

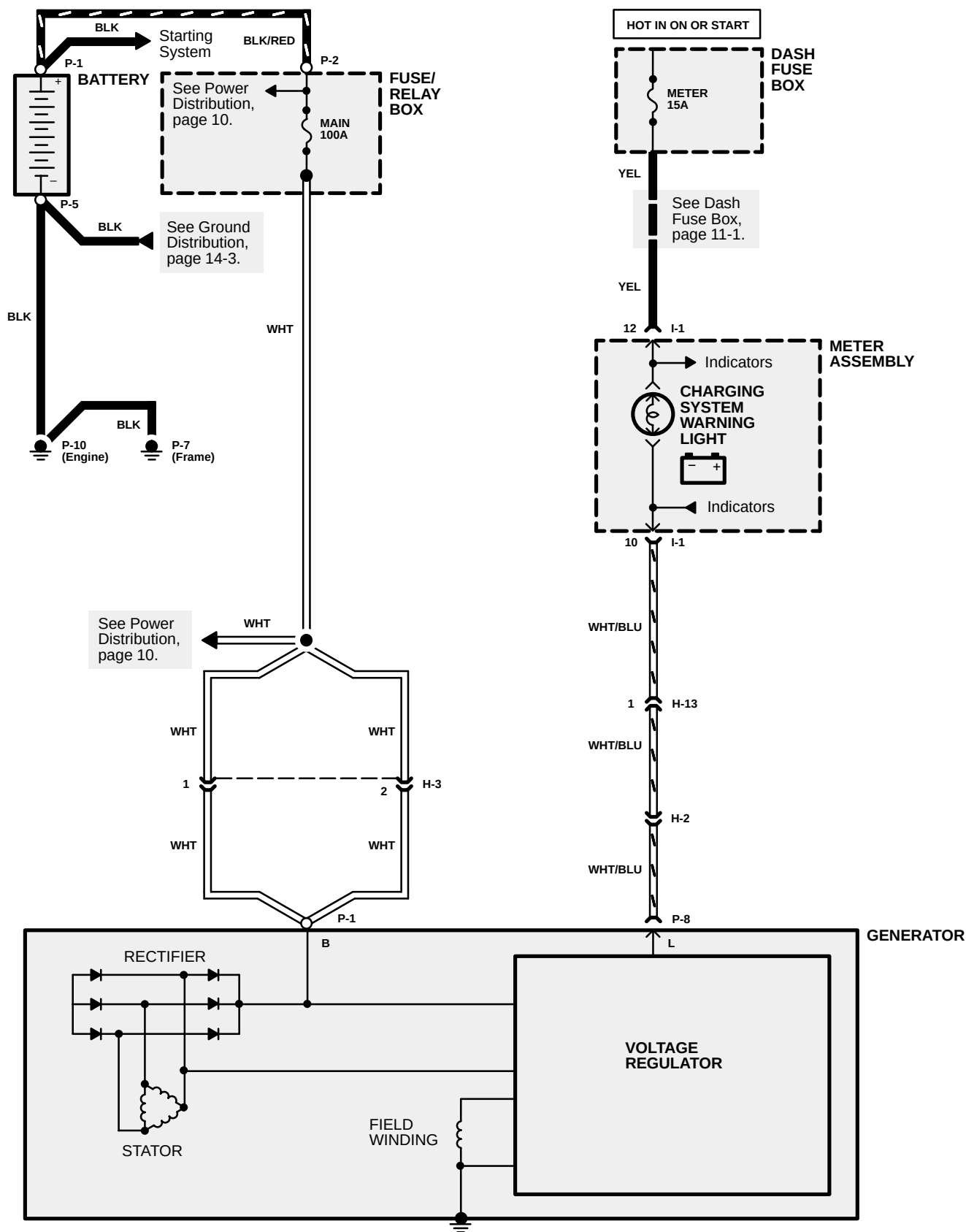
CHARGING SYSTEM

Component Index

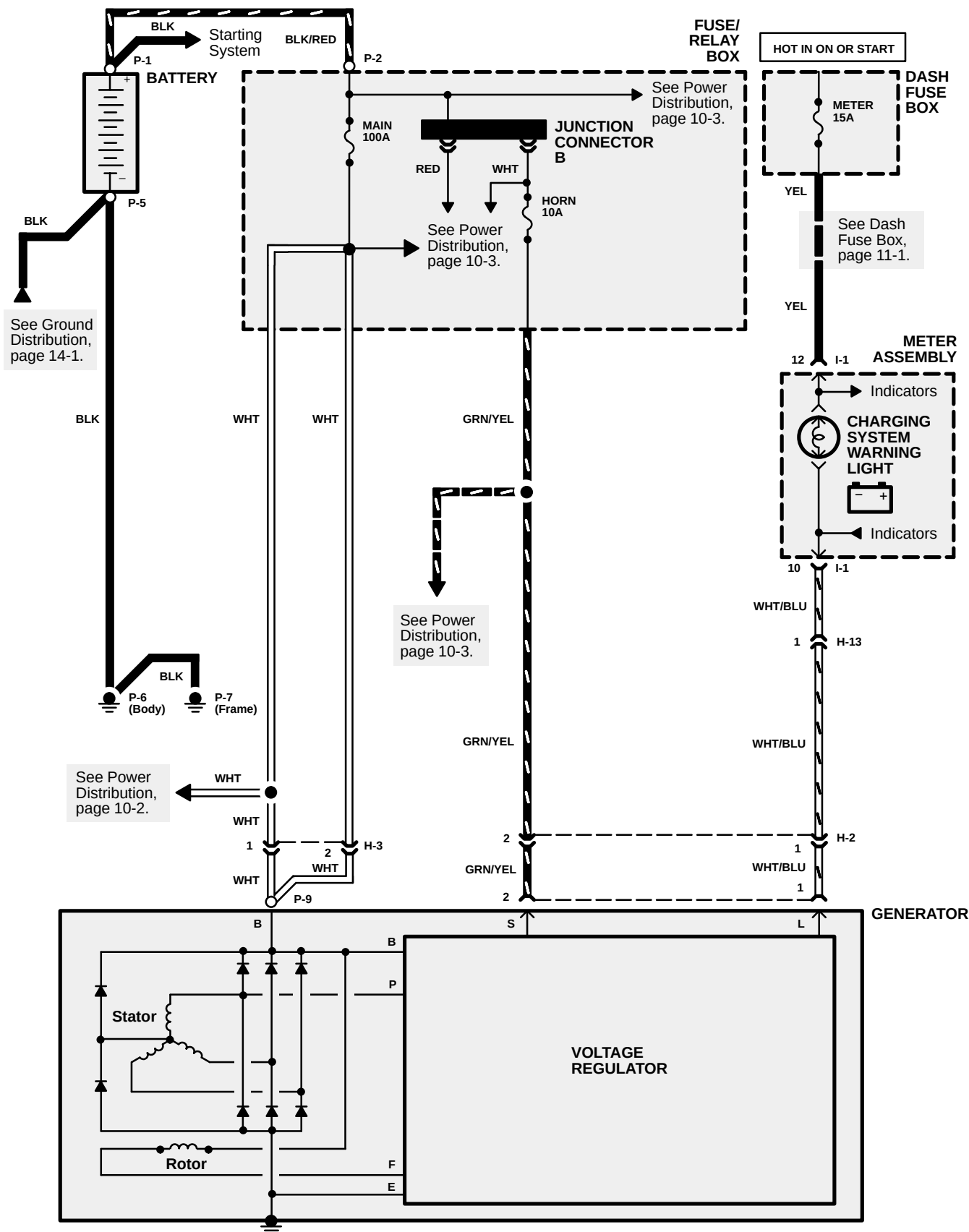
- [Dash Fuse Box](#)
- [Fuse/Relay Box](#)
- [Generator \(2.2L\)](#)
- [Generator \(3.2L\)](#)

CHARGING SYSTEM: 2.2L

Circuit Schematic



CHARGING SYSTEM: 3.2L



CHARGING SYSTEM

Component Location Index

(Refer to Section 201 for photographs.)

<u>Component</u>		<u>Photo No.</u>
Dash Fuse Box	Left side of I/P, behind panel	58
ECM/PCM Main Relay	Right side of engine compartment, in fuse/relay box	21
Engine or Powertrain Control		
Module (ECM or PCM)	Below center of I/P	73
Fuse/Relay Box	Right side of engine compartment, on inner fender panel	20
Generator (2.2L)	Right front corner of engine	40
Generator (3.2L)	Lower right front of engine	57
<u>Connector</u>		
H-2 (2-GRY)	Right side of engine compartment, under fuse/relay box	26
H-3 (2-BLK)	Right side of engine compartment, under fuse/relay box	26
H-13 (19-WHT)	Below right side of I/P, behind kick panel	75
H-14 (19-BLK)	Below right side of I/P, behind kick panel	75
I-1 (16-WHT)	Behind left side of I/P, on rear of meter assembly	70
<u>Ground</u>		
P-6	Right side of engine compartment, behind battery	26
P-7	Lower right side of engine compartment	19
P-10 (2.2L)	Lower right front of engine	38

Circuit Operation

The generator generates an AC voltage in its windings as it is belt-driven by the engine. The rectifier converts this AC voltage to DC.

The voltage regulator, a component which is included in the generator frame, has a primary function of controlling the generator's output to meet electrical system requirements. This regulator controls the charge warning light.

The 3.2L engine has an additional fuel economy feature, in that when the engine is accelerated, and the lights are off, the generator output drops, thereby reducing the drag on the engine.