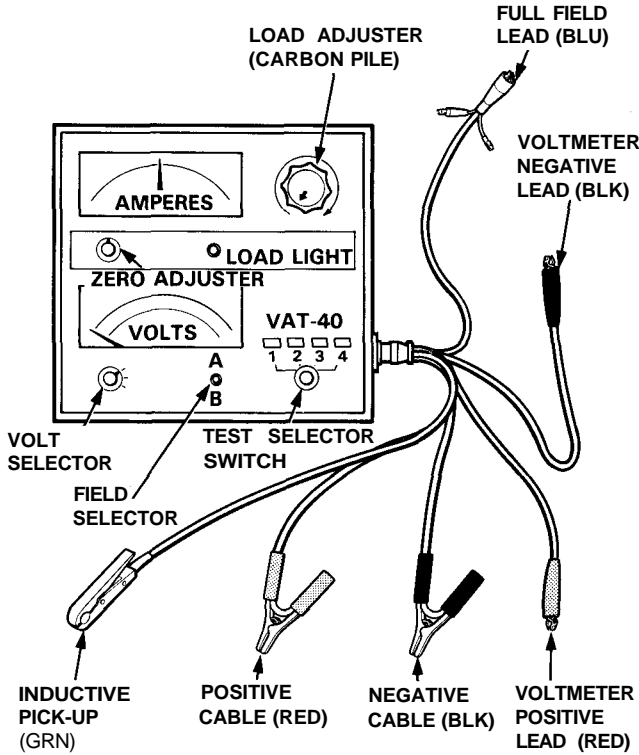


Charging System

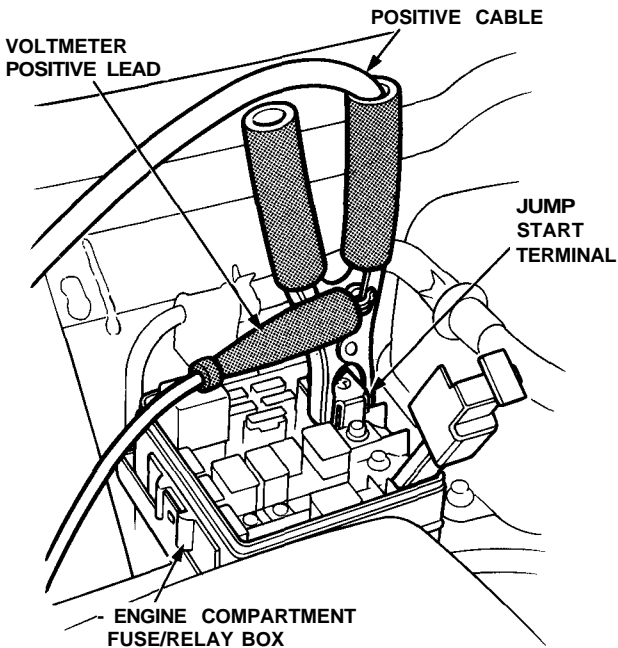
Troubleshooting (cont'd)

Alternator/Regulator Test

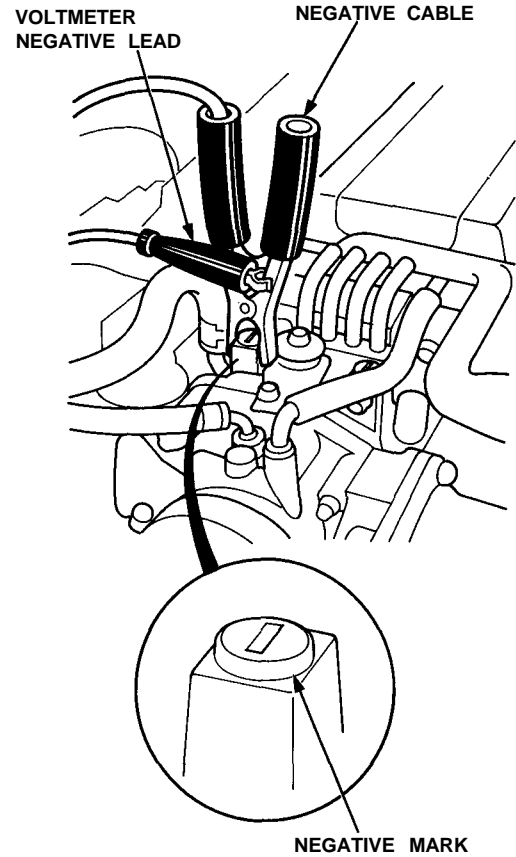
Use the SUN VAT-40 (or equivalent) tester.



1. Attach the positive tester cable and the voltmeter positive lead to the jump start terminal in the engine compartment fuse/relay box.

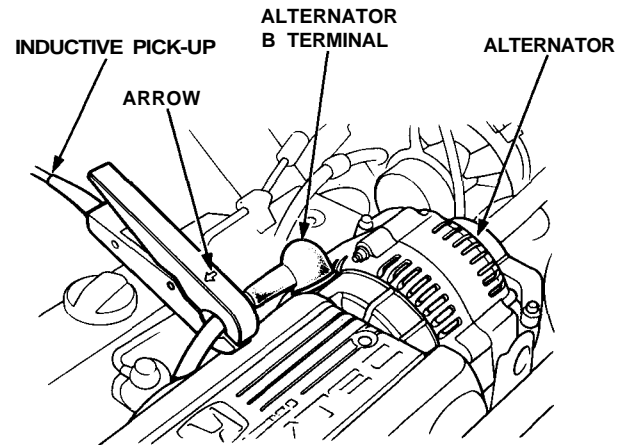


2. Attach the negative tester cable and the voltmeter negative lead to the top of the intake manifold.



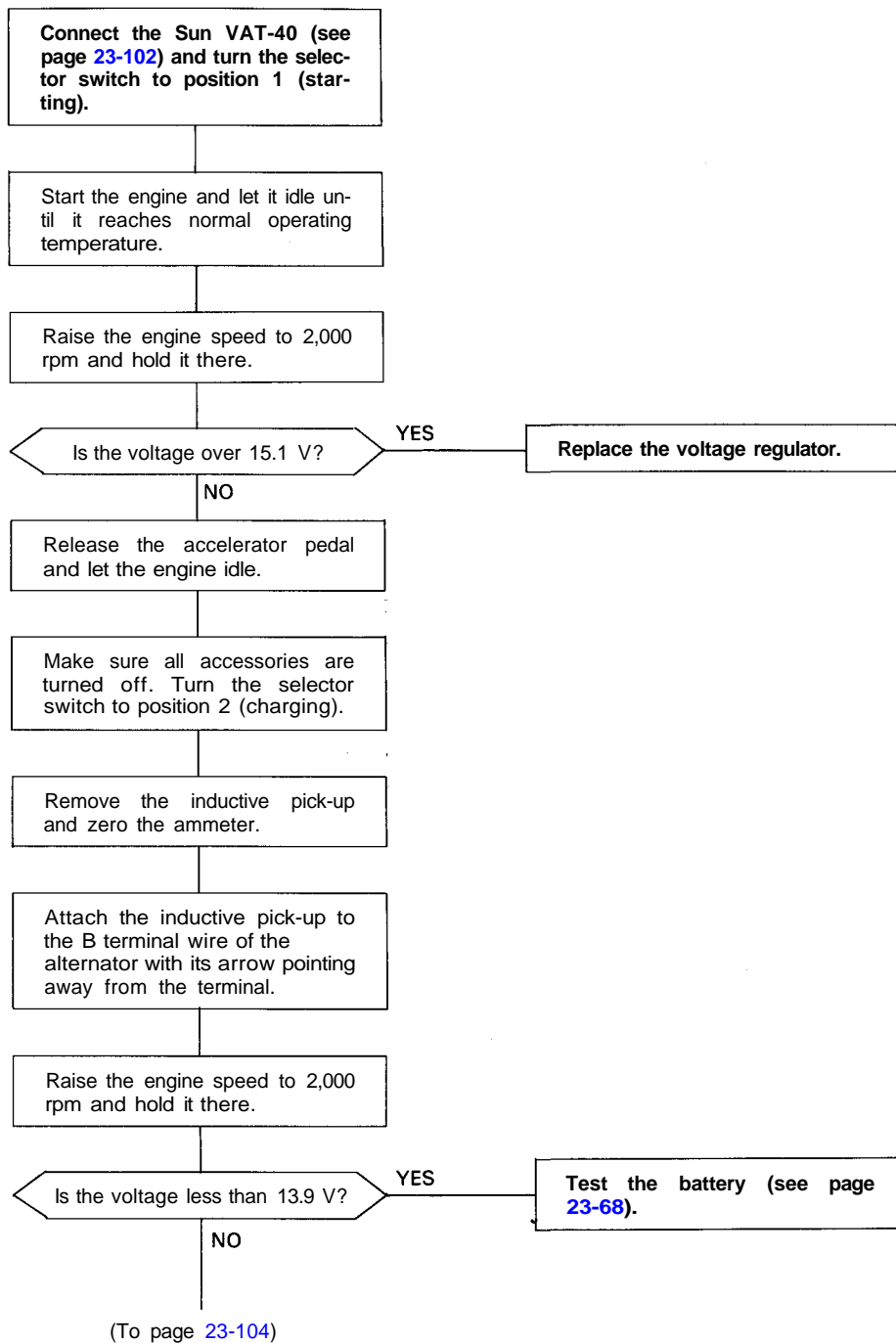
3. Attach the inductive pick-up to the B terminal wire of the alternator with its arrow pointing away from the terminal.

NOTE: The arrow must point away from the B terminal.





NOTE: Be sure the battery is sufficiently charged (see page 23-68).



(cont'd)

Charging System

Troubleshooting (cont'd)

(From page 23-103)

Apply a load with the VAT-40 until the battery voltage drops to between 12-13.5 V.

Is the amperage 85 A or more?

YES

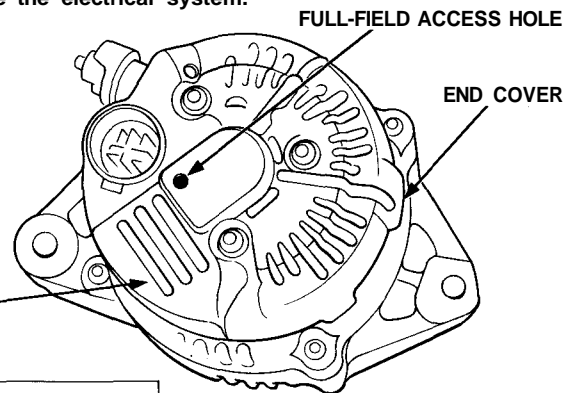
Charging system is OK.

NO

With the engine speed still at 2,000 rpm, full-field the alternator.

NOTE: Attach a probe to the VAT-40 full-field test lead, and insert the probe into the full-field access hole at the back of the alternator. Switch the field selector to "A (Ground)" position momentarily, and check the amperage reading.

CAUTION: The voltage will rise quickly when the alternator is full-fielded. Do not let it exceed 18V or you may damage the electrical system.



Is the alternator output 85 A or more?

NO

Test and repair the alternator (see page 23-106).

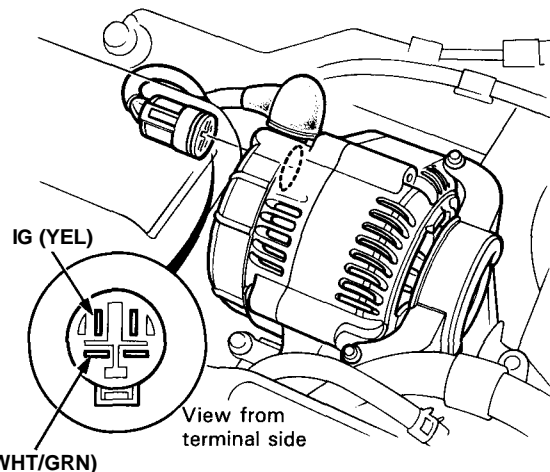
YES

Turn the ignition switch off.

Disconnect the 4-P connector from the alternator.

Turn the ignition switch ON (II).

Check for voltage in the YEL wire at the IG terminal and in the WHT/GRN wire at the S terminal of the 4-P connector.



Is there battery voltage in both wires?

NO

Repair open in the YEL wire or the WHT/GRN wire.

YES

Replace the voltage regulator.