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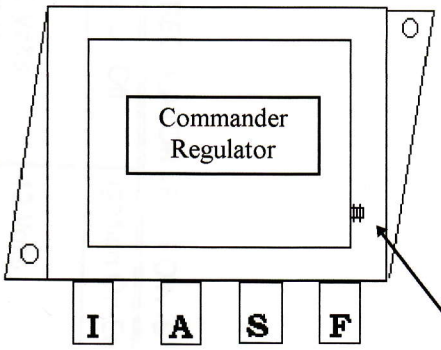
REGULATOR TESTS

TERMINAL I : Key circuit which actuates the regulator - it should read 0 volts with the key off. With the key on it should read approximately 2.5 volts if vehicle has dash warning light, 12 volts if it does not. If these readings are not present, trace wire back to source, the regulator will not turn on without being activated.

TERMINAL A : Regulator sensing terminal. At all times it must read battery voltage, NO MORE, NO LESS. Connect to positive post of engine battery, or in some cases, positive post of alternator. If isolator is used DO NOT use positive post of alternator. Use positive post of engine battery or use positive post of isolator that has cable going to engine battery. If battery voltage is not present on TERMINAL A at all times, trace wire to source and check for poor connection.

TERMINAL S : Stator wire from alternator used for switching on regulator and used as tach wire and or choke heater on older carbureted Ford vehicles. With key off it should read 0 volts. With key on it should read 0 volts. With engine running it should read approximately 6 volts.

TERMINAL F : Supplies current to the alternator field. With key off it should read 0 volts. With key on it should read approximately 12 volts. With engine running voltage will vary depending on the state of charge for battery or actual load and RPM. Reading will vary form 1 to 13.5 volts.



Terminal I	Brown	From keyed switch
Terminal A	Red	From battery
Terminal S	Orange	Stator wire
Terminal F	Blue	To alternator field
Black wire:	Regulator ground to alternator ground	

Ground Check

If the alternator is not charging, charging intermittently, or there is a reduction in field voltage, it could be a bad ground connection. Measure resistance from the alternator case to negative battery post. Optimum reading should be between 1\10 - 1\2 ohm. Repeat this procedure with the regulator. Throughout this test, be sure to check the actual connections for contact. Grease, corrosion, paint, etc. could all have an adverse effect on continuity. It is best **not to** (case-ground) the alternator. Connect a grounding cable from the appropriate grounding post on the alternator to the chassis using the "**SAME**" diameter wire as the alternator output cable. It is also a good idea to perform the ground test when the engine is running.