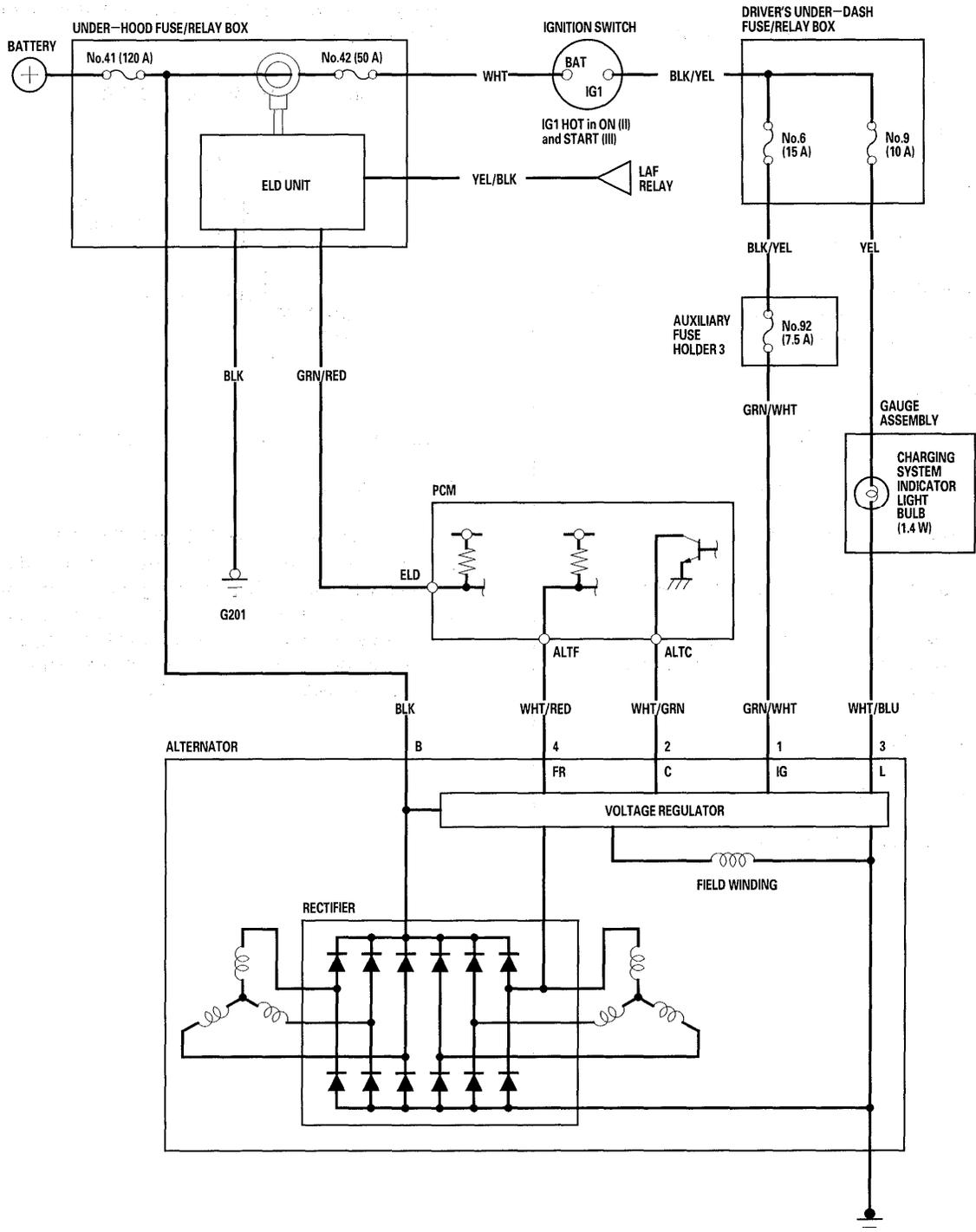




# Circuit Diagram



# Charging System

## Charging System Indicator Circuit Troubleshooting

1. Turn the ignition switch ON (II).

*Does the charging system indicator come on?*

**YES**—Go to step 2.

**NO**—Go to step 6.

2. Start the engine.

*Does the charging system indicator go off?*

**YES**—Charging system indicator circuit is OK. Go to the alternator and regulator circuit troubleshooting (see page 4-27). ■

**NO**—Go to step 3.

3. Turn the ignition switch OFF.

4. Disconnect the alternator 4P connector.

5. Turn the ignition switch ON (II).

*Does the charging system indicator come on?*

**YES**—Turn the ignition switch OFF, and repair a short in the wire between the alternator and the gauge assembly. ■

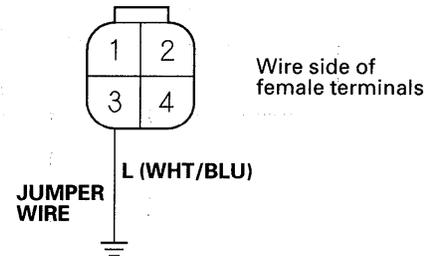
**NO**—Go to step 9.

6. Turn the ignition switch OFF.

7. Disconnect the alternator 4P connector.

8. Connect alternator 4P connector terminal No. 3 to body ground with a jumper wire. Turn the ignition switch ON (II).

### ALTERNATOR 4P CONNECTOR



*Does the charging system indicator come on?*

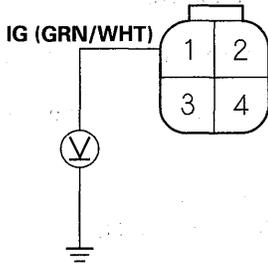
**YES**—Go to step 9.

**NO**—Turn the ignition switch OFF. Check for a blown No. 9 (10 A) fuse in the driver's under-dash fuse/relay box and a blown charging system light bulb. If the fuse and bulb are OK, repair an open in the wire between the alternator and the gauge assembly and/or the gauge assembly and the driver's under-dash fuse/relay box. ■



9. Measure the voltage between alternator 4P connector terminal No. 1 and body ground. Turn the ignition switch ON (II).

**ALTERNATOR 4P CONNECTOR**



Wire side of female terminals

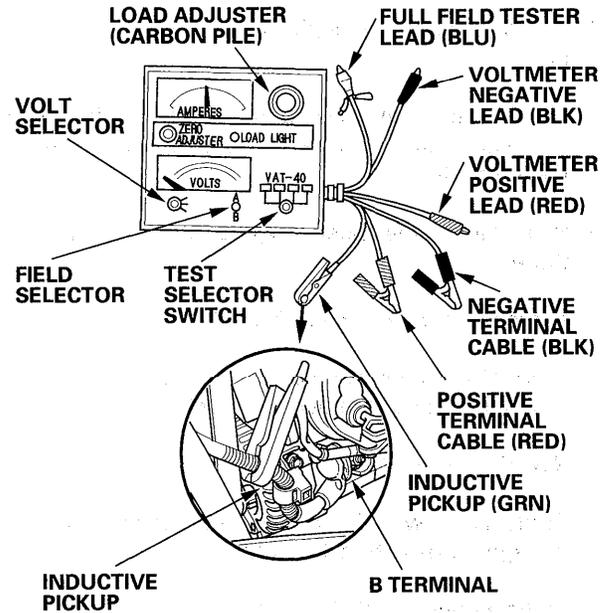
*Is there battery voltage?*

**YES**—Go to alternator and regulator circuit troubleshooting (see page 4-27). ■

**NO**—Check for a blown No. 6 (15 A) fuse in the driver's under-dash fuse/relay box and No. 92 (7.5 A) fuse in the auxiliary fuse holder 3. If the fuses are OK, repair an open in the wire between the alternator and auxiliary fuse holder 3, or auxiliary fuse holder 3 and driver's under-dash fuse/relay box. ■

## Alternator and Regulator Circuit Troubleshooting

1. Make sure the battery connections are good and the battery is sufficiently charged.
2. Connect a VAT-40 (or equivalent tester), and turn the selector switch to position 1 (starting).



3. Start the engine. Hold the engine at 3,000 rpm, without load and with the shift lever in P or N until the radiator fan comes on, then let it idle.
4. Raise the engine speed to 2,000 rpm, and hold it there.

*Is the voltage over 15.1 V?*

**YES**—Replace the alternator (see page 4-33) or rear housing assembly (see page 4-35). ■

**NO**—Go to step 5.

(cont'd)