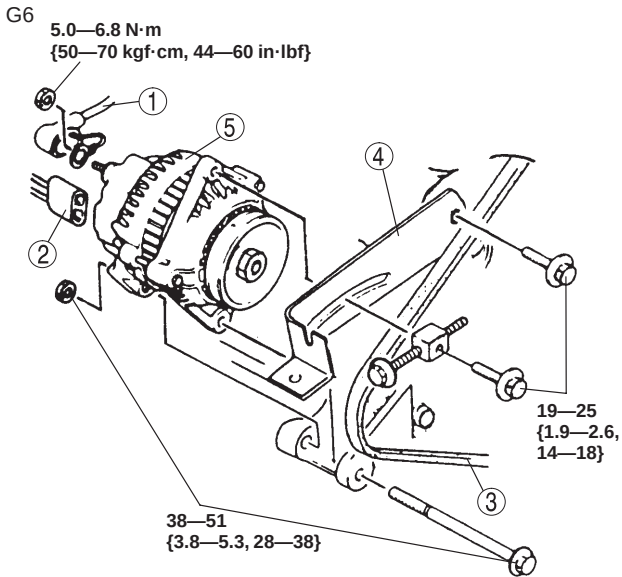
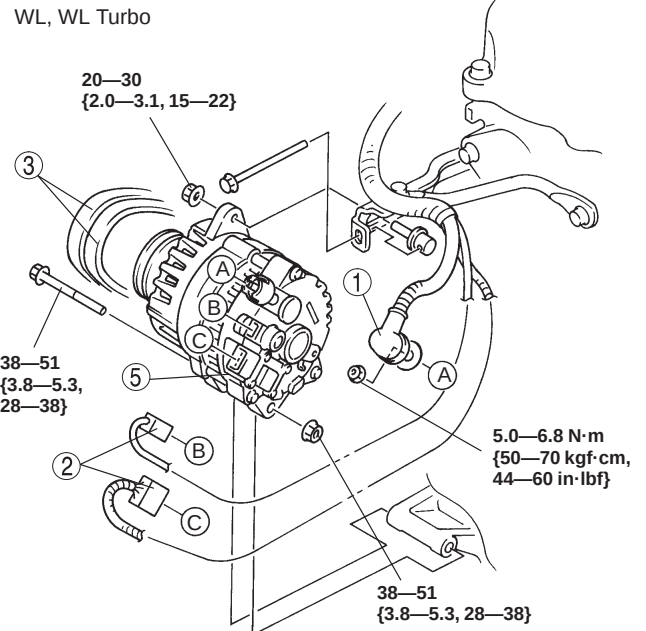


## CHARGING SYSTEM

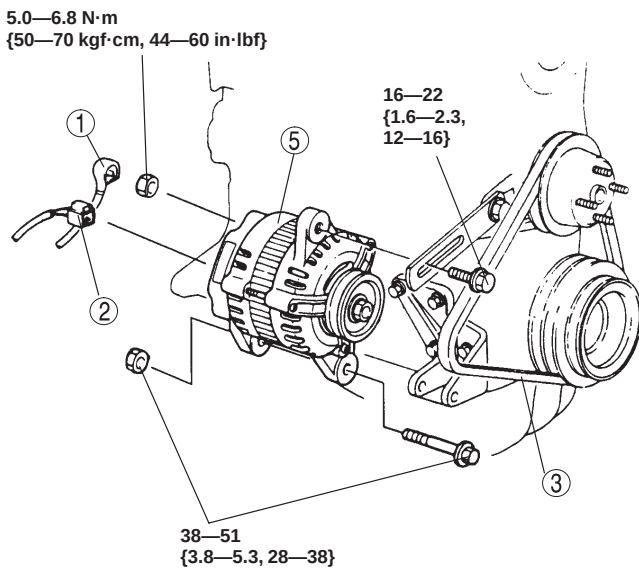


N·m {kgf·m, ft·lbf}



N·m {kgf·m, ft·lbf}

F2 CARB, F2 CIS



N·m {kgf·m, ft·lbf}

|   |                        |
|---|------------------------|
| 1 | Terminal B wire        |
| 2 | Connector              |
| 3 | Drive belt (generator) |
| 4 | Generator strap (G6)   |
| 5 | Generator              |

### GENERATOR INSPECTION

#### Generator Warning Light

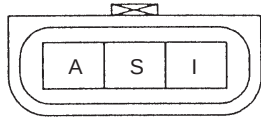
1. Verify that the battery is fully charged.
2. Verify that the drive belt deflection/tension is correct. (Refer to Section B1—B3, DRIVE BELT, DRIVE BELT INSPECTION.)
3. Turn the ignition switch (engine switch) on and verify that the generator warning light illuminates.
4. If not, inspect the generator warning light and wiring harnesses between the battery and generator warning light and between the battery and generator terminal L (G6, F2 CARB, F2 CIS), I (WL, WL Turbo).

G6, F2 CARB, F2 CIS



# CHARGING SYSTEM

WL, WL Turbo



5. Verify that the generator warning light goes out after engine starts.
6. If not, inspect the wiring harness between the S terminals of the generator (WL, WL Turbo) and the generator.

## Generator Voltage

1. Verify that the battery is fully charged.
2. Verify that the drive belt deflection/tension is within the specification. (Refer to Section B1—B3, DRIVE BELT, DRIVE BELT INSPECTION.)
3. Turn off all electrical loads.
4. Turn the ignition switch (engine switch) to START position and verify that the generator turns smoothly without any noise while the engine is running.
5. Measure the voltage at the terminals shown in the table.

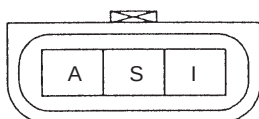
G6, F2 CARB, F2 CIS



## Standard voltage

| Terminal | Ignition switch ON (V) | Idle [20°C {68°F}] (V) |
|----------|------------------------|------------------------|
|          | G6, F2 CARB, F2 CIS    | G6, F2 CARB, F2 CIS    |
| B        | B+                     | 14.1—14.7              |
| L        | Approx. 1              | 13.0—14.0              |
| S        | B+                     | 14.1—14.7              |

WL, WL Turbo



## Standard voltage

| Terminal | Engine switch ON (V) | Idle (V) [20°C {68°F}] |
|----------|----------------------|------------------------|
|          | WL, WL Turbo         | WL, WL Turbo           |
| B        | B+                   | 14.05—14.85            |
| A        | B+                   | 14.05—14.85            |
| S        | 0                    | 7.025—7.425            |
| I        | 2.0—4.0              | 13.00—14.85            |

6. If not as specified, disassemble and inspect the generator.

## Current

1. Verify that the battery is fully charged.
2. Verify that the drive belt deflection/tension is correct. (Refer to Section B1—B3, DRIVE BELT, DRIVE BELT INSPECTION.)
3. Disconnect the negative battery cable.
4. Connect an ammeter, capable of reading 120 A or over, between generator terminal B and the wiring harness.
5. Connect the negative battery cable.
6. Turn all electrical loads off.
7. Start the engine and increase the engine speed to 2,000—2,500 rpm.
8. Turn the following electrical loads on and verify that the current reading increases.
  - Headlights
  - Blower motor
  - Rear window defroster

## Note

- Current required for generating power varies with electrical loads applied.

## Standard current (Reference)

### Measuring conditions

Room temperature: 20 °C {68 °F}

Voltage: 13.5 V

Engine hot

| Engine speed (rpm) | Terminal B current (A)* |              |
|--------------------|-------------------------|--------------|
|                    | G6, F2 CARB, F2 CIS     | WL, WL Turbo |
| 1,000              | Approx. 0—43            | Approx. 0—58 |
| 2,000              | Approx. 0—62            | Approx. 0—74 |

\*: Must not be 0 A.

9. If generator terminal B current will not increase, disassemble and inspect the generator.