

Warning! Read This!

Updated Instructions

Application: 1988/91 Honda Civic, CRX 1488cc, 1600cc engine

Service Bulletins: Important Acura factory service bulletins relating to your charging system.

Bulletin No.: 88-023 Battery Test Procedure
88-031 Repeated Battery Failure - Low Charge Rate Fix (1988 only)
92-001 Charging System Testing - Revised Procedures
HSN392-01 - Parasitic Test Info
HSN685-01 Normal Battery Draw Specifications

Important Information

The alternators on these vehicles are controlled by the Electronic Control Unit (ECU) in conjunction with the Electric Load Detector (ELD). Charging rates may vary depending on engine load, speed and temperature as well as alternator loads.

WARNING !

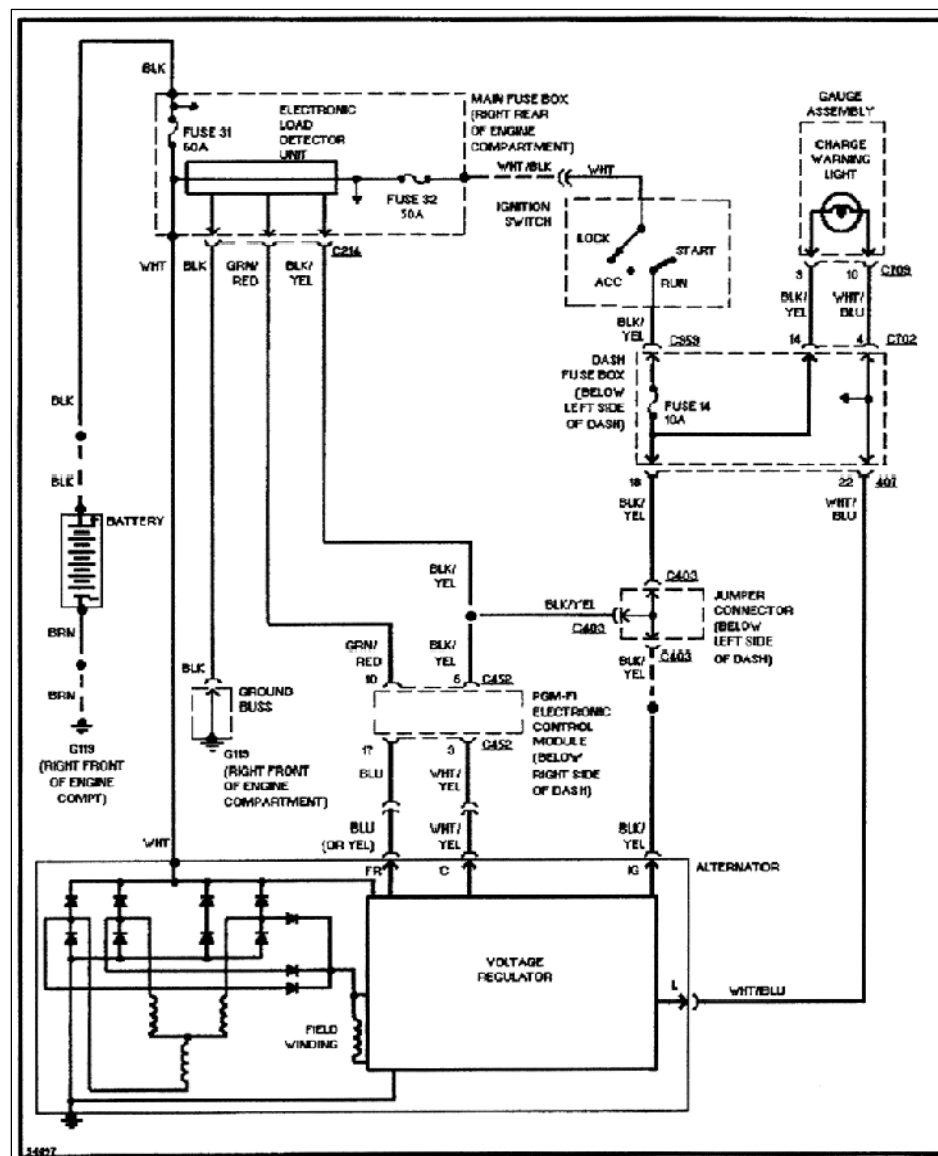
These units do not charge under certain conditions. The charge warning light will be off but the system voltage will be set at 12.5Vdc. To override this function **STEP ON THE BRAKE**. This will activate the alternator control circuits and allow the alternator to charge.

SYSTEM WIRING DIAGRAMS

Charging Circuit

Typical 1988/91 Honda Civic/CRX

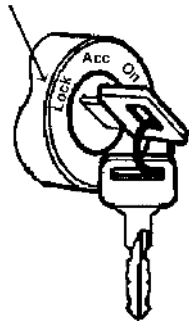
(c) 1998 MRIC and Snap-on Tools Co.



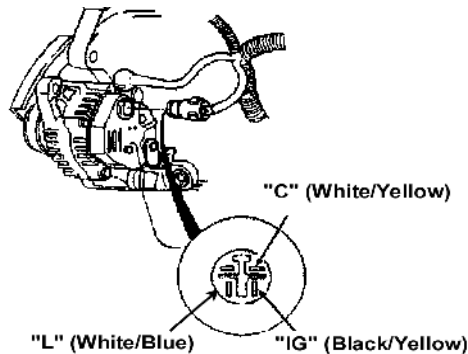
Troubleshooting: 1988/91 Honda Civic, Civic CRX

The following steps will help you troubleshoot your charging system.

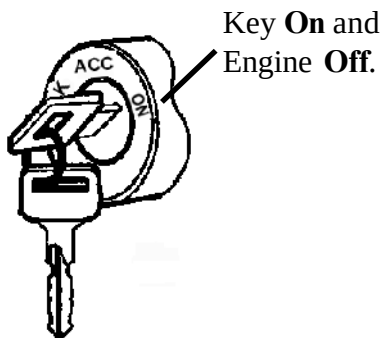
1. Key and Engine off.



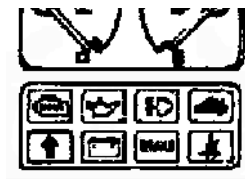
2. Unplug harness from alternator.



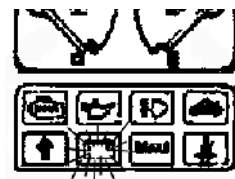
3. Turn the key on **do not** start the engine.



4. Check instrument panel charge warning light.

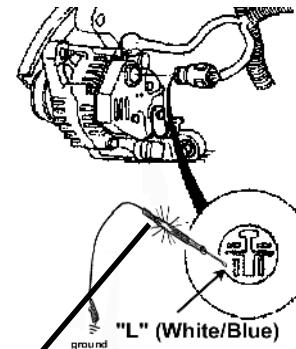


Charge Light OFF
SYSTEM OK

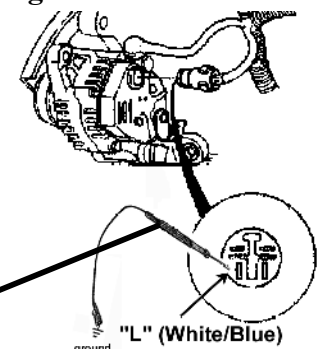


Charge Light ON
REPAIR
White/Blue wire is grounded.

5. Attach test light to White/Blue wire with key on and engine off



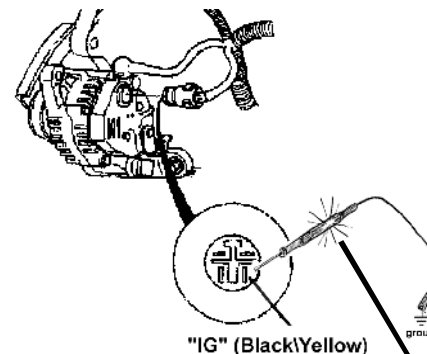
Test Light ON
SYSTEM OK



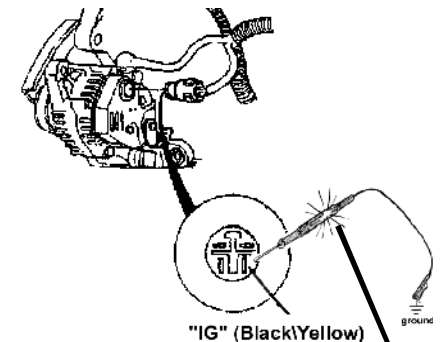
Test Light OFF
REPAIR

- Check fuse #14 in dash fuse box.
- Check Wht/Blu wire from alternator to charge warning light.
- Check Blk/Yel wire from dash fuse box to charge warning light.

6. Attach test light to Black/Yellow wire with key on and engine off



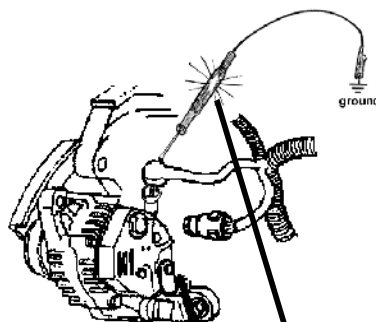
Test Light ON
SYSTEM OK



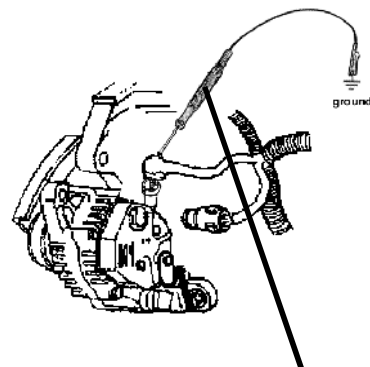
Test Light OFF
REPAIR

- Check fuse #14 in dash fuse box.
- Check Blk/Yel wire from dash fuse box to alternator harness plug.

- 7.** Check alternator B+ harness. **Key ON Engine OFF.** Harness attached to alternator.



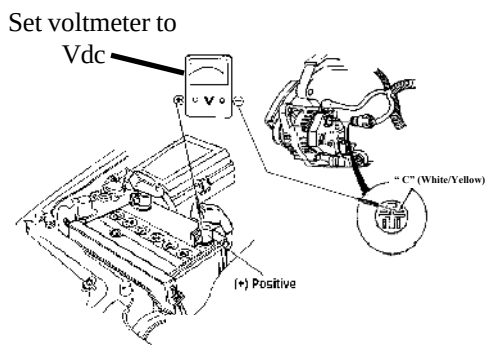
Test Light **ON**
SYSTEM OK



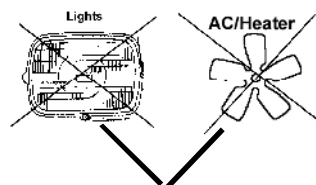
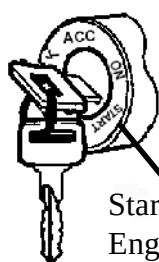
Test Light **OFF**
*****REPAIR*****

- Check fuse #31 in underhood fuse box.
- Check White wire from alternator to underhood fuse box.

- 8.** Connect voltmeter positive (+) lead to battery and negative (-) lead to alternator "C" terminal (White/yellow) wire.

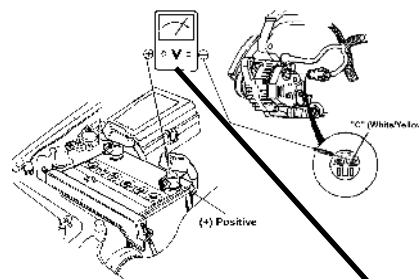


- 9.** Start the engine, turn all accessories off.

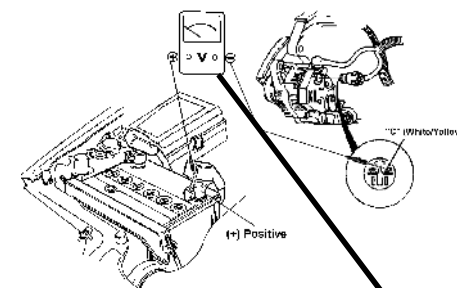


All accessories off

- 10.** Check for voltage on voltmeter.



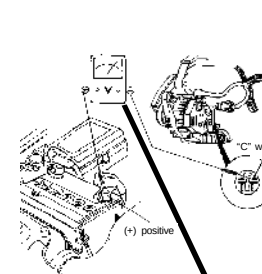
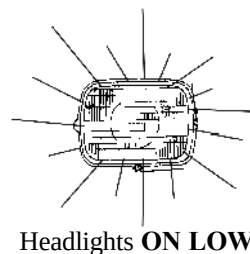
Volts on Meter
SYSTEM OK



NO Volts on meter
*****REPAIR*****

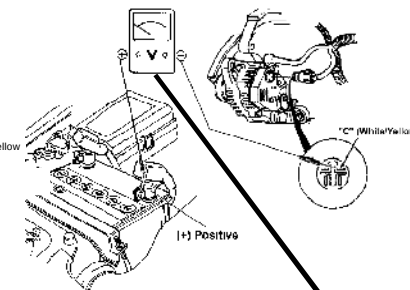
- Check for an open in Blue wire from alternator plug to Electronic Control Unit.

- 11.** Turn headlights on low beams.



NO Volts on Meter
SYSTEM OK

- 12.** Check for voltage on voltmeter.

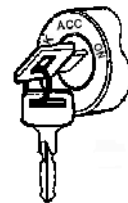
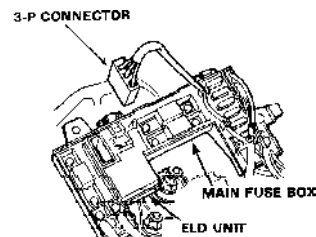
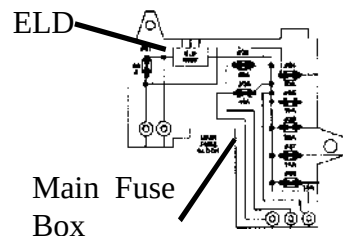


Volts on meter
*****REPAIR*****

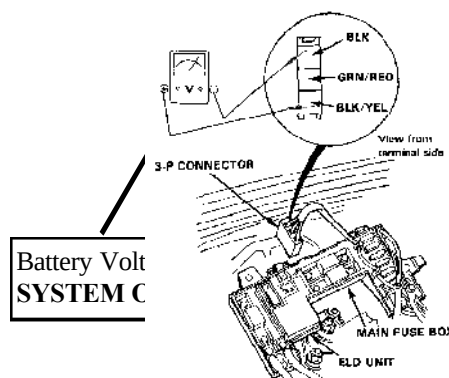
- Check for short to ground in Blue wire between alternator plug and Electronic Control Unit.

Electric Load Detector Test (1988/89 Acura Integra)

1. Locate Electric Load Detector (ELD) in underhood fuse box (located in engine compartment).
2. Disconnect 3-pin connector from ELD.
3. Turn Ignition Switch **ON**.

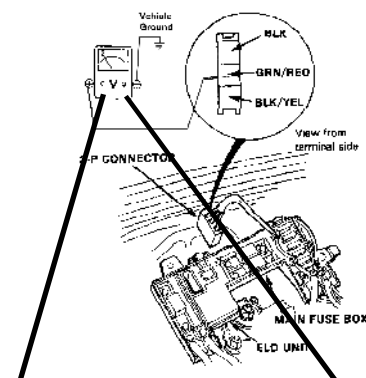


4. Check for voltage between Black/Yellow wire and Black wire on harness connector.
5. Check for **2Vdc** between Green/Red wire

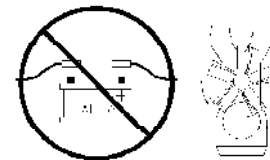


No Battery Voltage
*** **REPAIR** ***

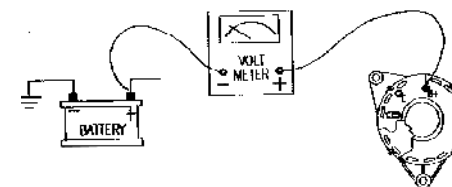
- a. Check fuse #14 in dash fuse box.
- b. Check for an open in BLK/Yel wire between underhood fuse box and dash fuse box.
- c. Poor ground at right kick panel under the dash.
- d. Open in Black wire from ground connection to main fuse box.



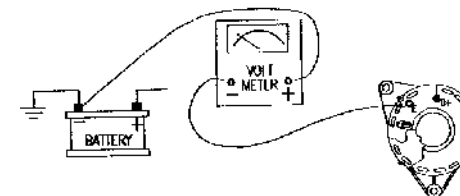
NO Voltage or incorrect voltage
*** **REPAIR** ***
a. Repair or replace ELD



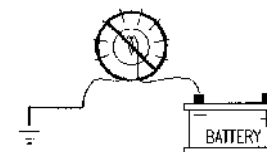
CAUTION: Never disconnect battery while motor is running!



VOLTAGE DROP TEST: Perform this test under full load (all lights, fan, A/C, etc. on) with engine running at 2000rpm. Reading on voltmeter should be **less than .2 volts**.



GROUND CIRCUIT TEST: Perform this test under full load (all lights, fan, A/C, etc. on) with engine running at 2000rpm. Reading on voltmeter should be **less than .2 volts**.



CURRENT DRAIN TEST: With all accessories turned off and/or disconnected, test light should **not** glow.

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