

2. QUICK CHARGING

Quick charging is a method in which the battery is charged in a short period of time with a relatively large current by using a quick charger.

Since a large current flow raises electrolyte temperature, the battery is subject to damage if the large current is used for prolonged time. For this reason, the quick charging must be carried out within a current range that will not increase the electrolyte temperature above 40°C (104°F).

It should be also remembered that the quick charging is a temporary means to bring battery voltage up to a fair value and, as a rule, a battery should be charged slowly with a low current.

CAUTION:

- Observe the items in 1. NORMAL CHARGING.

- Never use more than 10 amperes when charging the battery because that will shorten battery life.

3. JUDGMENT OF BATTERY IN CHARGED CONDITION

1) Specific gravity of electrolyte is held at a specific value in a range from 1.250 to 1.290 for more than one hour.

2) Voltage per battery cell is held at a specific value in a range from 2.5 to 2.8 volts for more than one hour.

4. CHECK HYDROMETER FOR STATE OF CHARGE

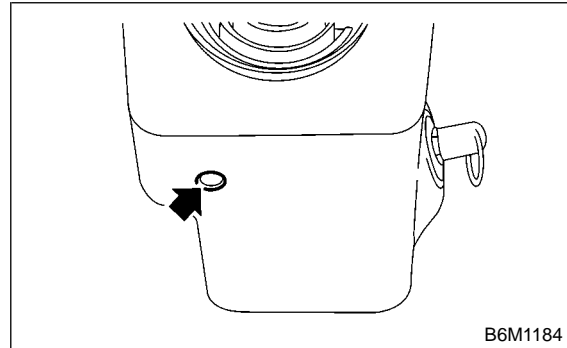
Hydrometer indicator	State of charge	Required action
Green dot	Above 65%	Load test
Dark dot	Below 65%	Charge battery
Clear dot	Low electrolyte	Replace battery* (If cranking complaint)

*: Check electrical system before replacement.

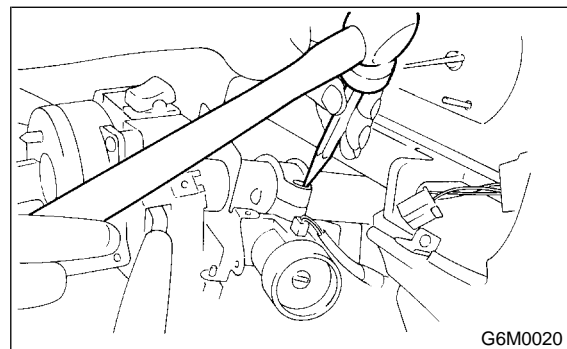
3. Ignition Switch

A: REMOVAL AND INSTALLATION

- 1) Remove instrument panel lower cover. <Ref. to 5-4 [W1A0].>
- 2) Remove screw, then separate upper column cover and lower column cover.



- 3) Remove meter visor.
- 4) Disconnect ignition switch connector from body harness.
- 5) Using a drift and hammer, hit the torn bolt head to loosen and remove the ignition switch.



- 6) Installation is in the reverse order of removal.

NOTE:

When installing, tighten the connecting bolt until its head twists off.

