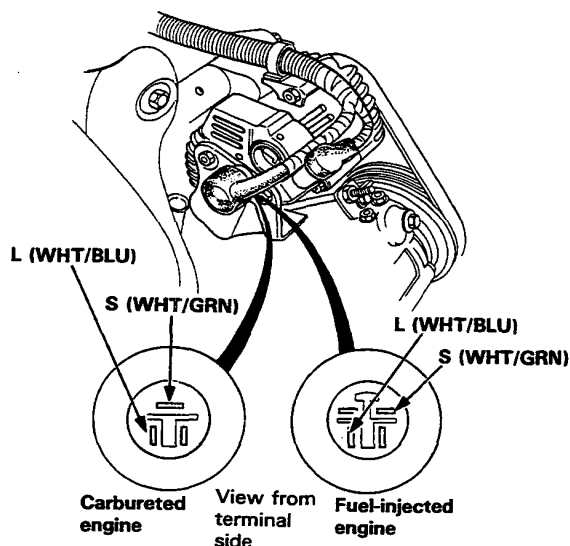


Charging System

Charge Warning Light Test

NOTE: Before testing, check the wire harness connection and alternator belt tension.

1. Turn the ignition switch on. The charge warning light should come on.
If it does not come on, unplug the alternator connector and short the pin of the L (WHT/BLU) terminal to ground.



- If the warning light still does not come on, check for:

- Blown No. 12 (10 A) fuse in the dash fuse box.
- Bad bulb.
- An open in the WHT/BLU wire between the warning light and voltage regulator.
- An open in the BLK/YEL wire between the warning light and the dash fuse box, or the dash fuse box and the ignition switch.

- If the light comes on, check the alternator and regulator (see page 16-68).

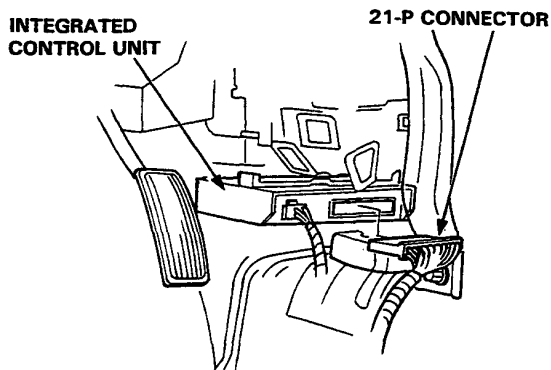
2. Start the engine and let it idle. The charge warning light should go off.

If it stays on this time, check the No. 37 (10 A) fuse in the under-hood relay box and the WHT/GRN wire between the under-hood relay box and the alternator.

If the fuse and wire are OK, check the alternator and regulator (see page 16-66).

If the system is charged, proceed as follows.

3. Remove the front console, then disconnect the 21-P connector from the integrated control unit.
With the engine running, the charge warning light should go out.

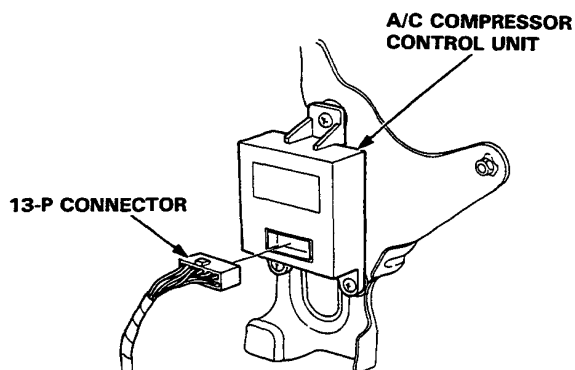


- If the light goes out, there is a short in the integrated control unit.

- If the light does not go out:
Without A/C: There is short to ground in the WHT/BLU wire from the warning light to the control unit.

With A/C: Go to step 4.

4. Remove the glove box, then disconnect the 13-P connector from the A/C compressor control unit.
With the engine running, the charge warning light should go out.



- If the light goes out, there is a short in the A/C compressor control unit.

- If the light does not go out, there is a short to ground in the WHT/BLU wire from the warning light to the control unit.