

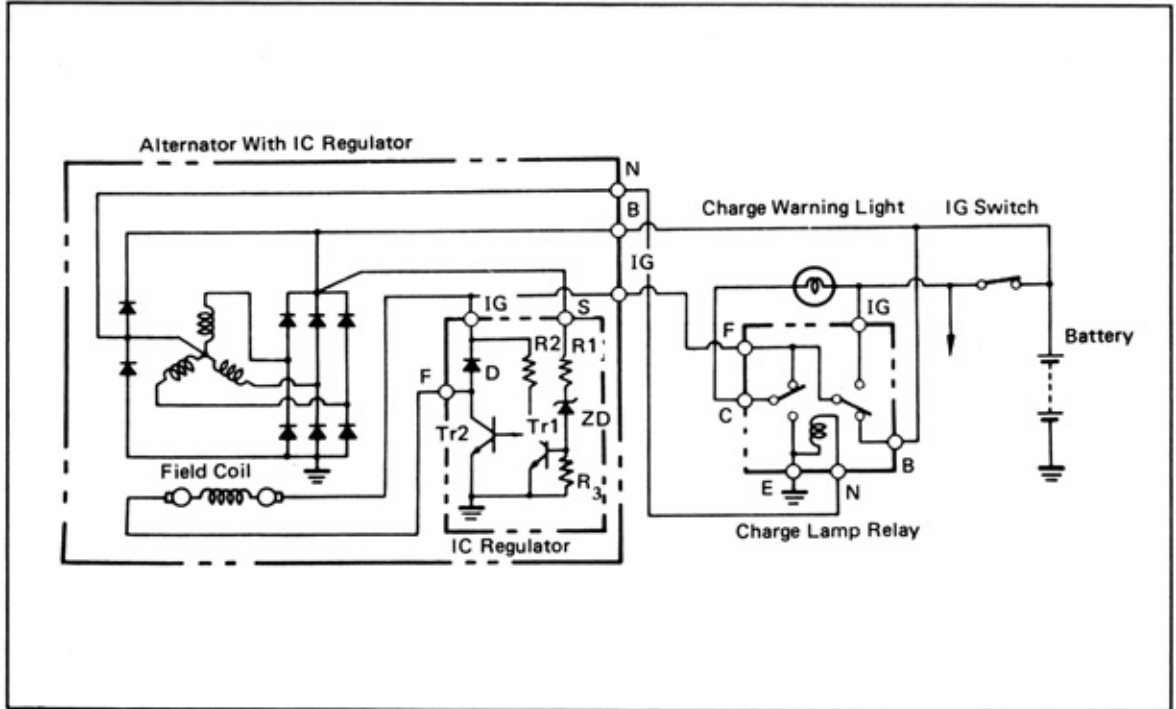
CHARGING SYSTEM

[For ALTERNATOR W/IC REGULATOR]

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CHARGING SYSTEM CIRCUIT

Fig. 10-1

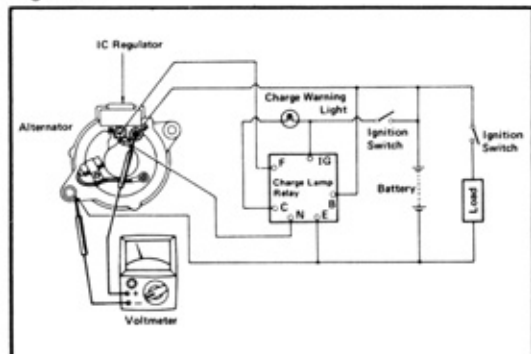


ON-VEHICLE INSPECTION

– Precautions –

1. Note the battery polarity carefully so as not to make reverse connections.
If the connections are reversed, the diodes will short the circuit and allow large current to flow through and damage the diodes and IC regulator as well as burn up the wiring harness.
2. Do not remove IC regulator from alternator.
3. Use care not to make wrong connections of terminals.
4. Do not disconnect the regulator terminals when the ignition switch is closed. The regulator could be damaged by the alternator counter electromotive force.
5. When charging the battery with a quick charge, have the battery terminals disconnected.
6. Do not perform tests with high voltage insulation resistance tester.
7. When in operation, never disconnect the battery.
8. The regulator case is at ground potential. Make sure that it is properly bolted to the alternator and that it is at ground potential.
9. Make parts inspections, as refer to section 9.

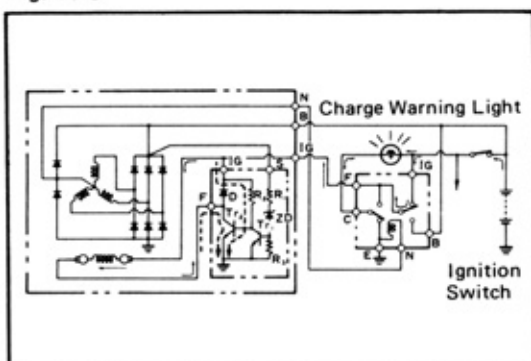
Fig. 10-2



WIRING

Connect the voltmeter as illustrated.

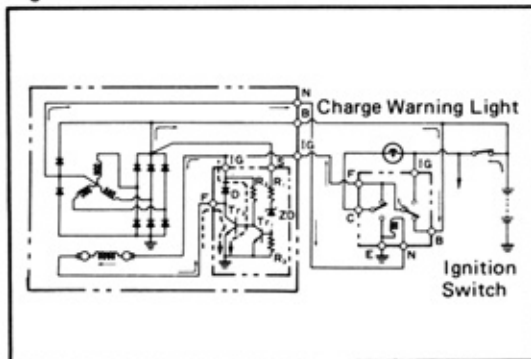
Fig. 10-3



REGULATED VOLTAGE INSPECTION

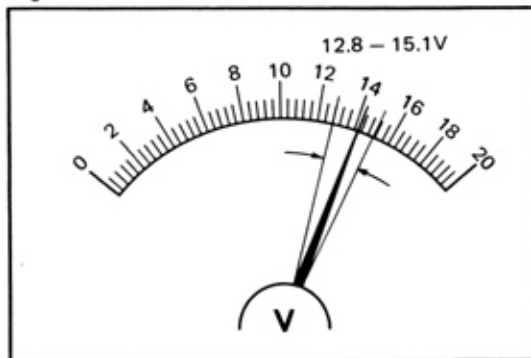
1. Warm up engine then switch it off.
2. Switch off all accessories.
3. Set the ignition switch to "ON".
At this time, charge warning light should be lit.

Fig. 10-4



4. Start engine. At this time, charge warning light should go out.

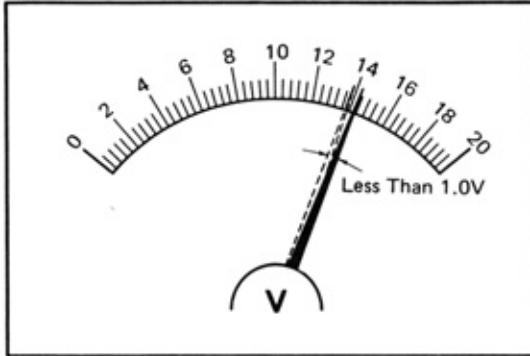
Fig. 10-5



5. With engine running at 2000 rpm, read the B terminal voltage.

Standard voltage 12.8 - 15.1V

Fig. 10-6



6. With the engine running at 2500 rpm, check the B terminal voltage variation when the headlight high beam is switched off and on.

Voltage variation Less than 1.0V