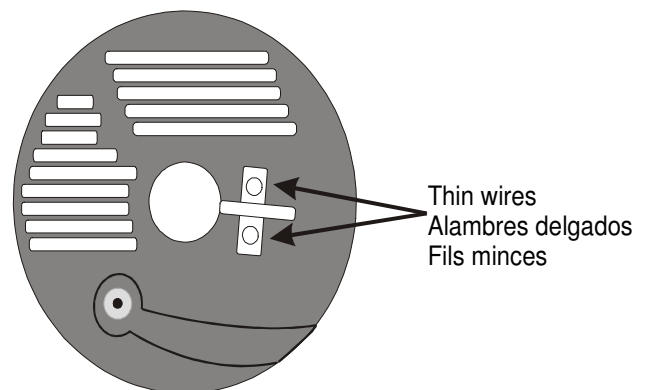


Please Review

This family of CHRYSLER alternators is **externally regulated**. The regulation of these units is provided by the logic module and power module, the single module electronic controller, ('87 ½ and newer), or the single board electronic controller (89' and newer).

To determine if a no charge condition is caused by the alternator or control module follow these steps.

1. **Examine** the alternator. There will be two small wires and two large wires connected to it. If the two small wires are the same color proceed to step two. If one wire is green and the other is blue, ground the green wire with a test lead and proceed to step 9.
2. **Disconnect** the battery.
3. Carefully **remove** the wiring harness from the case of the alternator.
4. **Secure** the harness so that no connector touches ground.
5. **Reconnect** the battery and turn the ignition key to the "ON" position
6. **Measure** the voltage at each small wire. One wire will have no voltage present. Make a note of which wire that is.
7. **Reconnect** harness to the alternator.
8. **Ground** the wire that had no voltage present with a test lead.
9. **Run** engine at a fast idle and check for proper alternator output. If alternator is good, voltage will climb steadily. The amount of voltage supplied by the alternator will vary according to battery size and condition.
10. **Remove** the test lead from the vehicle.



INSTALLERS REPORT that many of the vehicles repaired have **poor alternator grounds**. The ground strap or 12 ga. ground wire must be in place between the alternator and battery negative