

ELECTRICAL SYSTEM

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ELECTRICAL SYSTEM

5-A. BATTERY

RX-2 is equipped with a 12 volts battery consisting of six cells. Its capacity is 60 ampere hours of 20 hour rating.

The battery is located at the front right side of the engine compartment.

5-A-1. Checking the Battery

As the battery has many important functions to engine start, ignition and lighting, check the following points periodically and always keep the battery in perfect condition.

1. Check the electrolyte level in each cell of the battery, and add distilled water to maintain the solution 10 ~ 20 mm (0.4 ~ 0.8 in) above the plates. Do not overflow.

2. Check the specific gravity of the electrolyte with a hydrometer, as shown in Fig. 5-1. If the reading is 1.26 or more, it indicates that the battery is fully

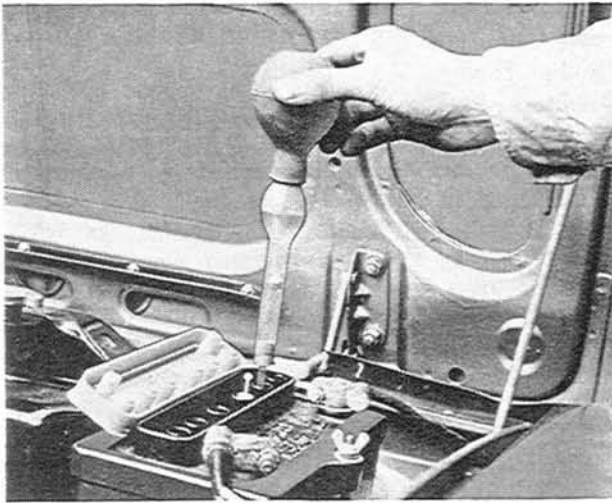


Fig. 5-1 Checking the specific gravity

charged. If the reading is below 1.20, the battery requires recharging.

3. Check the tightness of the terminals to ensure good electrical connections. Clean the terminals and coat the terminals with grease.

4. Inspect for corroded or frayed battery cables.

5-A-2. Charging the Battery

a. Constant current charge

1. If the exterior of the battery is dirty with sulphuric acid or dust and dirt, wash these off with clean water and dry thoroughly before charging the battery.
2. Check the electrolyte level and add distilled water if necessary.

Note: If addition of distilled water is neglected, the plates and separators will become exposed to air, causing a sulphation to occur on the plates.

Do not add dilute sulphuric acid unless the electrolyte has overflowed or leaked out.

3. Connect the battery to the charger ensuring that

the polarities are correct.

4. To charge, apply an electric current of approximately 5A until the specific gravity of the electrolyte reaches 1.25 ~ 1.27.

b. Fast charge

As a fast charge causes both the temperature and the level of the electrolyte to rise suddenly, it does not have a favorable effect on the battery. Therefore, this should not be performed unless in the case of an emergency.

When a fast charge is being applied with the battery mounted on the vehicle, ensure that the cables are removed from the battery terminals before the charge is applied. If this is neglected, it could cause a damage to the diodes on the alternator.

The battery should be kept by the use of cooling water to prevent the temperature of the electrolyte from exceeding 45°C (113°F), otherwise the charging should be discontinued temporarily when the temperature rises above this point.

5-B. SPARK PLUG

The two spark plug system is adopted on RX-2 for increasing the combustion efficiency. There are three kinds of heat range for genuine spark plugs as follows, so that they can be used under the driving area or running condition.

MANUFACTURE	HOT TYPE	STANDARD	COLD TYPE
NGK	B-6EJ	B-7EJ	B-8EJ
Denso	W20 EG2	W22 EG2	W25 EG2

As these spark plugs are designed specially for RX-2, do not replace these with any of other types of spark plug.

5-B-1. Checking the Spark Plug

Check the spark plugs for burned and eroded electrode, black deposits, fouling, and cracked porcelain. Clean the spark plugs with a spark plug cleaner or a wire brush if they are foul.

Replace the badly burned or eroded spark plugs.

Measure the electrode gap of each spark plug with a wire gauge. If it is improper, adjust the gap to the specified value 0.8 ~ 0.9 mm (0.031 ~ 0.035 in) by bending the outer electrode.

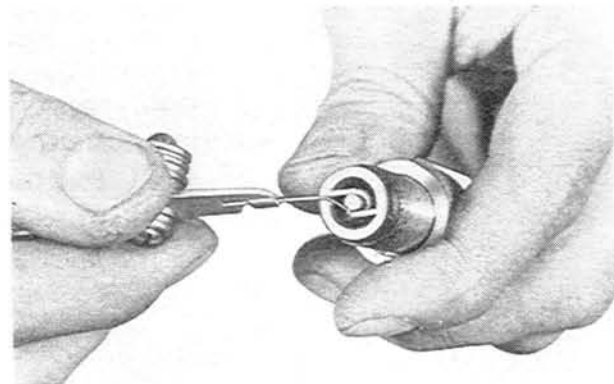


Fig. 5-2 Adjusting spark plug gap

5-C. IGNITION COIL

Two types of ignition coil are equipped.

One is the leading ignition coil with external resistance which improves ignition performance and startability of the engine, and another is ordinary type, the trailing ignition coil.

When the ignition key is turned on to actuate the starter, the "S" and "R" terminals of the key switch are closed with the "B" terminal of the key switch and the "Ig" terminal is opened. In this case, current leads to the "S" terminal of the relay and magnetizes the relay coil. Thus, the "H" and "B" terminals of the relay are closed. Then, the primary current leads from the "R" terminal to the trailing ignition coil via the relay. And also, the primary current for leading one is led from the "R" terminal direct to the leading ignition coil by passing the external resistor.

When the ignition key is returned to the "Ig" position after starting the engine, only "Ig" terminal is closed with "B" terminal of the key switch. Therefore, the function of the relay is stopped and the primary current flows from the "Ig" terminal to the trailing ignition coil. And also, the current for leading one flows from the "Ig" terminal to the leading ignition coil by way of the external resistor.

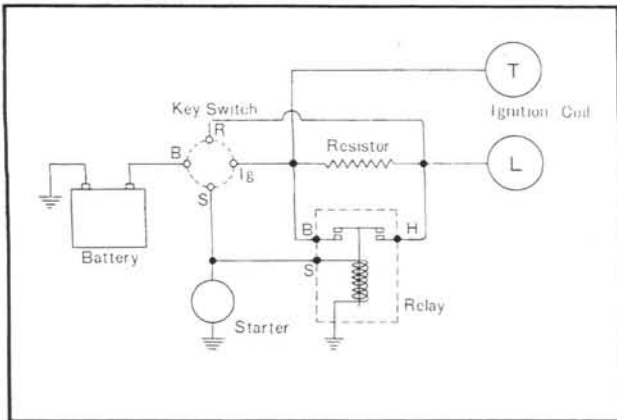


Fig. 5-3 Diagram of ignition coil

5-D. DISTRIBUTOR

RX-2 is equipped with two distributors, one for the spark plugs on the leading side and one for those on the trailing side.

Each distributor consists of distributing mechanism, contact breaker mechanism, and ignition timing advance control of centrifugal and vacuum.

5-D-1. Adjusting the Point Gap

Adjust the point gap of each distributor as follows:

1. Check the contact points alignment. If necessary, bend the stationary contact bracket so as to obtain contact in the center of the contact points.
2. Crank and stop the engine when the rubbing block on the contact arm just rests on the highest point of the cam.
3. Insert a feeler gauge of 0.45 mm (0.016 in) between the contact points, loosen the two set screws

and move the stationary contact point until the correct gap is obtained.

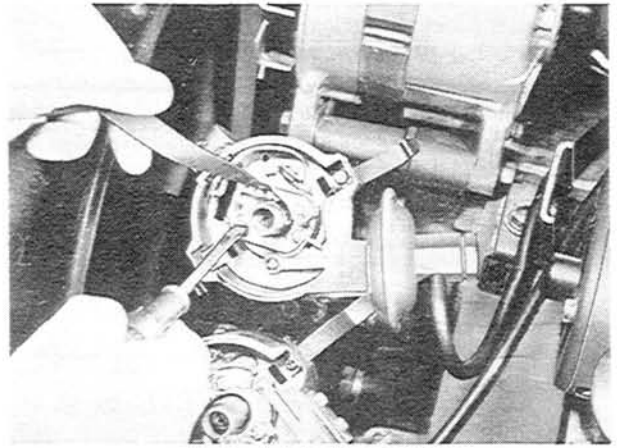


Fig. 5-4 Adjusting point gap

4. Tighten the set screws and recheck the point gap.

5-D-2. Adjusting the Ignition Timing

To obtain maximum engine performance, the distributor must be correctly positioned on the engine to give the proper ignition timing. If a timing light is available, use it to adjust the ignition timing, as follows:

1. Connect the timing light to the high tension cord for trailing side or leading side of front rotor. Start the engine and set the idle to 700 rpm.
2. Observe the position of the timing mark.
3. Loosen the distributor lock nuts and rotate each distributor housing so that each timing mark on the eccentric shaft pulley aligns with needle on the front cover.
4. Tighten the distributor lock nuts and recheck the timing.



Fig. 5-5 Timing marks

5-D-3. Testing the Distributor

a. Dwell angle test

The dwell angle also called cam angle is degrees of rotation through which the contact points remain closed.

To test the dwell angle, use a distributor tester following the instructions of the manufacturer. If the dwell reading is within 55 and 61 degrees, it is correct. If the reading is not within the specifications,

it indicates the following troubles.

1. Incorrect point gap
2. Worn cam
3. Worn rubbing block
4. Distorted contact arm

b. Advance Test

To test the ignition advancing characteristic of the distributor, use a distributor tester.

The advancing characteristic of each distributor should be within the range shown in Fig. 5-6 and 5-7.

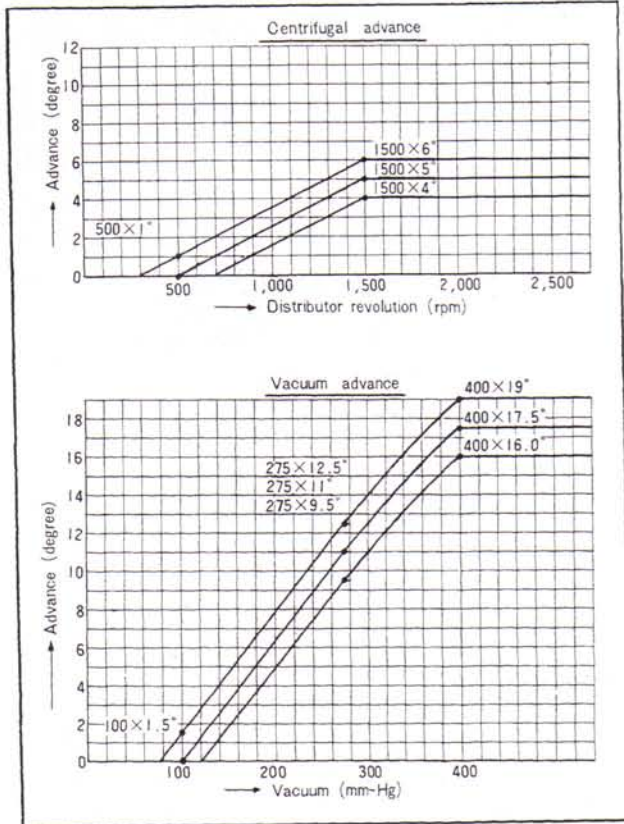


Fig. 5-6 Advancing characteristic (trailing side)

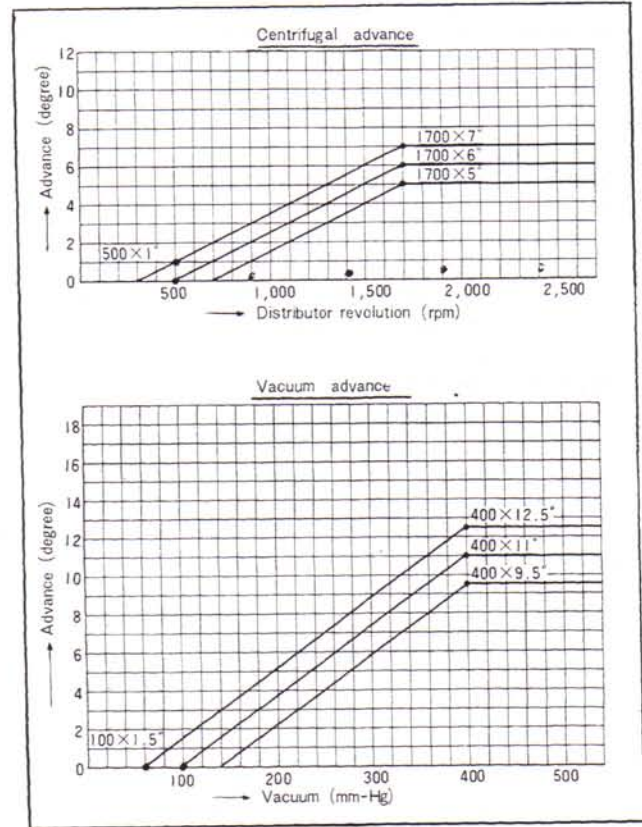
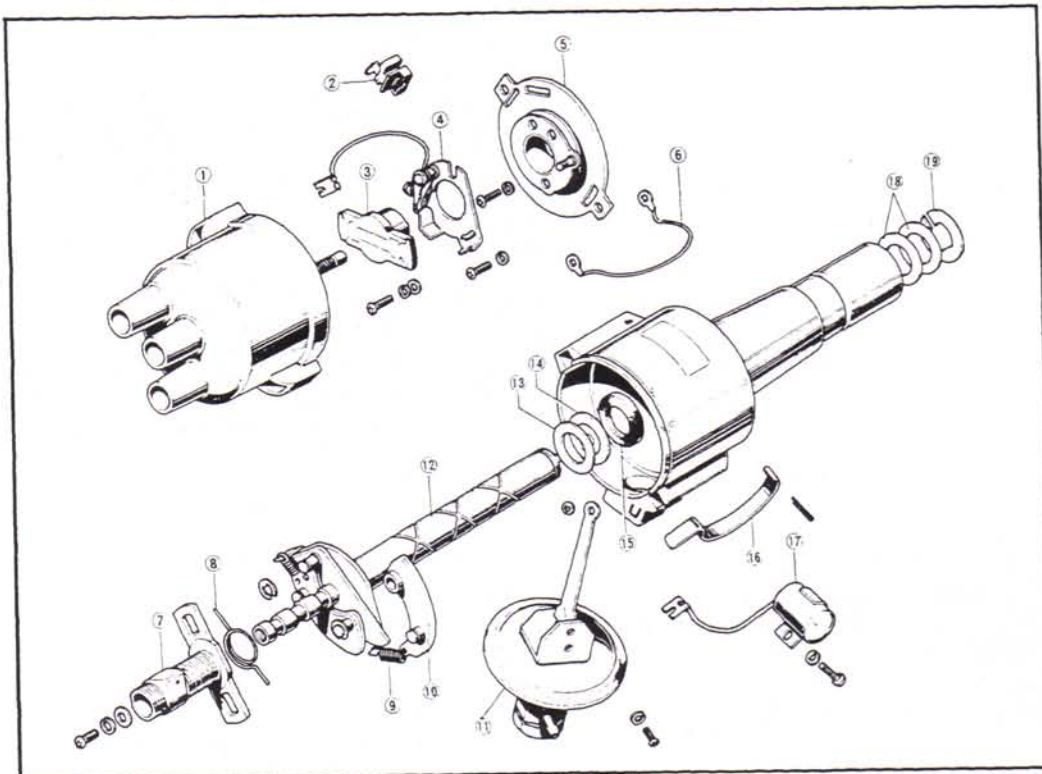


Fig. 5-7 Advancing characteristic (leading side)



1. Cap
2. Terminal
3. Rotor
4. Arm support ass'y
5. Breaker base ass'y
6. Earth wire
7. Cam
8. Hair pin spring
9. Governor spring
10. Governor weight
11. Diaphragm ass'y
12. Shaft
13. Washer
14. Washer
15. Oil seal
16. Clamp
17. Condenser
18. Washer
19. Lock washer

Fig. 5-8 Distributor assembly

5-D-4. Disassembling the Distributor

1. Loosen the cap retaining clips and lift off the cap.
2. Remove the rotor.
3. Remove the screws that attach the vacuum control unit from the distributor housing and remove the clip holding the breaker base link. Remove the vacuum control unit.
4. Loosen the primary terminal nut and disconnect the lead. Remove the contact point assembly from the breaker base after removing the set screws.
5. Remove the primary terminal stud and insulator.
6. Remove the condenser.
7. Remove the screws that attach the breaker base and cap retaining clips to the housing. Remove the breaker base and retaining clips.
8. Take off the felt and remove the cam set screw, then remove the cam.
9. Remove the distributor drive shaft retaining clip and washers. Remove the shaft in upward direction through the top of the distributor housing.
10. The governor can be removed by removing the governor spring and clip.

5-D-5. Distributor Inspection**a. Inspection of distributor cap**

Inspect the distributor cap for cracks, carbon runners and signs of arcing. Replace the cap if any of these are found.

Clean the high tension terminals.

b. Inspecting the rotor

Inspect the rotor for cracks or evidence of excessive burning at the end of the metal strip.

c. Inspecting the contact points

Inspect the points for wear, burning, transferred metal and pitting. If the points are affected only slightly, clean with stiff metal brush or oil stone. In case of severe damage, replace the points.

d. Checking the contact arm spring tension

For inspection, hook a spring scale on the contact arm and pull straight at a right angle to the contact arm. Read the tension when the contact points start to separate. If the reading is 0.5 kg (1.1 lb) or less, replace the movable contact arm.

e. Checking the condenser

If the condenser is leaky, it will cause a weak spark

5-D-6. Assembling the Distributor

Assemble the distributor in the reverse order of disassembling.

or burned contact points check the capacity of the condenser with a condenser tester.

The capacity is $0.27 \pm 10\%$ microfarads. In the absence of a tester, check by substituting a new condenser.

5-E. ALTERNATOR**5-E-1. Service Precautions**

When servicing the charging system, observe the follow-

ing precaution. If not followed, the result will be in serious damage of the system.

1. Do not short across or ground any of the terminals on the alternator.
2. Never operate the alternator with on an open circuit (with the field terminal connected and the armature terminal disconnected).
3. When installing a battery, always make sure that the negative post of the battery is attached securely to the ground strap.
4. Never reverse battery leads, not even for an instant, as reverse polarity current flow will damage the diodes in the alternator.
5. When charging the battery with a fast charger, disconnect the positive cable at the battery.

5-E-2. Checking the Charging System on Car

If the electrical system is not charging properly, it is advisable to determine whether the trouble is in the alternator or regulator prior to removing the alternator.

1. Disconnect the wire from "B" terminal of the alternator and connect the ammeter with the negative lead of the ammeter to the wire and the positive lead to the "B" terminal, as shown in Fig. 5-9
 2. Connect the positive lead of the voltmeter to the "B" terminal of the alternator and ground the negative lead of the voltmeter.
 3. Switch the headlight on.
 4. Start the engine and take the reading of the ammeter and voltmeter, holding the engine speed of 2,000 rpm (alternator speed: 4,000 rpm).
- If the ammeter shows less than 32 amperes, the trouble is in the alternator and if the voltagemeter shows without the specifications it is in the regulator.

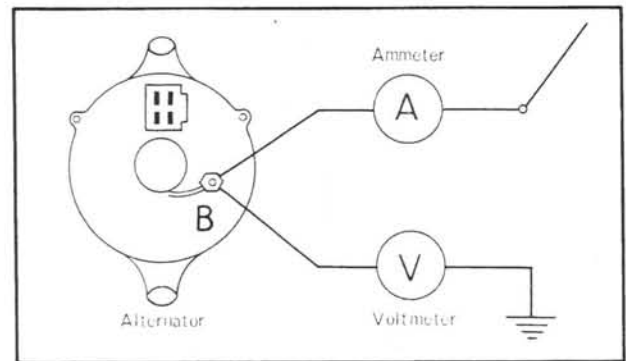


Fig. 5-9 Checking alternator

5-E-3. Disassembling the Alternator

1. Remove the nut attaching the radio noise suppression condenser and remove the condenser.
2. Remove the nut attaching the pulley to the shaft and remove the pulley, fan and spacer.
3. Remove the through bolts.
4. Separate the front housing assembly by prying apart with a screwdriver at the slots of the front housing.
5. Remove the rotor from the front housing.
6. Remove the front bearing retainer attaching screw and remove the retainer. Support the front housing close to the bearing boss, and press out the old bearing from the housing, only if the bearing is defective.

7. Unsolder the diode leads and stator coil leads.
8. Remove the stator from the rear housing.
9. Remove the screws that attach the brush holder to the housing and remove the brush and holder, insulator and terminal.
10. Remove the screw attaching the heat sink and the two terminal screws, and remove the diodes and heat sink assemblies from the rear housing.

5-E-4. Alternator Inspection

a. Checking of stator coil

Check the stator coil for both open and grounded circuits with a tester.

To check for open, connect the prods to each of the two leads, as shown in Fig. 5-10. If there is no flow of current, the coil is open circuit and must be repaired or replaced.

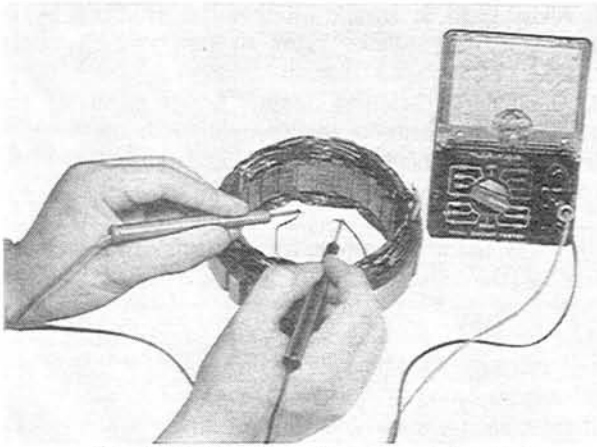


Fig. 5-10 Checking of stator coil for open

To check for ground, connect one prod to the core and the other to each lead wire, as shown in Fig. 5-11.

If a ground is present the current will flow and the stator coil must be repaired or replaced.

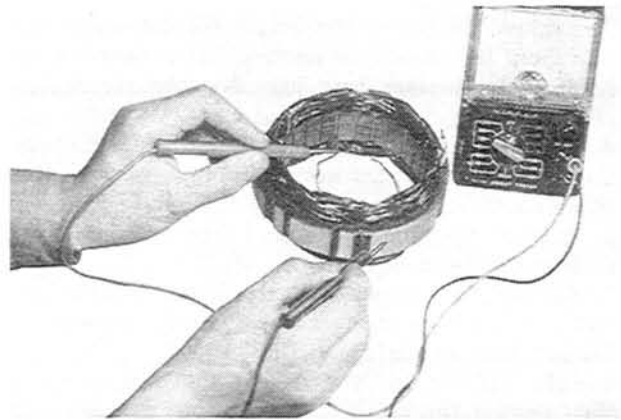


Fig. 5-11 Checking of stator coil for ground

b. Checking the rotor

To check for open circuit place both prods of a tester on the slip rings, as shown in Fig. 5-12.

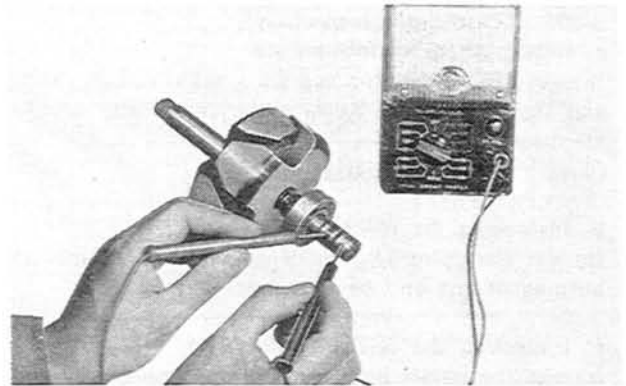
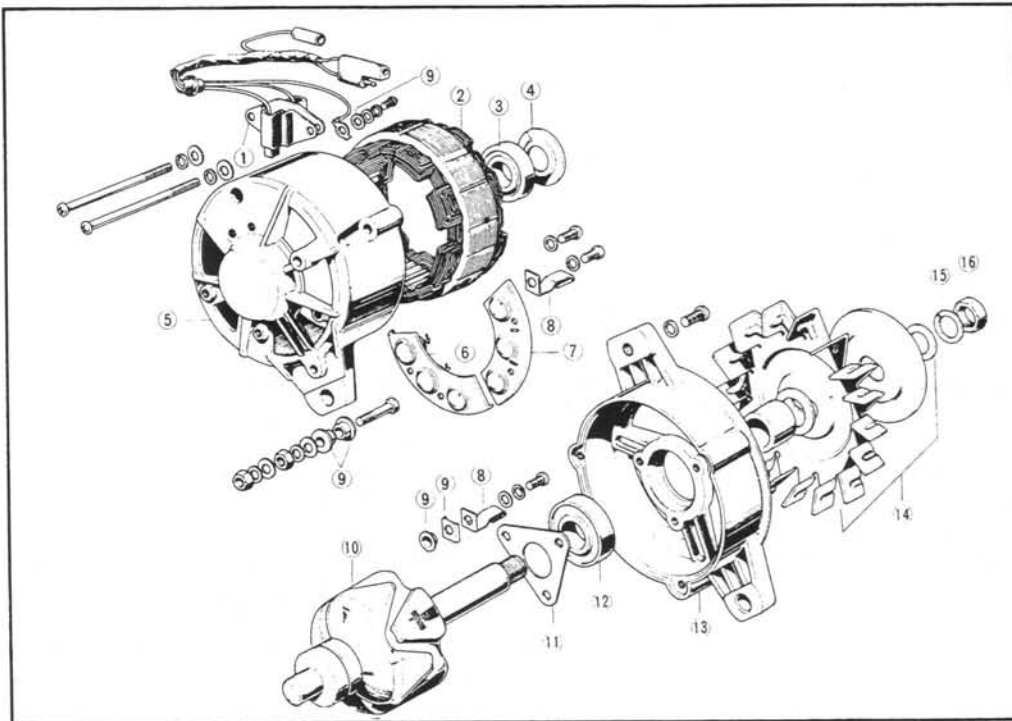


Fig. 5-12 Checking of rotor for open



1. Brush holder
2. Stator
3. Ball bearing (rear)
4. Seal washer
5. Rear bracket
6. Heat sink cpt. (-)
7. Heat sink cpt. (+)
8. Clamp
9. Insulator
10. Rotor
11. Bearing press plate
12. Ball bearing (front)
13. Front bracket
14. Pulley ass'y
15. Spring washer
16. Nut

Fig. 5-13 Alternator assembly

If the reading is 5 to 6 ohms, there is no trouble in the rotor.

To check for ground, connect one prod to the slip ring and other prod to the core. If the current flows the rotor must be repaired or replaced.

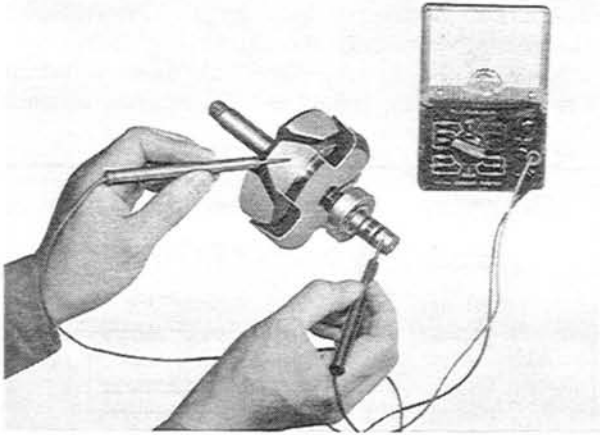


Fig. 5-14 Checking of rotor for ground

c. Checking the diodes

Diodes for use in the alternator are available in two different types, the positive diode which allows current to flow from the lead wire to the case but not from the case to the lead wire and the negative diode which has the opposite properties.

To check, read the resistance between the lead wire and case with a tester. Then reverse the tester leads and note the reading.

If both readings are very low or high, the diode is defective. A good diode will give one low reading and one high reading.

Note: The diode and heat sink are serviced as an assembly only.

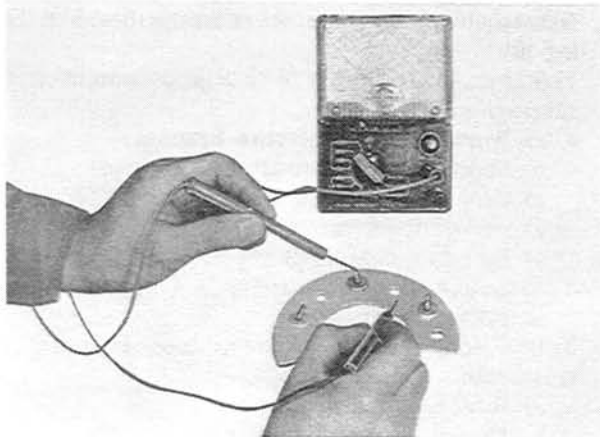


Fig. 5-15 Checking of diode

d. Checking the brushes

The brush should be replaced when one third of its original length is worn. The wear limit line is marked on each brush surface for warning.

The standard tension of the brush spring is 350 gr (12.5 oz). If the tension is too low or if excessive corrosion exists, the spring must be replaced.

e. Checking the bearings

There is no need of lubricating as the bearing is pre-lubricated. In a long spell of use, when the bearing is worn or damaged, replace it with a new one.

5-E-5. Assembling the Alternator

Assemble the alternator in the reverse order of disassembling, noting the following point.

1. When installing the rotor assembly to the rear housing and stator assembly, hold the brushes in position by inserting a piece of stiff wire into the hole of the brush through the rear housing as shown in Fig. 5-16.

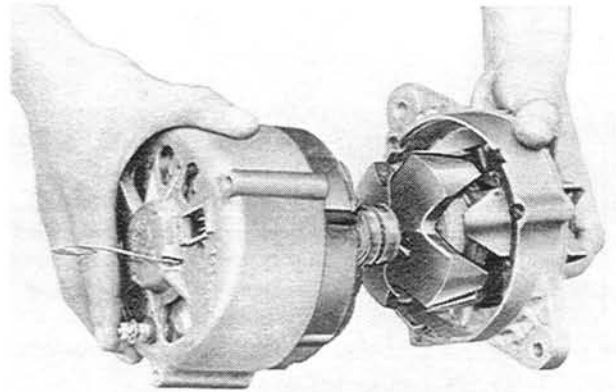


Fig. 5-16 Installing of rotor assembly

5-F. REGULATOR

5-F-1. Checking the Constant Voltage Relay

To check, use an almost fully charged battery and connect a voltmeter between the (A) and (E) terminals of the regulator, as shown in Fig. 5-17.

Then, hold the alternator revolution to 4,000 rpm (engine revolution 2,000 rpm) and take a reading of the voltmeter. If the reading is from 13.5 ~ 14.5 volts, it is in proper order. If it is not within the specifications, the voltage relay must be adjusted, as instructed in Par. 5-F-2.

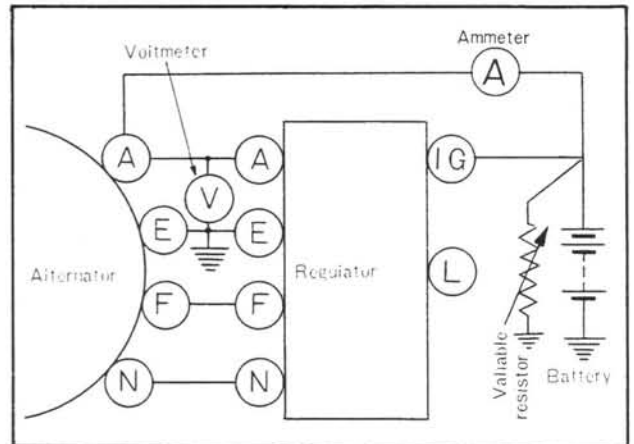


Fig. 5-17 Checking of constant voltage relay

5-F-2. Adjusting the Regulator

First, check the air gap, back gap and point gap with a wire gauge.

If they are not within the specifications, adjust by bending the stationary contact bracket. After correct gaps are obtained, adjust the voltage setting. Bend the upper plate down to decrease the voltage setting, up to increase the voltage setting. In case of the pilot lamp relay, if the voltage when the lamp lights up is adjusted to the specification, the voltage when the lamp goes out may be within the specification.

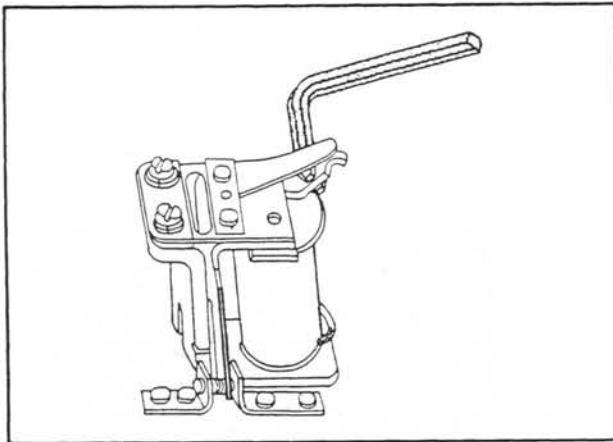


Fig. 5-18 Adjusting of regulator

Constant voltage relay

Adjustment	Standard specification
Air gap	0.7 ~ 1.1 mm (0.028 ~ 0.043 in)
Point gap	0.3 ~ 0.4 mm (0.012 ~ 0.016 in)
Back gap	0.7 ~ 1.1 mm (0.028 ~ 0.043 in)
Voltage	14 ± 0.5V (Alternator 4,000 rpm)

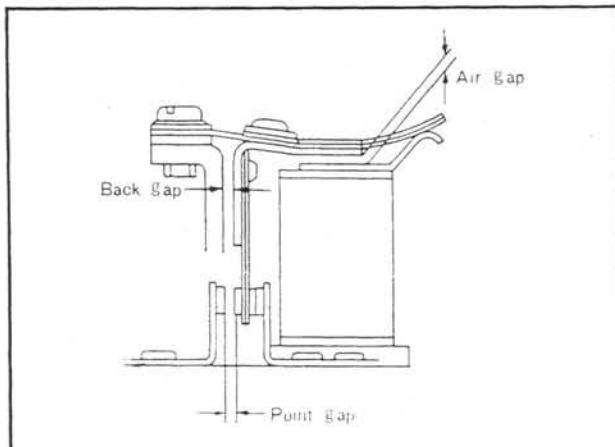


Fig. 5-19 Regulator gap

5-G. STARTING MOTOR

5-F-1. Checking the Starting Circuit

When the starting motor fails to operate or does not satisfactorily operate, check the following points before removing the starting motor:

1. Weak battery
2. Corroded or loose battery terminal
3. Loose starting motor terminal
4. Broken or loose wires of the starting circuit
5. Faulty ignition switch

5-G-2. Testing the Starting Motor

a. Free running test

1. Place the starting motor in a vise equipped with soft jaws and connect a fully-charged 12 volts battery to the starting motor.
2. Connect an ammeter between the (B) terminal of the starting motor and the battery.
3. Operate the starting motor and take a reading. The current draw should be 70 amperes minimum at 3,600 rpm or more.

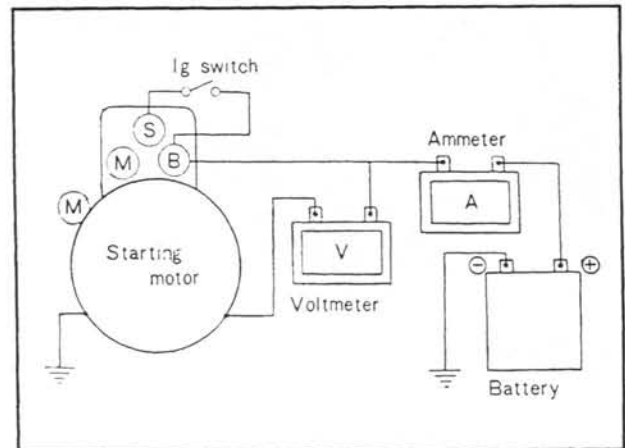


Fig. 5-20

b. Lock resistance test

1. Install the starting motor on a test bench.
2. Test the lock resistance of the starting motor, following the instructions of the test equipment manufacturer.
3. With applied battery voltage adjusted to 6.0 volts, the current flow should be 60 amperes and the torque should be 2.7 m-kg (19.5 ft-lb).

If the starting motor does not perform to the above test requirements repair it referring to the following list.

- 1) Starter rotates slowly with a large current at free running.
 - a) Worn, dirty or defective bearings
 - b) Short circuit of armature
 - c) Grounded armature and field coil
- 2) Starter does not rotate with a large current.
 - a) Defective field circuit
 - b) Defective armature circuit
 - c) Burnt commutator
- 3) Low torque and low current flow. Low free running speed.
 - a) Breakage of field circuit
 - b) Excessive internal resistance
- 4) Low torque. High free running speed.
 - a) Short circuit of field coil

5-G-3. Disassembling the Starter motor

1. Disconnect the field strap from the terminal on the magnetic switch.
2. Remove the magnetic switch attaching screws and remove the magnetic switch, spring and washers from the driving housing.

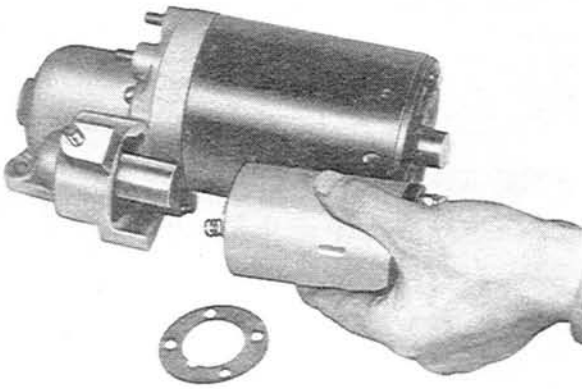


Fig. 5-21 Removing of magnetic switch

3. Remove the plunger from the driving lever.
4. Remove the through bolts and remove the rear bracket.

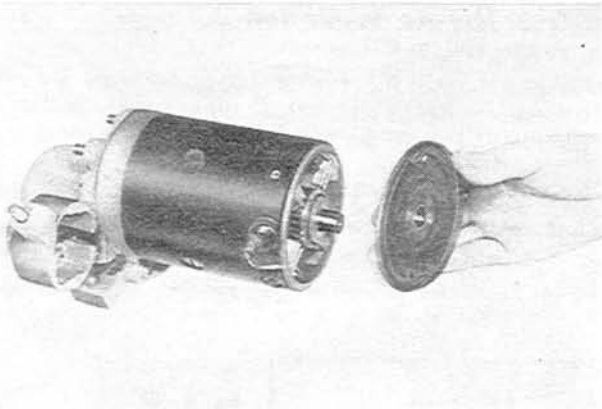


Fig. 5-22 Removing of rear bracket

5. Remove the insulator and washer from the end of the armature shaft.
6. Loosening the screws attaching field coil, separate the field coil assembly from the center bracket.

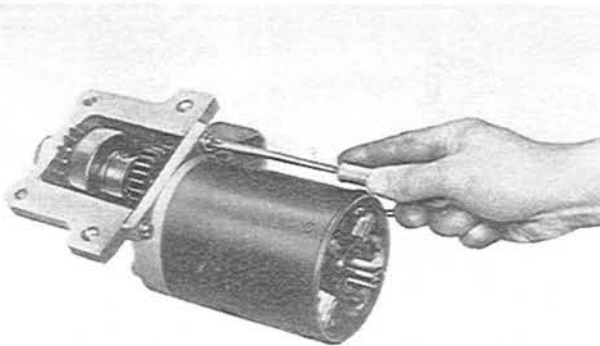


Fig. 5-23 Removing the field coil

7. Remove the armature from the center bracket and remove the thrust washer.
8. Separate the front bracket and the center bracket.
9. Remove the driving lever, spring and spring seat.
10. Remove the over running clutch assembly from the front bracket.

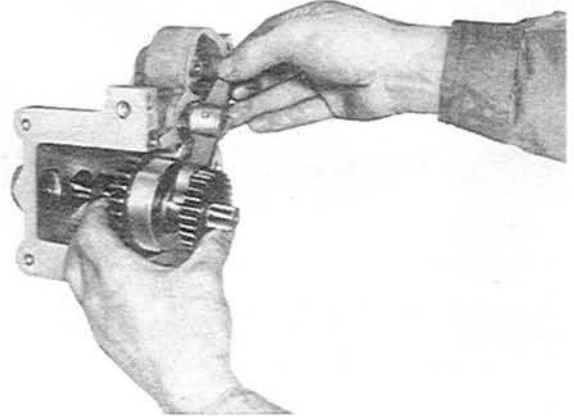


Fig. 5-24 Removing of driving lever

5-G-4. Starting Motor Inspection

a. Checking the armature

Check the armature for both grounding and short circuit. To check for grounding, touch one prod of a tester to each segment and the other prod to the core or shaft. If there is current flow, the coil of the corresponding segment is grounded.

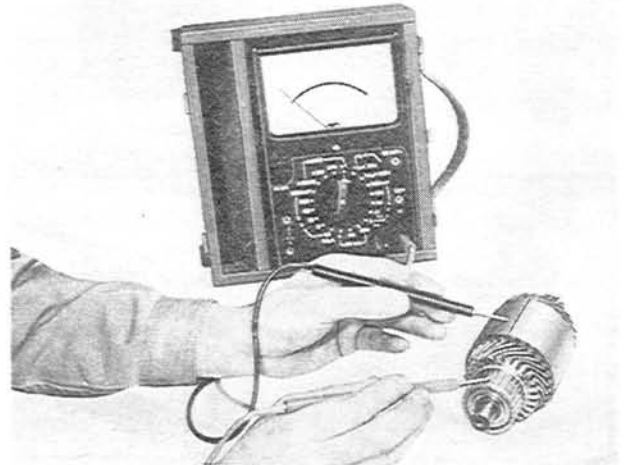


Fig. 5-25 Checking of armature

To check for short circuit, use a growler tester. Place the armature against the core of the tester, and hold a steel strip on the armature. Then, rotate the armature slowly by hand. In case of short in the coil, the steel strip will become magnetized and vibrate.

b. Checking the commutator

If the commutator is dirty, discolored or worn, clean it with emery paper and wash with clean solvent. After cleaning, undercut the mica between the segments to the depth of 0.5 ~ 0.8 mm (0.020 ~ 0.031 in). Refer Fig. 5-26.

c. Checking the field coil

To test the field coil for ground with a tester, place one prod on the yoke or pole core and the other prod to the field terminal. In case of grounding, there will be current flow and the field coil must be repaired or replaced. Refer Fig. 5-27.

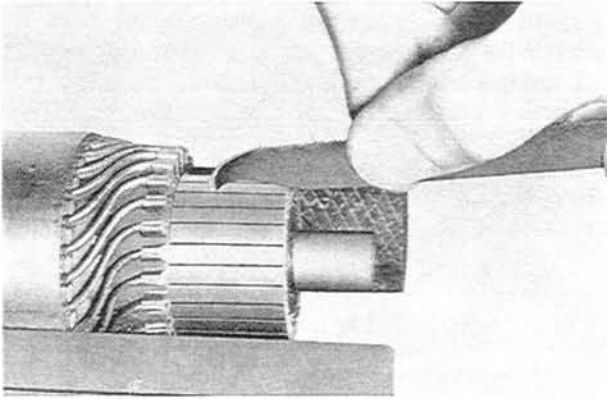


Fig. 5-26 Under cut

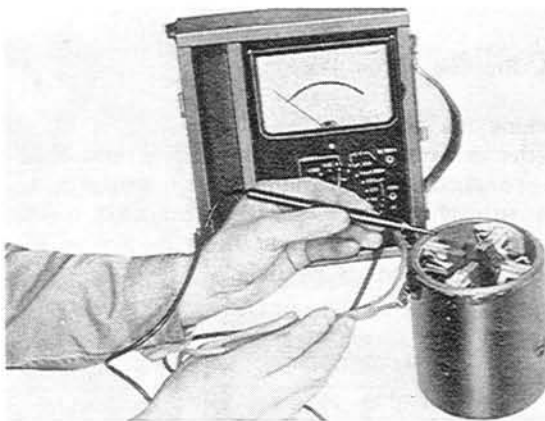


Fig. 5-27 Checking of field coil

d. Checking the brush holder

Check the brush holder for ground. Touch one prod of a tester to the brush holder and the other prod to the frame. Current flow indicates grounding. In that case replace the holder.

e. Checking the brushes and brush springs

Check the brushes and replace if they are worn down more than one third of their original length. Otherwise, reduced spring tension will lead to an increase in the brush-commutator contact resistance. This lowers the torque and causes burnt commutator surface. The spring tension is 1,130g (40.0 oz). If the tension is too low, replace the springs.

f. Checking the bush

Check the clearance between the armature shaft and the bush. If it exceeds 0.2 mm (0.08 in), replace the bush.

5-G-5. Magnetic Switch Test**a. Pull-in coil test**

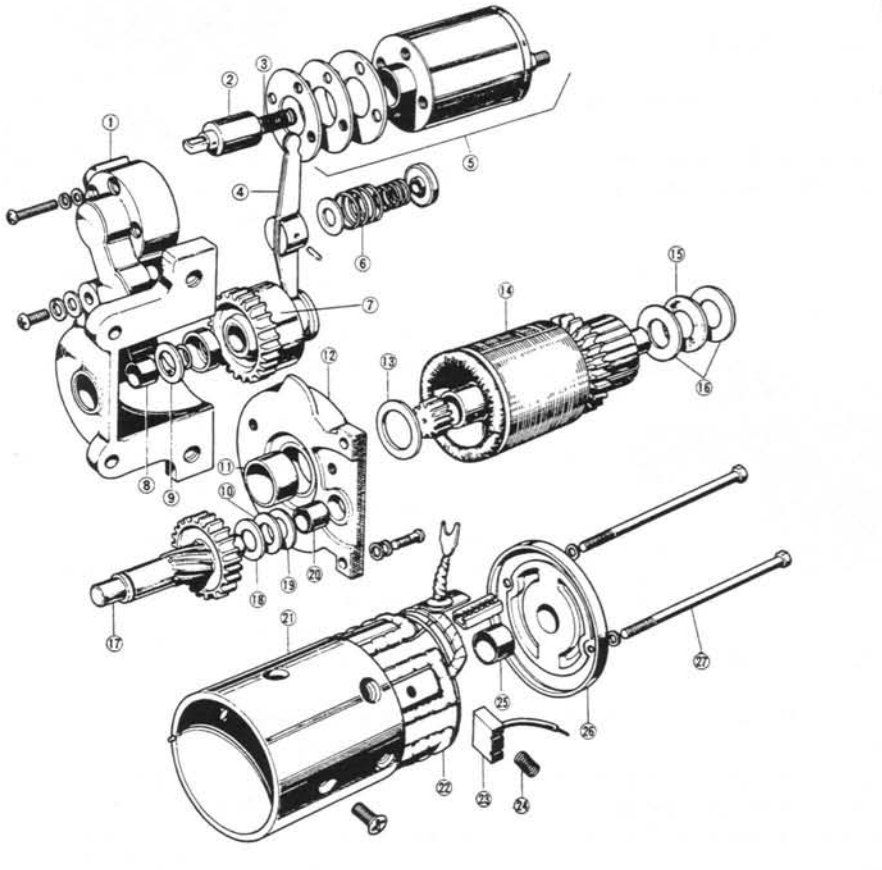
Apply the specified voltage (12V) between the (S) terminal and (MT) terminal. If the magnetic switch is forcefully attracted, the pull-in coil is in good condition.

b. Holding coil test

Ground the (MT) terminal to the magnetic switch body with a lead and impose the specified voltage (8V) to terminal (S) to pull in the plunger. If the plunger

Fig. 5-28

Starting motor assembly



1. Front bracket
2. Plunger
3. Spring
4. Driving lever
5. Magnet switch ass'y
6. Driving lever spring
7. Over running clutch
8. Metal
9. Washer
10. Washer
11. Metal
12. Center bracket
13. Washer
14. Armature
15. Insulator
16. Washer
17. Pinion shaft
18. Washer
19. Washer
20. Metal
21. Yoke
22. Field coil
23. Brush
24. Brush spring
25. Metal
26. Rear bracket
27. Bolt

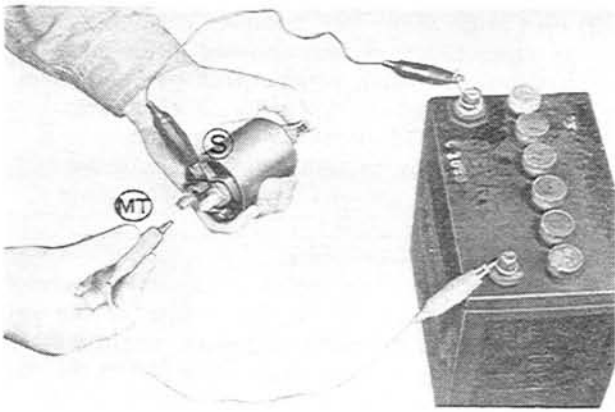


Fig. 5-29 Pull-in coil test

remains attracted after disconnecting the lead from the (MT) terminal, the coil functions properly.

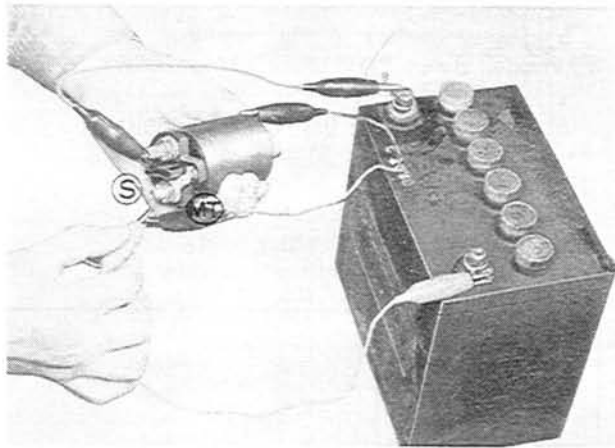


Fig. 5-30 Holding coil test

c. Return test

Push in the plunger by hand and apply the specified voltage (12V) between the (MT) terminal and the magnetic switch body. If the plunger is not attracted, there is no trouble.

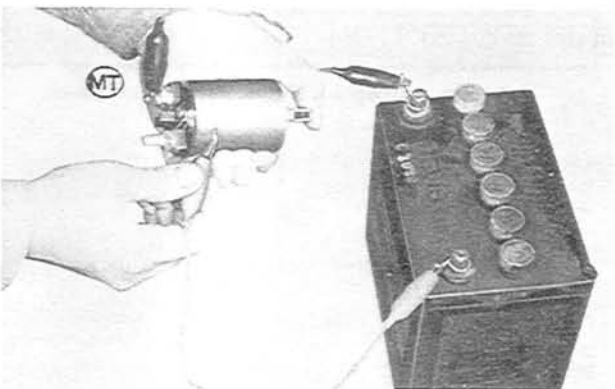


Fig. 5-31 Return test

5-G-6. Assembling the Starting Motor

To assemble the starting motor, reverse the procedure of Par. 5-G-3, noting the following points.

1. Adjust the armature shaft end play to 0.1 ~ 0.4 mm (0.004 ~ 0.015 in) with a thrust washer on the rear end of the shaft and pinion shaft end play

to 0.1 ~ 0.3 mm (0.004 ~ 0.012 in) with a washer the end of the shaft.

2. When the magnetic switch is closed, the clearance between the pinion and stop collar should be 0.3 ~ 1.5 mm (0.012 ~ 0.06 in).

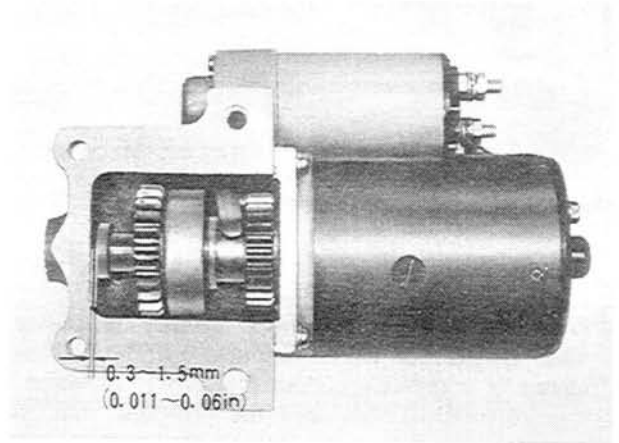


Fig. 5-32 Gap of pinion and stop collar

5-H. LIGHTING SYSTEM

The wiring of the lighting systems is shown in the wiring diagrams. The wires in the various circuits are of different colors to aid when checking individual circuits.

5-H-1. Headlight Aim

Before adjusting the headlights, make sure that the tires are inflated uniformly to recommended pressure and the vehicle is on the level ground without load. To adjust the headlights, remove the head lamp frames and turn the three spring-loaded screws of the sealed beam unit the headlights are aimed properly. When the high beam is aimed 1.0 m (39.37 in) straight ahead, the center of the high intensity should be 12.9 mm (0.51 in) lower than the horizontal lamp center line, as shown in Fig. 5-33.

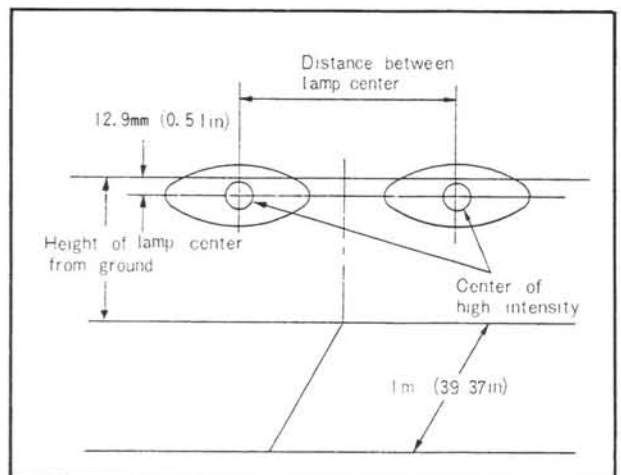


Fig. 5-33 Headlight aiming

5-H-2. Replacing the Bulbs

When replacing bulbs, conform to the following table.

Head lamp	50W/40W
Front turn signal & side lamp	21W/5W
Side turn signal lamp	3.4W
Fog lamp	25W
Step lamp	6W
Glove compartment lamp	5W
Turn signal lamp (rear)	21W
Stop, tail & reverse lamp	21W/5W/10W
Licence lamp	10W

5-1. INSTRUMENT PANEL

5-1-1. Fuel Gauge

RX-2 is equipped with an electric fuel gauge. The fuel gauge indicates the fuel quantity in the tank when the ignition switch is turned on. The fuel gauge circuit is composed of the fuel meter, mounted on the instrument panel, and the fuel tank unit, connected by a single wire through the ignition switch. Should the meter fail to register, check and repair the fuel meter circuit as follows:

- 1) Fuel gauge does not register with ignition "ON".
 - a) Defective panel unit
 - b) Faulty contact in "Ig" terminal of meter gauge
 - c) Wiring to tank grounded
 - d) Meter gauge improperly grounded

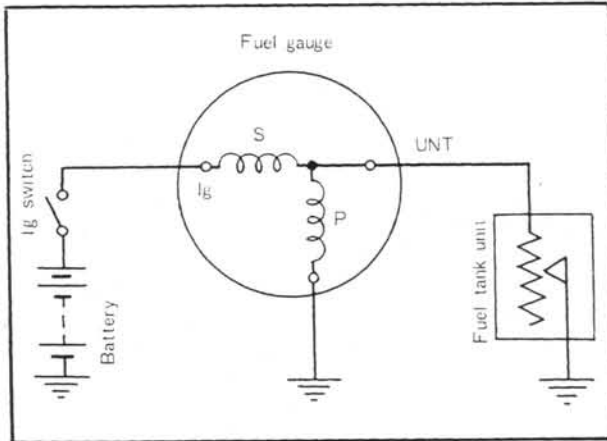


Fig. 5-34 Diagram of the fuel gauge

- 2) Fuel gauge shows "F" under all conditions.
 - a) Open circuit in tank unit and meter gauge
 - b) Break in wiring between tank unit and panel
- 3) Fuel gauge shows "E" under all conditions.
 - a) Loose or faulty contact of terminals
 - b) Short circuit in tank unit or meter gauge
 - c) Break in P coil and S coil of meter gauge

5-1-2. Water Thermometer

The cooling water thermometer is operated electrically like the fuel gauge. The circuit consists of the water thermometer on the instrument panel and the sending unit installed on the thermostat case. When the water thermometer registers improperly, check on the following points and refer to the wiring diagram for repair.

- 1) Pointer does not move when ignition switch is turned on.
 - a) Defective panel unit
 - b) Faulty contact in "Ig" terminal
- 2) Pointer shows "H" under all conditions.
 - a) Open circuit in sending unit
 - b) Break in wiring between both units
 - c) Loose or faulty contact in terminals
- 3) Pointer shows "C" under all conditions.
 - a) Defective panel unit
 - b) Short circuit in sending unit
 - c) Panel unit improperly grounded

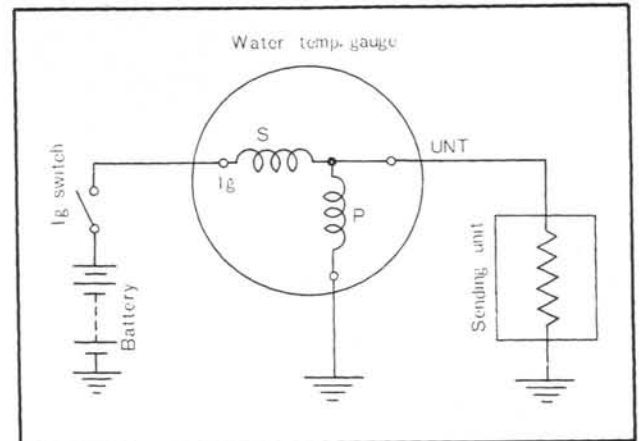
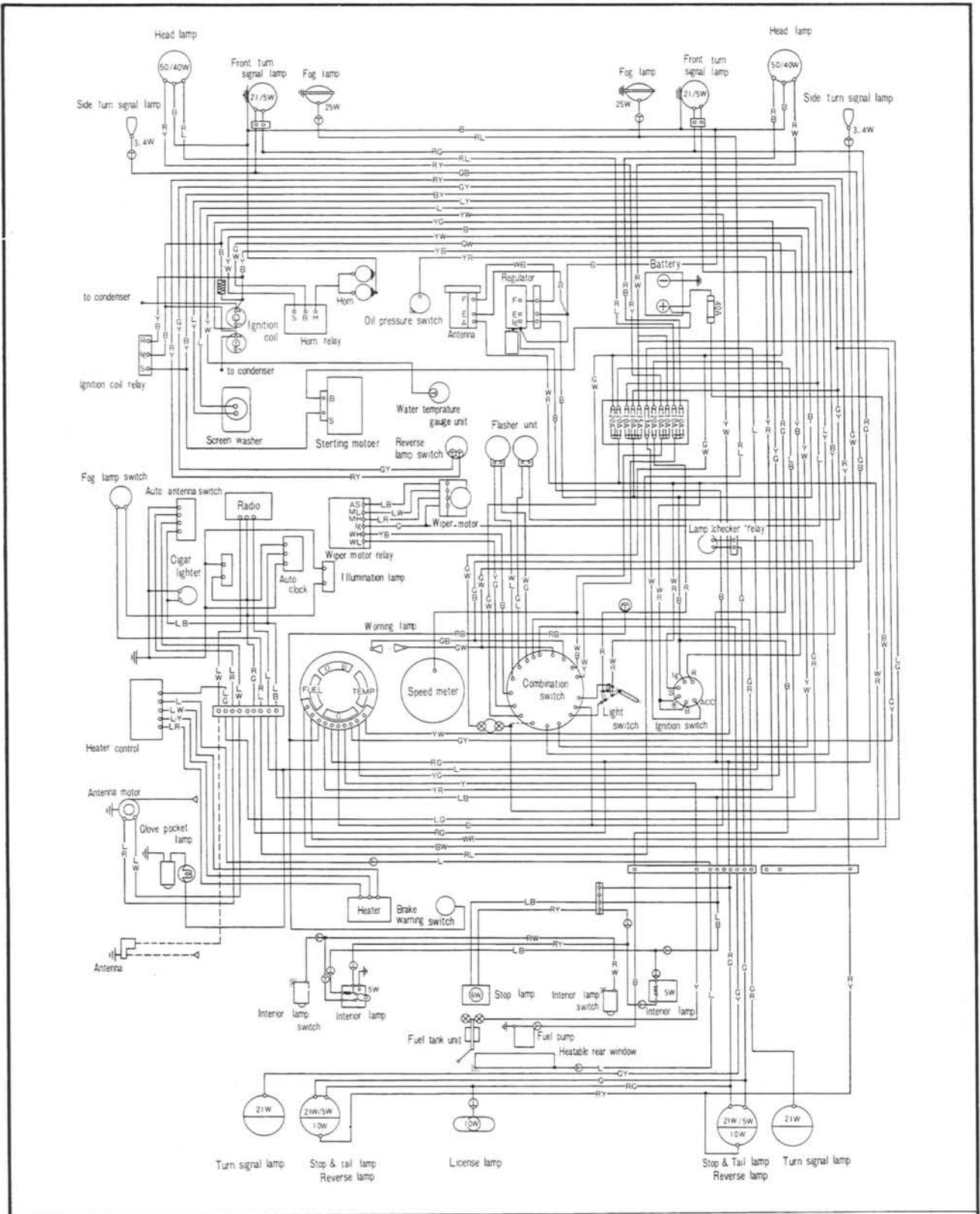


Fig. 5-35 Diagram of the water temp. gauge



Wiring colour code

- R : Red
- G : Green
- B : Black
- L : Blue
- Y : Yellow
- W : White

Example:

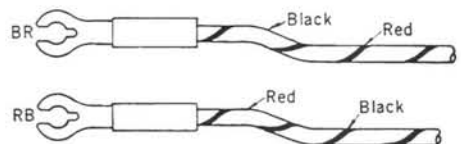
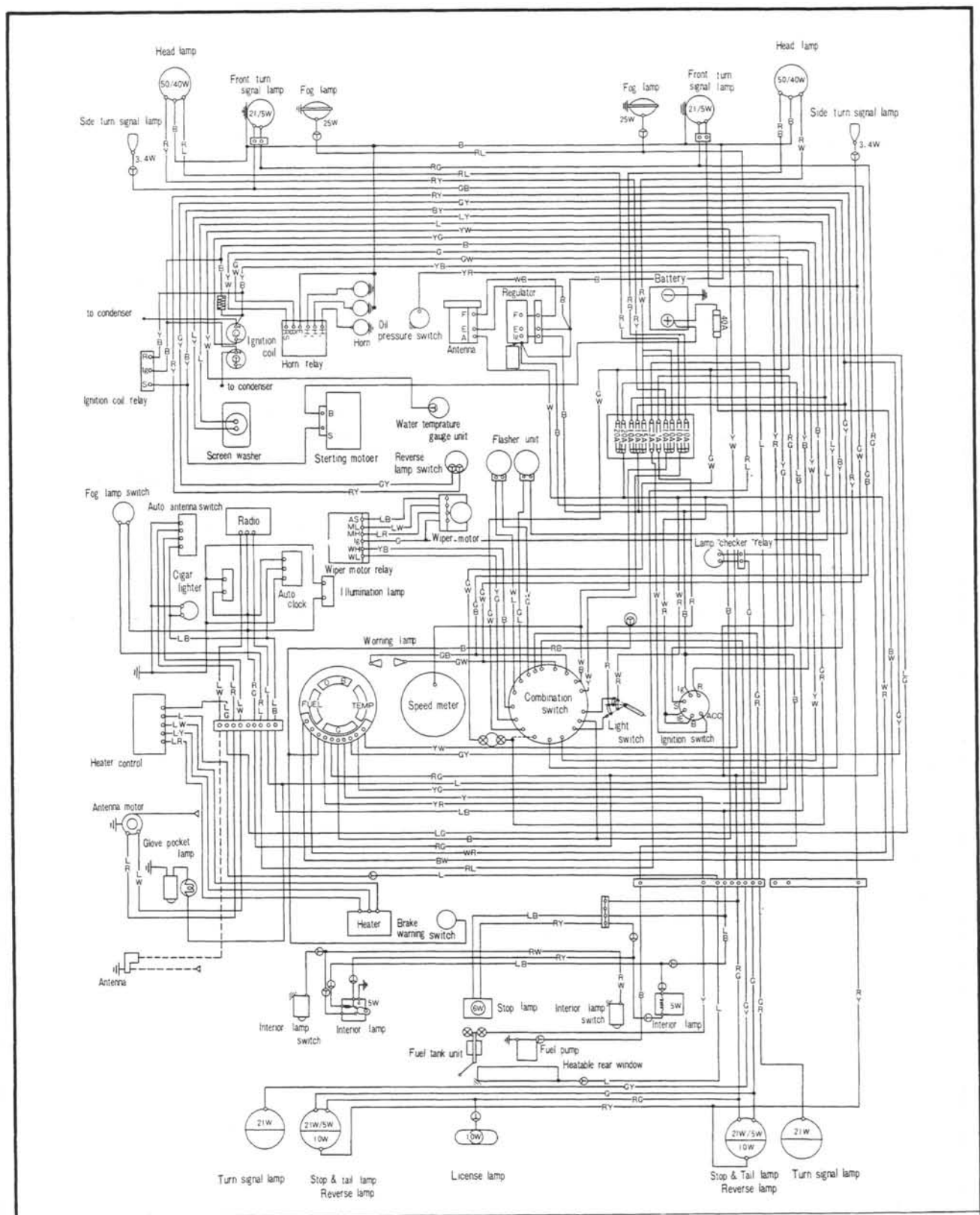


Fig. 5-36 Wiring diagram (all models except coupe super deluxe)



Wiring colour code
 R : Red
 G : Green
 B : Black
 L : Blue
 Y : Yellow
 W : White

Example:
 BR (Black-Red)
 RB (Red-Black)

Fig. 5-37 Wiring diagram (coupe super deluxe)