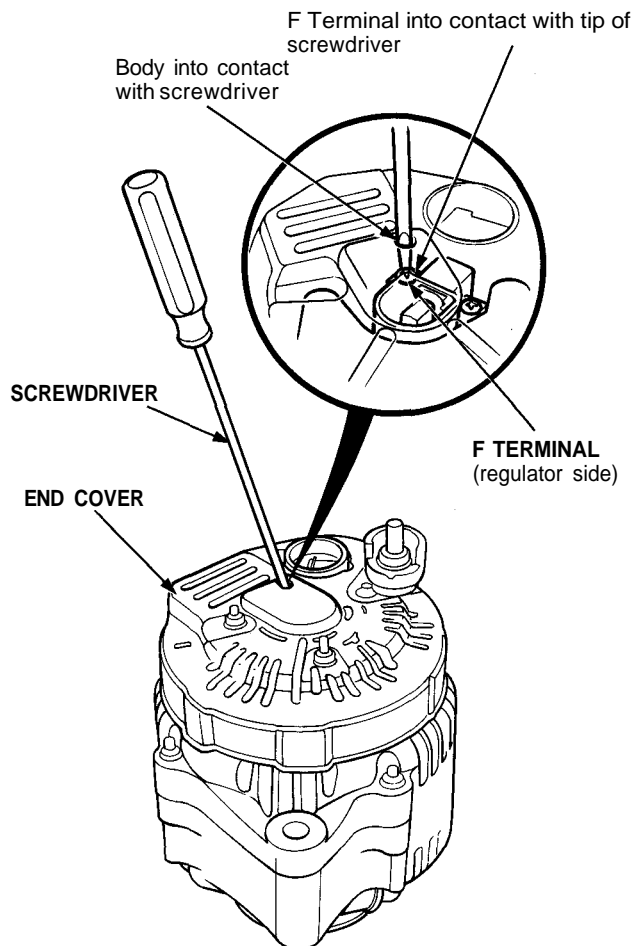


Charging System

Alternator and Regulator Test (cont'd)

NOTE: As an alternative, use a screwdriver and an ammeter to full field the alternator.



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.

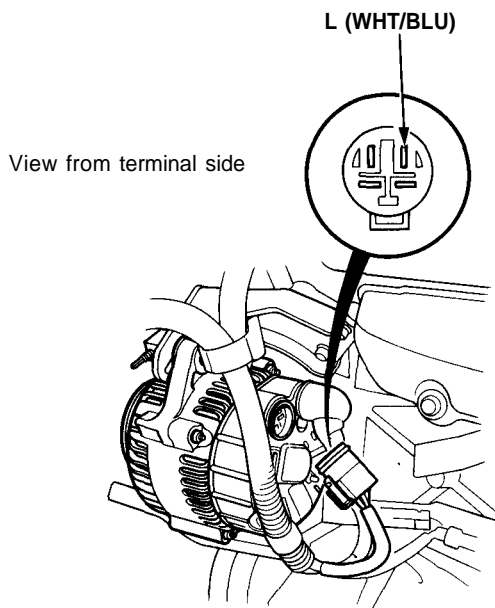
- If the amperage is within specification, replace the regulator.
- If the amperage is not within specification, replace the alternator.

Charge System Light Test

NOTE: Before testing, check the wire harness connection, alternator belt tension, No. 22 (20 A) fuse and No. 15 (7.5 A) fuse in the under-hood relay/fuse box.

1. Turn the ignition switch on. The charge system light should come on.

If it does not come on, disconnect the alternator connector and short the pin of the L (WHT/BLU) terminal to ground.



- If the light still does not come on, check for:
 - Bad bulb.
 - An open in the WHT/BLU wire between the light and voltage regulator.
 - An open in the BLK/YEL wire between the light and the under-dash fuse box, or the under-dash fuse box and the ignition switch.
- If the light comes on, check the alternator and regulator (see page 23-114).

2. Start the engine and let it idle. The charge system light should go off.

If it stays on, check the YEL/BLU wire between the under-hood relay/fuse box and the alternator.

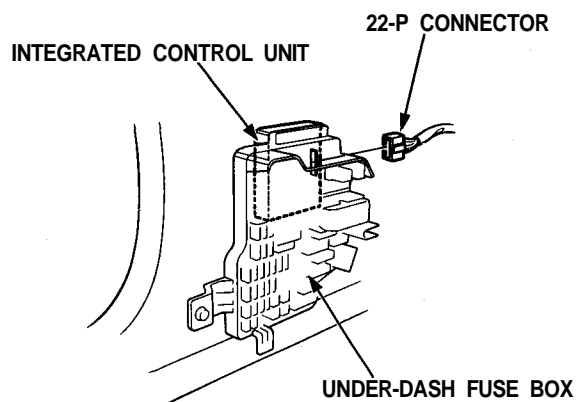
If the fuse and wire are OK, check the alternator and regulator (see page 23-114).

If the system is charging, proceed as follows.



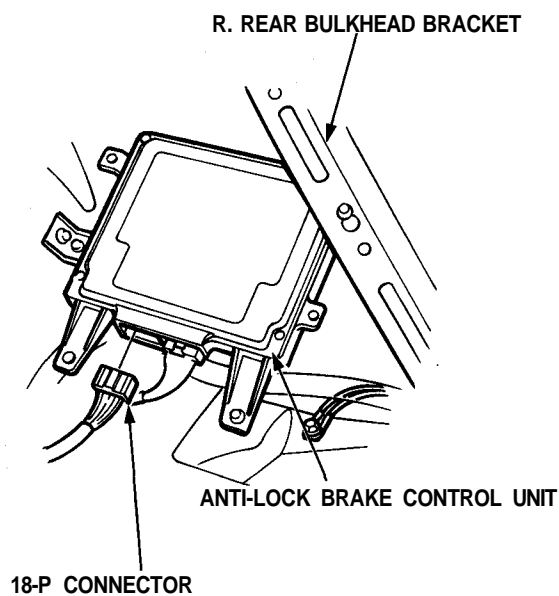
3. Remove the door sill molding and cowl lining pieces.
4. Remove the foot rest, and pull the left front floor carpet back.
5. Remove the under-dash fuse box mounting bolts.
6. Remove the 22-P connector from the integrated control unit behind the under-dash fuse box.

NOTE: Do not disconnect all of the connectors from the under-dash fuse box.



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

7. Remove the rear seat (see [section 20](#)) and disconnect the 18-P connector from the anti-lock brake control unit.



- If the light goes off, there is a short in the anti-lock brake control unit.
- If the light does not go off, there is a short to ground in the WHT/BLU wire.