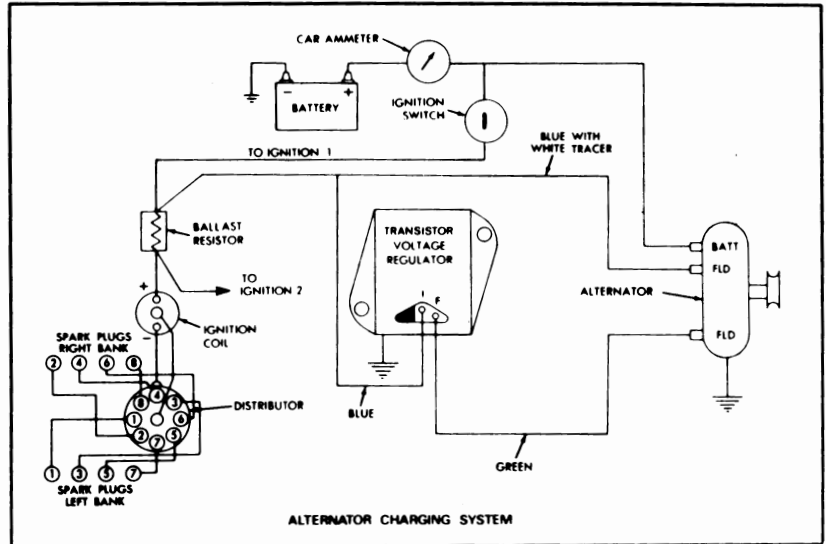


Installation: Transistorized Alternator Voltage Regulator

**BEFORE
INSTALLATION
INSPECT
THE CHARGING
CIRCUIT
IMPORTANT
DISCONNECT
REGULATOR
BEFORE
TROUBLESHOOTING**



1. Be sure alternator belt has proper tension and is in good condition.
2. Be sure battery is in good condition and filled to proper level.
3. Be sure the cable connections at the battery are clean and tight. Battery terminal marked Neg(-) *must* be installed to ground.

CAUTION:

- a. Be sure battery cables are not reversed. Reversal of battery polarity could damage both alternator and regulator.
 - b. Never disconnect either battery terminal with the engine running, as this can destroy the regulator. The resulting high voltages can also damage the rest of the electrical system.
4. Before installing new regulator, check for a short to ground in the wiring, (see wiring diagram) from regulator to alternator field. Damage to the regulator can be caused by excessive current draw as a result of short.
 5. Be sure all connections throughout the Regulator-Alternator Circuit are clean and tight.
 6. Be sure rectifiers are not shorted or open.
 7. After the previous checks have been made, it is still advisable to make sure the rest of the charging system is working properly, in order to avoid damaging the new regulator. Follow the vehicle manufacturers instructions or, at least, the following Quick Check should be made:
 - a. Remove plug from regulator.
 - b. Insert jumper wire into the field terminal of the plug.
 - c. Start engine.
 - d. Run the engine at a fast idle and momentarily ground the other end of the jumper wire. The ammeter should indicate a (+) charge. If it doesn't, there is trouble outside the regulator that must be cleared up before the new regulator is installed.

REMOVAL AND INSTALLATION:

1. Place ignition switch to OFF position.
2. Remove connector plug and mounting bolts, lift off old regulator.
3. Install new regulator and secure with mounting bolts. Note: Be sure regulator is properly grounded, by using original bolts having toothed washer. If original hardware is not available use toothed lockwashers under head of bolts. If necessary scrape paint from around mounting holes to insure good ground.
4. Insert connector plug into new regulator.

CAUTION:

Do NOT POLARIZE this regulator! Any attempt to do so may result in damage to the alternator and regulator.

5. Start engine, if charging system warning light goes ON or ammeter pointer does not indicate charge (+), check for a malfunction in the electrical system.

NOTE:

Since this is a transistorized voltage regulator, voltage settings are fixed and cannot be altered.