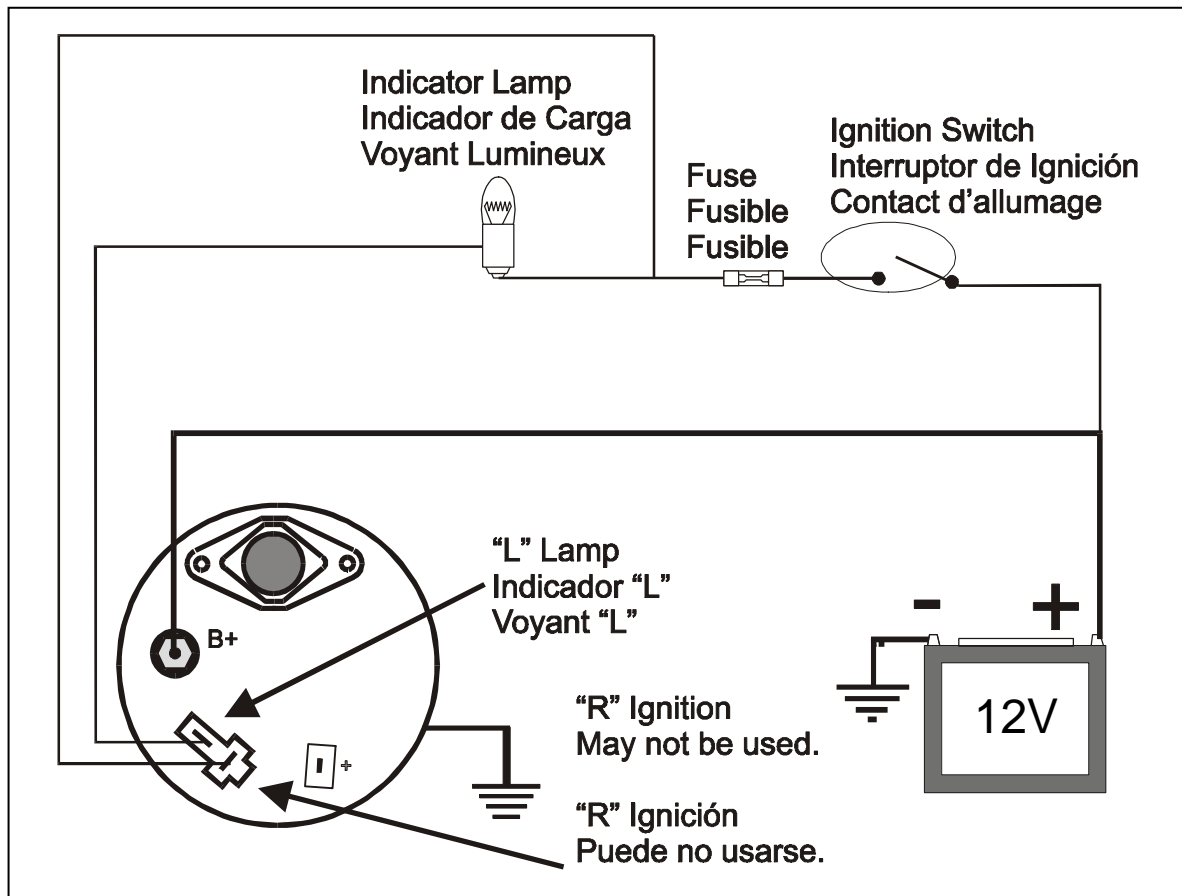


PLEASE NOTE



1. The "R" (ignition) lead is not used by many alternators. On these units there will be no connector for this wire in the harness. This is **normal**.
2. B+ wire must have battery voltage at all times.
3. L (LAMP) wire must have **at least** 2 volts when the ignition switch is "ON". Lower voltage readings will prevent the alternator from charging. Check for faulty indicator lamp (burned out bulb), and for burned out fuses.
4. Most alternator failure are caused by defective/discharged batteries, loose drive belts, or corroded wires. Check for these conditions to prevent a recurring problem!
5. The "+" wire may not be used in all applications.