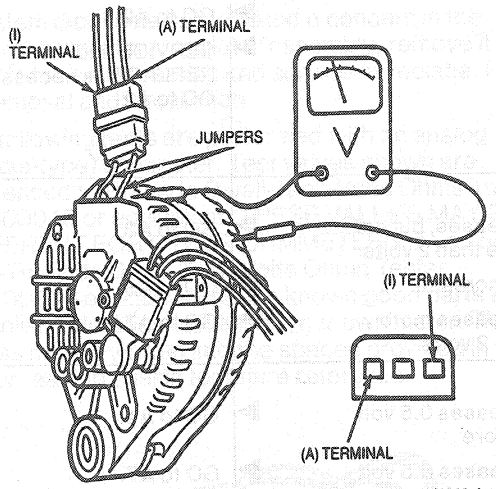
DIAGNOSIS AND TESTING (Continued)

If the same voltage reading (battery voltage), is obtained at both locations, replace regulator portion of generator assembly.



J3332-A

Under-Voltage Tests

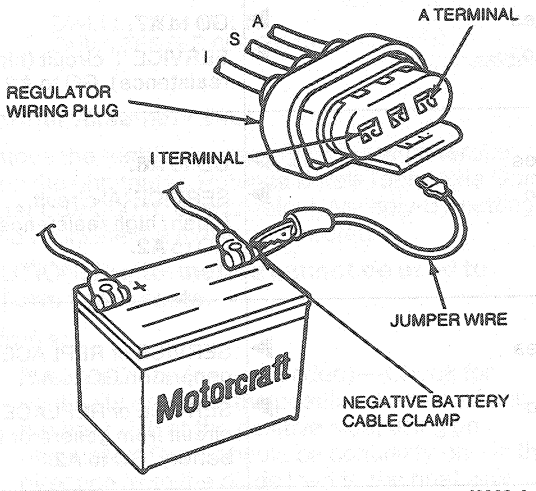
If voltmeter indicates less than 0.5 volt above base voltage, perform Regulator 'A' and/or 'I' Circuit Test.

NOTE: If under voltage condition still exists, replace integral generator assembly.

Regulator 'A' and/or 'I' Circuit Test

With ignition switch in the RUN position (engine not running), charge indicator (generator or battery) should be on.

1. Disconnect wiring connector from regulator and connect a jumper wire from wiring connector 'I' terminal to battery negative post cable clamp.



J3333-A

2. Turn ignition to RUN position with engine off. If indicator does not light, check indicator bulb for continuity and replace bulb if burned out. If bulb checks good, service open in 'I' circuit of vehicle and check for normal operation.
3. If indicator does light, remove jumper wire and connect voltmeter negative lead to battery negative post cable clamp and contact voltmeter positive lead to regulator wiring connector 'A' terminal. Battery voltage should be indicated. If battery voltage is not indicated, service 'A' circuit wiring.
4. If battery voltage is indicated, clean and tighten ground connections to engine and generator.
5. Turn ignition to RUN position with engine off. If indicator still does not light, replace complete generator assembly.

Fuse Link Continuity

1. Ensure first that battery is OK, then turn on headlamps or any accessory. If headlamps or an accessory do not operate, fuse link is probably burned out.
2. On some vehicles there are several fuse links. Use same procedure as in Step 1 to test fuse link that protects vehicle equipment.
3. To test fuse link that protects generator, ensure that battery is OK, then check with a voltmeter for voltage at Battery Positive Voltage (B+) terminal of generator and 'A' terminal of regulator. No voltage indicates that fuse link is probably burned out.

Charging System Check

The charging system test should be performed before testing any individual charging system components. The component tests will determine the type of component service required.

Test instruments used in the charging system test are a voltmeter (0-20- or 0-30-volt scale) and an ohmmeter.

WARNING: SPECIAL CARE SHOULD BE TAKEN WHEN USING THE OHMMETER NEAR "HOT" CIRCUITS. DISCONNECT THE COMPONENT TO BE CHECKED OR THE BATTERY CABLES TO PREVENT DAMAGE TO THE OHMMETER.

Continue through Diagnosis and Testing charts until service is completed. Then, test system again to see if service has corrected the condition.