

## Please Review

Certain Honda Prelude and Accord applications are prone to a wiring harness fault.

**CAUTION!** Follow all test procedures carefully. Voltage regulator or wiring harness damage may result if improper test procedures are used.

### WIRING HARNESS TEST

1. **Unplug** Alternator.
2. **Unplug** Regulator.
3. **Locate** white wire with red stripe (field wire) in voltage regulator plug.
4. Using a voltmeter, **read voltage** on this wire. Voltage should be zero (0) volts.

If voltage is 12 volts, wiring harness must be repaired. Trace harness from regulator to a six terminal gang connector on passenger side of engine compartment. The connector will be toward the front of the vehicle in the bottom of the engine compartment. Examine gang connector for evidence that the solid white wire has melted the connector. When this occurs, the white wire may contact the white/red wire. This contact will damage the voltage regulator. Repair connector as required. Reconnect alternator and regulator wires.

### BYPASS VOLTAGE REGULATOR TEST

**(Perform test for wiring harness fault prior to bypassing the voltage regulator)**

To determine if the regulator or the alternator is the cause of a "no charge" condition, the regulator may be temporarily bypassed. To bypass regulator:

1. **Connect** voltmeter to battery.
2. **Unplug** regulator.
3. **Locate** red wire with white stripe where it joins the voltage regulator plug.
4. Using a **fuse protected** test lead, **ground** this wire with engine running at fast idle.

If alternator is good, voltage will climb steadily. The amount of voltage supplied by the alternator will vary according to battery size and condition.

If voltage does not increase, look for burned out fusible links, broken field wire, or faulty alternator.

### These units are interchangeable

Although the unit you purchased may not look exactly like the one removed from the vehicle, it will install and operate with no modifications necessary.

