cause	Remedy	Page
Discharge warning light does not light with ignition ON and engine not running	Fuse blown Light burned out Wiring connections loose IC regulator faulty	Check "IGN" fuses Replace light Tighten loose connections Replace IC regulator	CH-12
Discharge warning light does not go off with engine running (battery requires frequent recharging)	Drive belt loose or worn Battery cables loose, corroded or worn Fuse blown Fusible link blown IC regulator or generator faulty Wiring faulty	Adjust or replace drive belt Repair or replace cables Check "ECU-IG" fuse Replace fusible link Check charging system Repair wiring	CH-3 CH-4



ON-VEHICLE INSPECTION

1. INSPECT BATTERY SPECIFIC GRAVITY AND ELECTROLYTE LEVEL

(a) Check the specific gravity of each cell.

Standard specific gravity:

1.25 – 1.27 when fully charged at 20°C(68°F)

If not within specification, charge the battery.

(b) Check the electrolyte level of each cell.

If insufficient, refill with distilled (or purified) water.

2. CHECK BATTERY TERMINALS, FUSIBLE LINK AND FUSES

(a) Check that the battery terminals are not loose or corroded.

(b) Check the fusible links and fuses for continuity.

Fusible link:	MAIN	2.0L
H-fuse:	ALT	100A
	AM1	40A
	AM2	30A
Fuse:	ECU-IG	15A
	IGN	7.5A