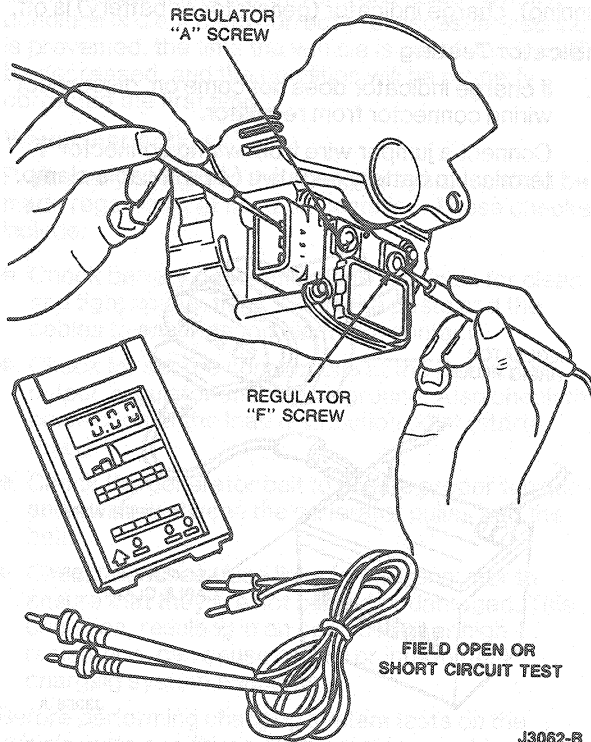


DIAGNOSIS AND TESTING (Continued)

6. Turn ignition to RUN position with engine off. If indicator still does not light, replace regulator.



Charging System Tests

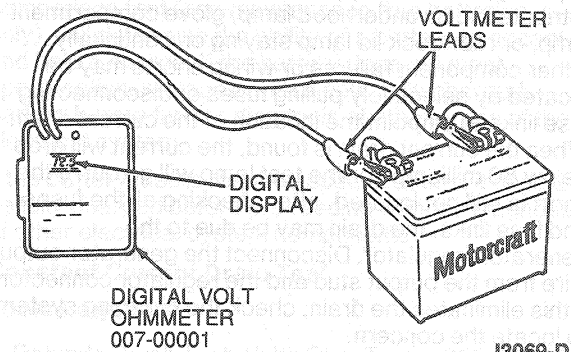
When performing charging system tests, turn OFF all lamps and electrical components. Place transmission in NEUTRAL and apply parking brake.

CAUTION: Do not make jumper wire connections except as directed. To do so may damage regulator.

NOTE: Battery posts and cable clamps must be clean and tight to ensure accurate meter indications.

Base Voltage Test

1. With ignition switch in OFF position and no electrical load, connect negative lead of voltmeter to negative battery cable clamp.
2. Connect positive lead of voltmeter to positive battery cable clamp.
3. Record battery voltage reading shown on voltmeter scale. This reading is called base voltage.



No-Load Test

1. Connect a tachometer to engine.
2. Start engine and increase speed to approximately 1500 rpm. With no other electrical load (foot off brake pedal and doors closed), voltmeter pointer should move upward (increase) but not more than 2.5 volts above base voltage.

NOTE: The reading should be taken when voltmeter pointer stops rising. It may take a few minutes to reach this point. If voltage increases to proper level, perform Load Test. If the pointer continues to rise, perform the Over Voltage Tests. If the voltage does not rise to proper level, perform Under Voltage Tests.

Load Test

1. With engine running, turn heater / air conditioner blower motor on (high speed) and headlamps on high beam.
2. Increase engine speed to approximately 2000 rpm. Voltmeter should indicate a minimum of 0.5 volt above base voltage. If not, perform Under Voltage Tests.

If above tests indicate proper voltage readings, charging system is operating normally. Proceed to the following tests if one or more of the readings is different than shown above and use a test lamp to check for battery drain.

Over-Voltage Tests

If voltmeter indicates more than 2 volts above base battery voltage, disconnect regulator (ASI) harness connector and insert jumper wires for 'A' and 'I' circuits. With ignition switch in ON position and engine off, connect voltmeter negative lead to generator rear housing. Contact voltmeter positive lead first to generator output connection at starter solenoid and then to regulator harness connector 'A' pin. If voltage difference between the two locations is greater than 0.5 volts, service 'A' wiring circuit to eliminate high resistance condition indicated by excessive voltage drop. Perform Regulator 'A' or 'I' Circuit Test.