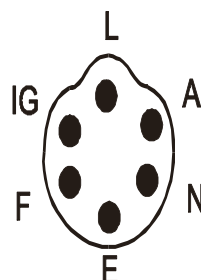
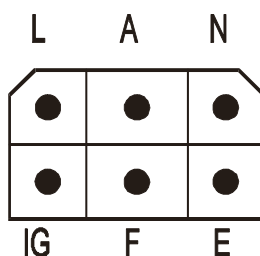
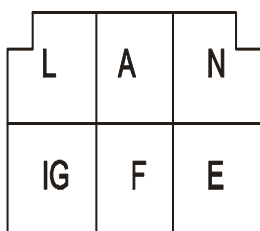


This chart is provided to aid you in diagnosing problem areas of the charging system.

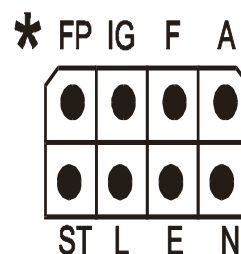
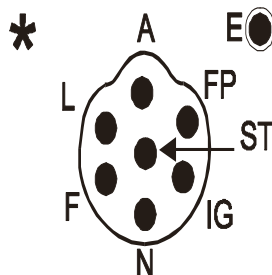
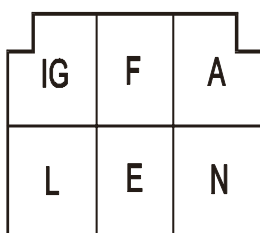
Faulty wiring to the voltage regulator is a frequent cause of charging system complaints.

THE VEHICLE HARNESS CONNECTOR IS SHOWN, FACING THE CONTACTS.

NISSAN

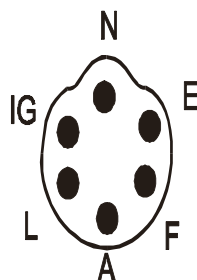
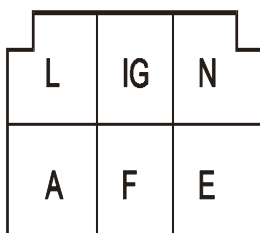


SUBARU



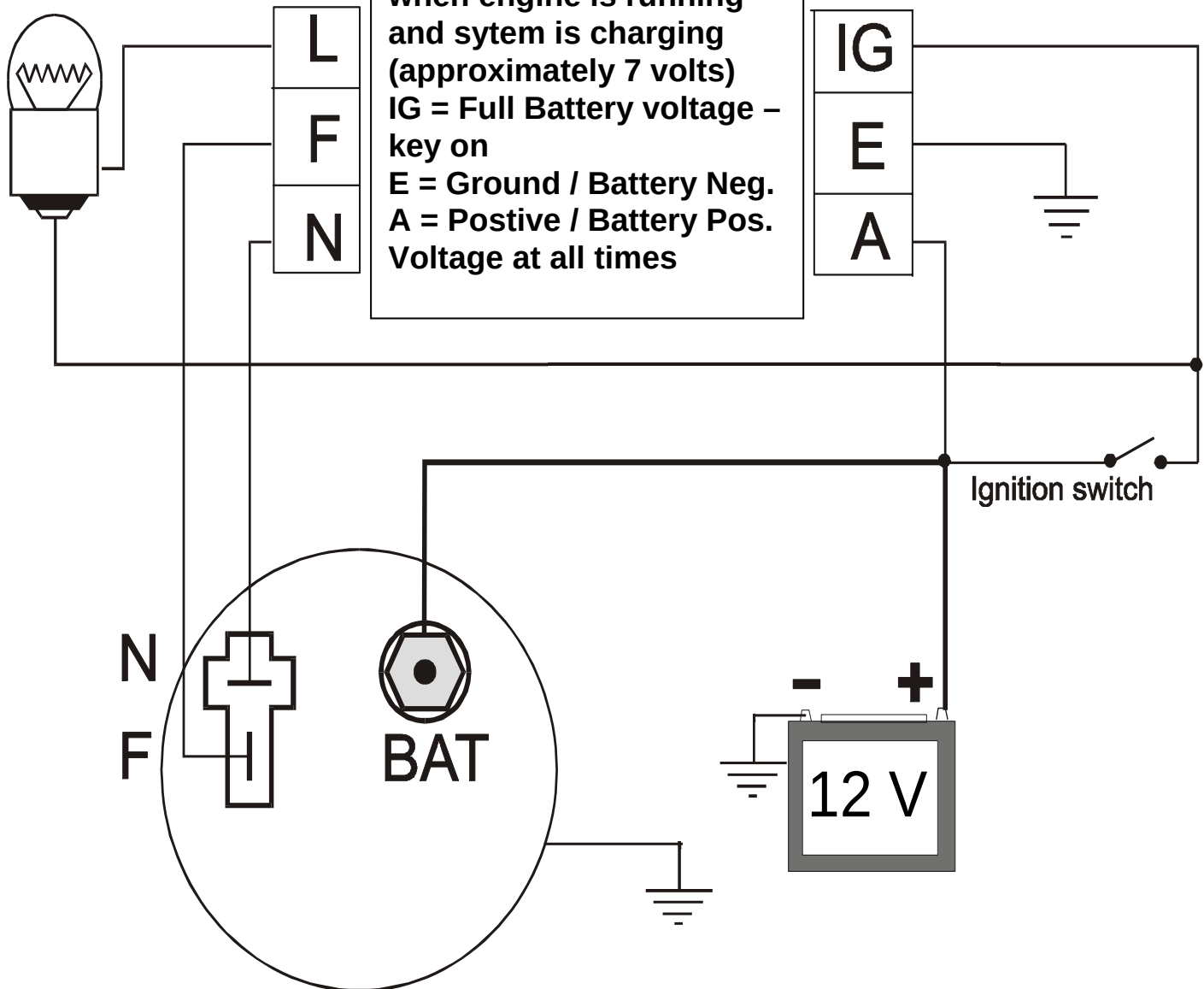
*
"FP"
Leads to electric
fuel pump.
"ST"
Leads to starter
"R" terminal.

ISUZU



NOTE!
REGULATOR PLUG DESCRIPTIONS ARE REPRESENTATIVE OF MOST POPULAR TYPES. OBVIOUSLY, WE CANNOT SHOW EVERY POSSIBLE DESIGN. BE AWARE THAT YOUR VEHICLE MAY HAVE A REGULATOR DESIGN NOT SHOWN ON THIS PAGE. REFER TO AN ELECTRICAL SCHEMATIC OF YOUR PARTICULAR VEHICLE FOR MORE INFORMATION.

L = More than 2 Volts – Key on
F= Voltage from Regulator to alternator – Key on
N = $\frac{1}{2}$ system voltage when engine is running and sytem is charging (approximately 7 volts)
IG = Full Battery voltage – key on
E = Ground / Battery Neg.
A = Postive / Battery Pos. Voltage at all times



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.

