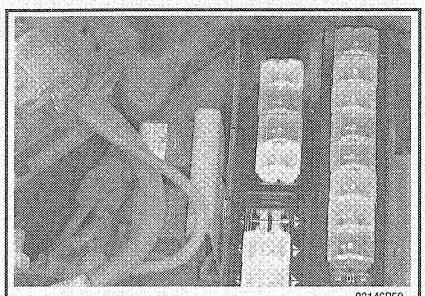

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Fig. 88 This gives you the view of all the Maxi Fuse® locations in the box. It is easy to see if any fuses are "blown" with a bright light

3. To test the fuse link that protects the alternator, make sure the battery is okay, then check with a voltmeter for voltage at the BAT terminal of the alternator. No voltage indicates that the fuse link is probably burned out.

REPLACEMENT

See Figures 89, 90, 91, 92 and 93

When replacing a fuse link, always make sure the replacement fuse link is a duplicate of the one removed with respect to gauge, length and insulation. Original equipment and original equipment specification replacement fuse links have insulation that is flame proof. Do not fabricate a fuse link from ordinary wire because the insulation may not be flame proof.

If a circuit protected by a fuse link becomes inoperative, inspect for a blown fuse link. If the fuse link wire insulation is burned or opened, disconnect the feed as close as possible behind the splice in the harness. If the damaged fuse link is between 2 splices (weld points in the harness), cut out the damaged portion as close as possible to the weld points.

Replace the fuse link as follows:

1. To service a 2-link group when only one link has blown and the other link is not damaged, proceed as follows:
   a. Disconnect the negative battery cable.
   b. Cut out the blown fusible link (2 places).
   c. Position the correct eyelet type service fusible link with the bare end to the correct size wire connector and crimp to the wire ends.
   d. Heat the splice insulation until the tubing shrinks and adhesive flows from each end of the connector.
   e. Connect the negative battery cable.
2. To service a fuse link in a multi-feed or single circuit, proceed as follows:
   a. Disconnect the negative battery cable.
   b. Determine which circuit is damaged, its location and the cause of the open fuse link. If the damaged fuse link is one of 3 fed by a common number 10 or 12 gauge feed wire, determine the specific affected circuit.
   c. Cut the damaged fuse link from the wiring harness and discard. If the fuse link is one of 3 circuits fed by a single feed wire, cut it out of the harness at each splice end and discard.
   d. Obtain the proper fuse link and butt connectors for attaching the fuse link to the harness.
   e. Strip 5/16in. (7.6mm) of insulation from the wire ends and insert into the proper size wire connector. Crimp and heat the splice insulation until the tubing shrinks and adhesive flows from each end of the connector.
   f. To replace a fuse link on a single circuit in a harness, cut out the damaged portion. Strip approximately ½ in. (12.7mm) of insulation from the 2 wire ends and attach the correct size fuse link to each wire end with the proper gauge

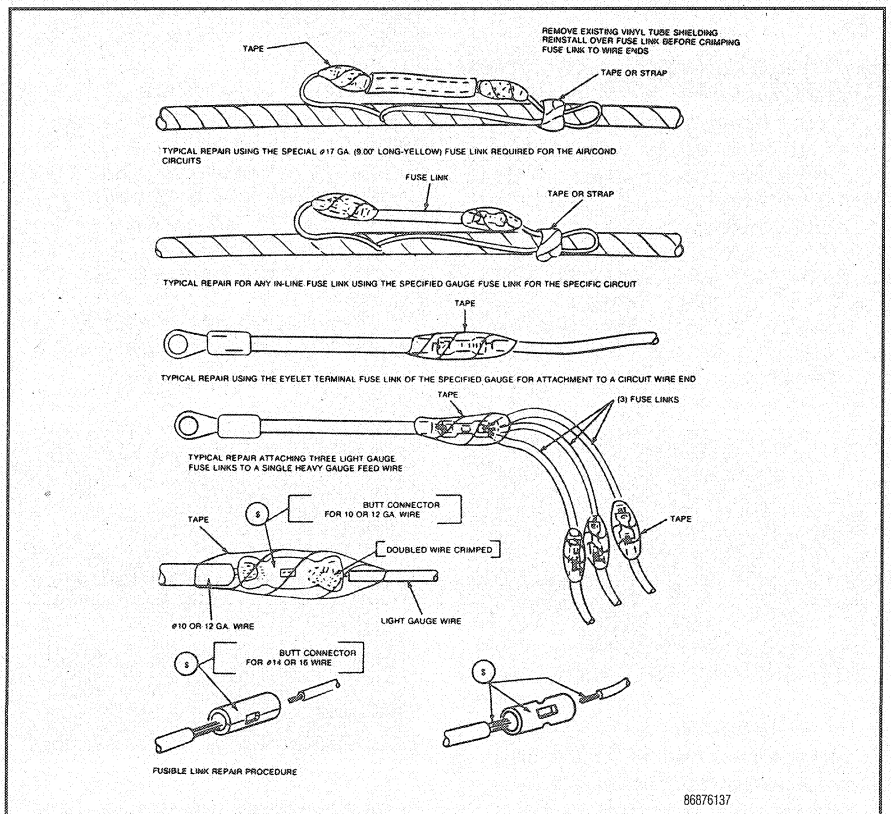

Fig. 89 General fusible link repair procedures

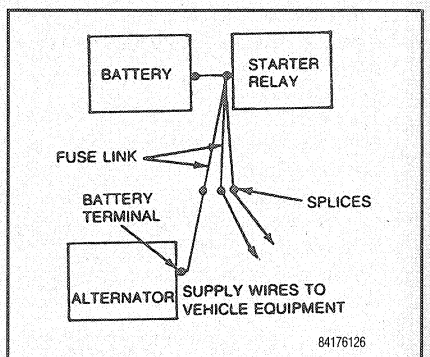

Fig. 90 Functional schematic showing fuse link locations

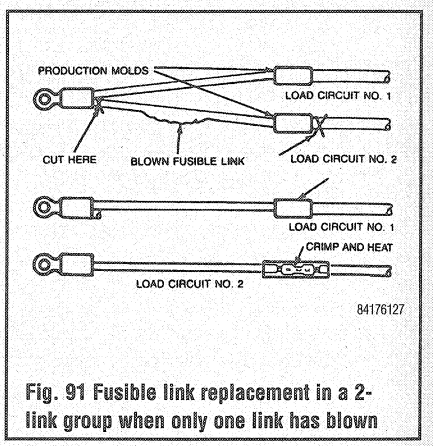

Fig. 91 Fusible link replacement in a 2-link group when only one link has blown

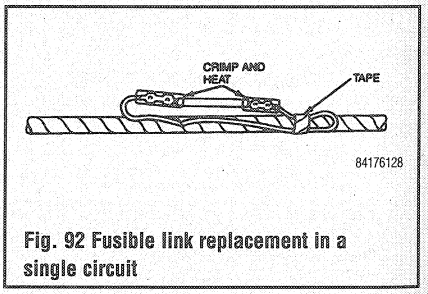

Fig. 92 Fusible link replacement in a single circuit

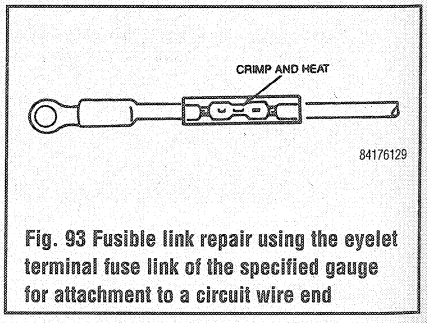

Fig. 93 Fusible link repair using the eyelet terminal fuse link of the specified gauge for attachment to a circuit wire end