

CAUTION !

VOLTAGE REGULATOR PLUG and CONNECTIONS MAY BE AT FAULT

EARLY CHRYSLER (1970 – 87) CHARGING SYSTEMS

1. Voltage regulator mounting **MUST** be clean and tight. Rusty or painted surfaces or loose connections may create a no charge or overcharge condition. If low or over charge situations are occurring test by placing addition grounds or negative (-) wires from the regulator mounting to alternator to battery. If improvement occurs clean, replace or install additional permanent ground wires.
2. Move the regulator plug harness back and forth by gently tugging and bending the wires. If the voltage/ampereage increases or decreases, connections within the regulator plug may be damaged. The plug will need to be replaced.
3. Low or Erratic Charging - Check main wiring harness connector at the firewall by removing and visually inspecting the spade terminals for burnt or corroded connections. Chrysler systems can carry all current to the vehicles system through this connection. The terminals must be undamaged, clean and fit together tightly.
4. Low or Erratic Charging - Check the two connections at the back of the ammeter on the vehicle dash for looseness, burning, overheating deterioration or corrosion. Chrysler systems carry a majority of the current to the vehicles system through the ampere meter. Connections must tight and clean.

