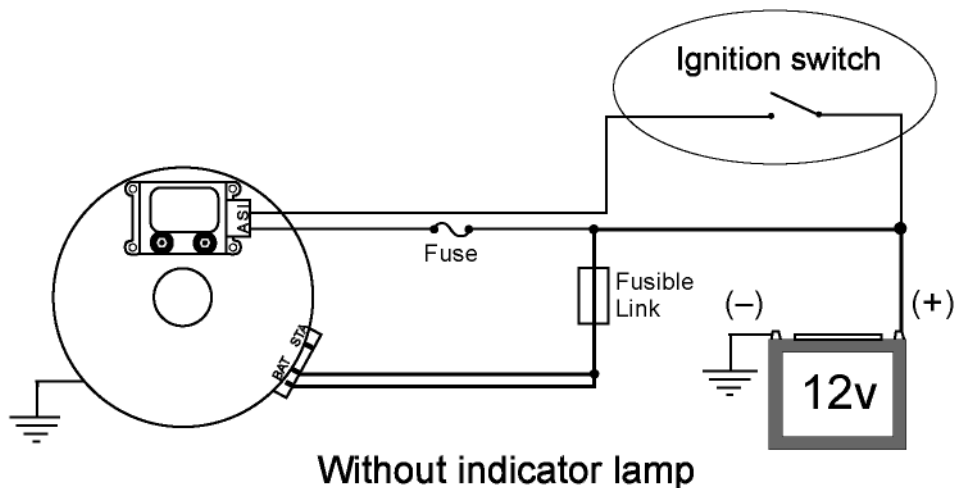
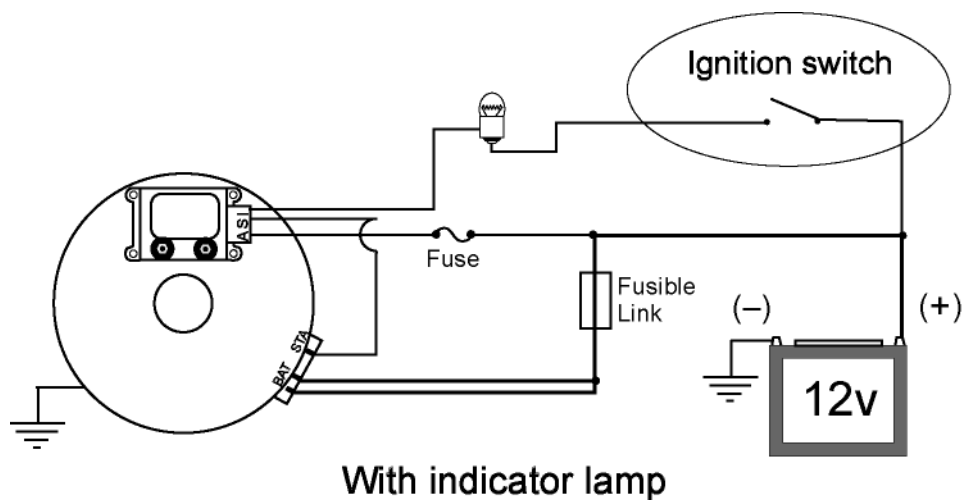


- On all systems, BAT terminals and "A" terminal must have battery voltage at all times.
- Vehicles with indicator lamps must have at least 10 volts at the I terminal.
- Vehicles without indicator lamps must have 12 volts at the S terminal.



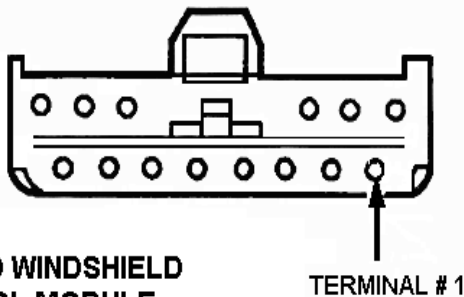
ALTERNATOR REPLACED AND STILL NOT CHARGING?

DOES YOUR CAR HAVE A HEATED WINDSHIELD ?

FIRST : Check for charging voltage between 13.0v-15.0v. - **With ACCESSORIES OFF at FAST IDLE.**
 If ----- 1. Charging system does not pass this test,
And ---- 2. Conventional windshield was installed in place of heated one---or---is not functional.
THE FOLLOWING PROCEDURE MAY NEED TO BE PERFORMED.

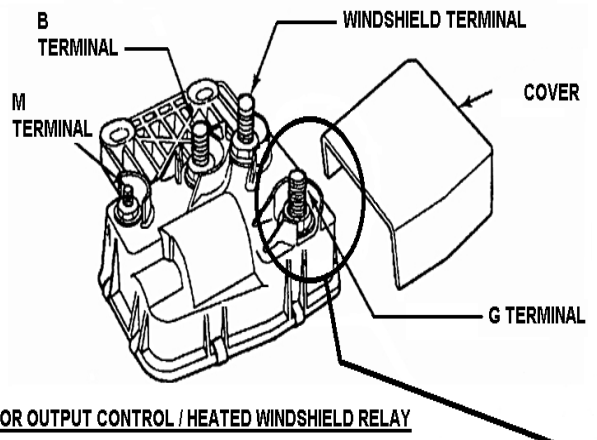
(FORD MOTOR CO. no longer supplies parts for this windshield system)

1. Start by disconnecting the (-) negative battery terminal.
2. Locate the "**Heated Windshield Control Module**" usually found under dash at steering column or behind glove box. Unplug connector and remove wire/terminal # 1 from connector and tape back to harness. Plug connector back in.



HEATED WINDSHIELD
CONTROL MODULE
CONNECTOR

3. Locate the "**Alternator Output Control Relay/Heated Windshield Relay**" usually found around passenger side inner fender or near battery. Remove the cover. Remove the 16 gauge wire connected to the "**M**" terminal and tape it back to the harness.



ALTERNATOR OUTPUT CONTROL / HEATED WINDSHIELD RELAY

4. Move the wire/eyelet marked "**B**" on the relay to the "**G** TERMINAL" stud on the relay. Tighten securely. Replace cover.
5. Reconnect (-) negative battery terminal.

Heated windshield is now deactivated.
LAST: Check for charging voltage between 13.0v-15.0v. - **With ACCESSORIES OFF at FAST IDLE.** If charging system still does not pass this test, perform standard charging system troubleshooting procedure.

BATTERY DEAD

AGAIN?

1990 LINCOLN TOWN CAR

Repeated battery discharge may have nothing to do with the charging system. It has been reported that 1990 Lincoln town cars have had their batteries discharged numerous times due to a water corroded ABS pump motor relay.

Ford Motor Co. has a technical service bulletin (90-11-2) describing the problem. The ABS pump motor **relay** gets water inside corroding the contact points. When this happens the points continuously conduct current, make the relay inoperative, and can make the ABS pump run constantly (even with the key off) draining the battery.

The water is gaining access by “wicking” (traveling in between the wire and insulation) up the relay harness. If you suspect this is a problem, replace the relay and harness available at your Ford/Lincoln dealer.

To gain access to the ABS pump motor relay remove the air cleaner and you can find the relay located on the drivers side header reinforcement. (at the radiator)

If you have experienced repeated alternator failure or low battery symptoms, the above issue could be your problem

**REMEMBER YOUR ALTERNATOR IS NOT
A BATTERY CHARGER**