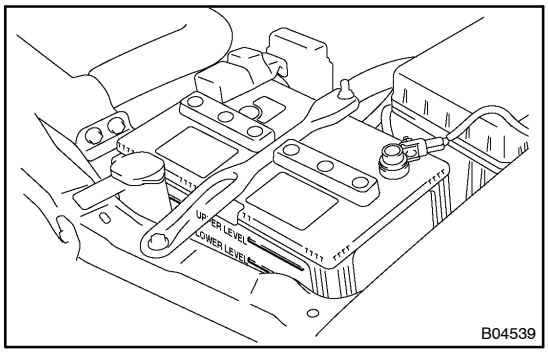
CH0KS–04

ON–VEHICLE INSPECTION



1. CHECK BATTERY ELECTROLYTE LEVEL

Check the electrolyte quantity of each cell.

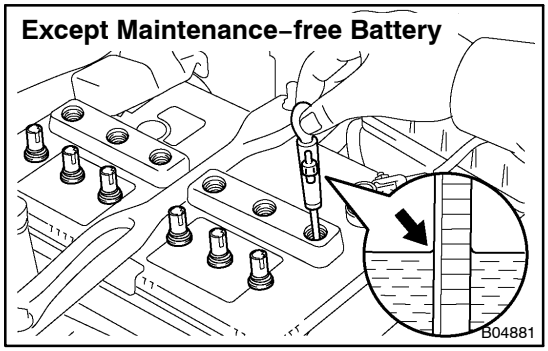
Maintenance–free Battery:

If the electrolyte level is under the LOWER LEVEL, replace the battery (or add distilled water if possible). and check the charging system.

Except Maintenance–free Battery:

If under the LOWER LEVEL, add distilled water.

Except Maintenance–free Battery



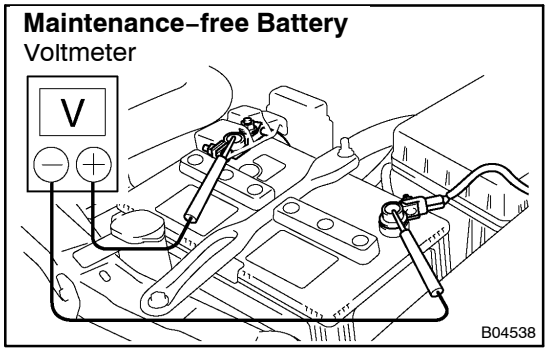
2. Except Maintenance–free Battery: CHECK BATTERY SPECIFIC GRAVITY

Check the specific gravity of each cell.

Standard specific gravity:
1.25 to 1.29 at 20°C (68°F)

If the specific gravity is less than the specification, charge the battery.

Maintenance–free Battery
Voltmeter



3. Maintenance–free Battery: CHECK BATTERY VOLTAGE

(a) Drive the vehicle and then turn off the engine.

(b) Remove the surface charge.
  (1) Within 20 minutes, turn the ignition switch ON.
  (2) Turn on electrical systems (headlamp dimmer switch, heater blower switch, rear defogger, etc.) for 60 seconds.

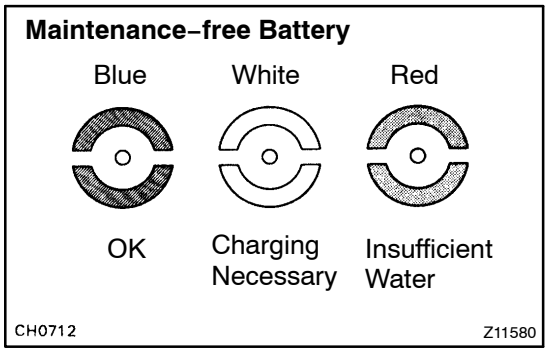
(c) Turn the ignition switch OFF and turn off the electrical systems.

(d) Measure the battery voltage between the negative (–) and positive (+) terminals of the battery.

Standard voltage:
12.5 to 12.9 V at 20°C (68°F)

If the voltage is less than the specification, charge the battery.

Maintenance–free Battery



HINT:

Check the indicator as shown in the illustration.

4. CHECK BATTERY TERMINALS, FUSIBLE LINK AND FUSES

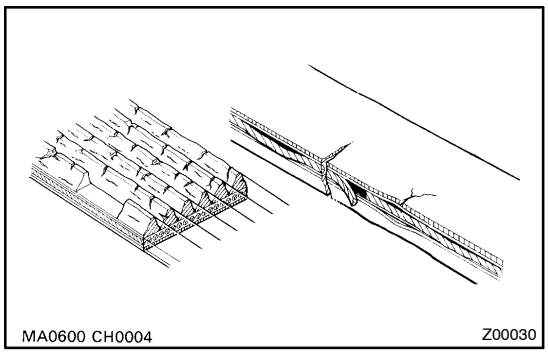
(a) Check that the battery terminals are not loose or corroded.

(b) Check the fusible link and fuses for resistance.

5. INSPECT DRIVE BELT

HINT:

Manual belt tension adjustment is not necessary. The belt tensioner automatically adjusts belt tension.



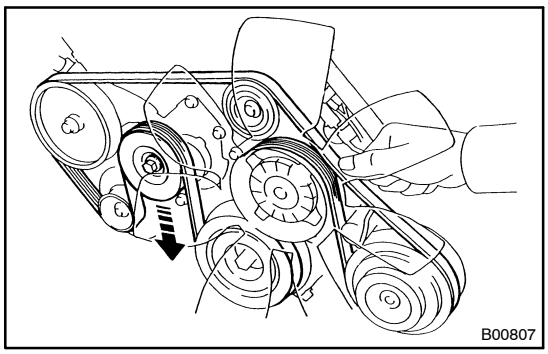
(a) Check the belt for wear, cracks and other signs of damage.

If any defect is found, replace the drive belt.

HINT:

Replace the drive belt if the following defects are found:

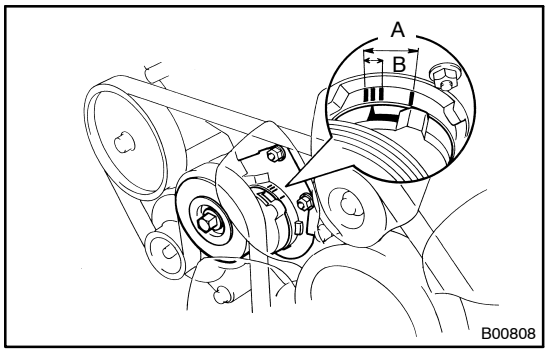
- If the belt has worn out untill the wire can be seen.
- If the cracks reach the wire in more than one place.
- If the belt has chunks missing from the ribs.



(b) Check the belt tensioner operation.

- Check that the belt tensioner moves downward when the drive belt is pressed down at the points indicated in the illustration with a force of approximately. 98 N (10 kgf, 22.0 lbf).
- Check the alignment of the belt tensioner pulley to make sure the drive belt has not slipped off the pulley.

If necessary, replace the belt tensioner.

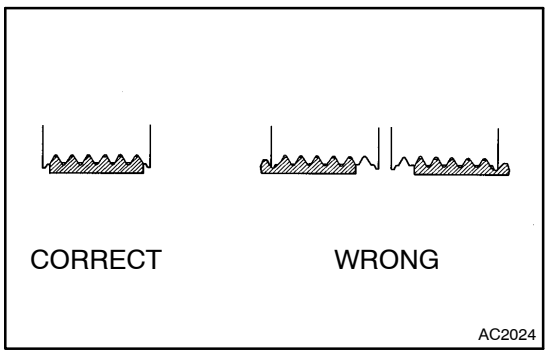


- Check that the arrow mark on the belt tensioner is within area A in the illustration.

If the arrow mark is not ithin area A, replace the drive belt.

HINT:

- When a new belt is installed, the arrow mark should be within area B. If not, the drive belt is installed incorrectly.



- After installing a belt, check that it fits properly in the ribbed grooves.
- Check by hand to confirm that the belt has not slipped out of the groove on the bottom of the pulley.

6. REMOVE ENGINE UNDER COVER NO.1

7. VISUALLY CHECK GENERATOR WIRING AND LISTEN FOR ABNORMAL NOISES

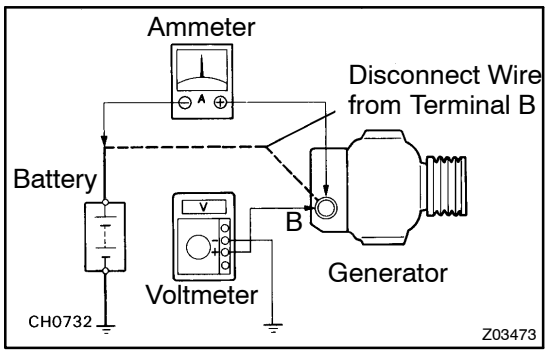
(a) Check that the wiring is in good condition.

(b) Check that there is no abnormal noise from the generator while the engine is running.

8. CHECK CHARGE WARNING LIGHT CIRCUIT

(a) Warm up the engine and then turn it off.
(b) Switch off all accessories.
(c) Turn the ignition switch ON, and check that the charge warning light is illuminated.
(d) Start the engine, and check that the light turns off.

If the light does not turn off, troubleshoot the charge light circuit.



9. INSPECT CHARGING CIRCUIT WITHOUT LOAD

HINT:
If a battery/generator tester is available, connect the tester to the charging circuit according to the manufacturer's instructions.

(a) If a tester is not available, connect a voltmeter and ammeter to the charging circuit as follows:
- Disconnect the wire from terminal B of the generator, and connect it to the negative (–) tester probe of the ammeter.
- Connect the positive (+) tester probe of the ammeter to terminal B of the generator.
- Connect the positive (+) tester probe of the voltmeter to terminal B of the generator.
- Ground the negative (–) tester probe of the voltmeter.

(b) Check the charging circuit as follows:
With the engine running from idling to 2,000 rpm, check the reading on the ammeter and voltmeter.
Standard amperage:
10 A or less
Standard voltage:
13.2 to 14.8 V

If the value is not specified, check the generator.

10. INSPECT CHARGING CIRCUIT WITH LOAD

(a) With the engine running at 2,000 rpm, turn on the high beam headlights and turn the heater blower switch to HI.
(b) Check the reading on the ammeter.
Standard amperage:
30 A or more

If the ammeter reading is less than the standard amperage, repair the generator.
HINT:
If the battery is fully charged, the indication will sometimes be less than the standard amperage.

11. REINSTALL ENGINE UNDER COVER NO.1