



Ampere and voltage should be controlled to 0 A and 14–15 V.

If the readings do not meet the specifications, check the wires for loose connection and repair if necessary.

If the wires are in good condition, replace the regulator/rectifier with a new one and retest.

If the readings still do not meet the specifications, perform the alternator output test.

ALTERNATOR OUTPUT TEST

Disconnect the regulator/rectifier couplers.

Disconnect the white wire from the alternator coupler, connect it to the green wire terminal of the regulator/rectifier coupler and reconnect the couplers.

Connect the ammeter and voltmeter as the same as the current test (Page 18-4).

Start the engine and gradually increase the engine speed.

ENGINE SPEED	2,000 min ⁻¹ (rpm)
OUTPUT	5 A min.

ALTERNATOR

STATOR COIL CONTINUITY TEST

NOTE

It is not necessary to remove the stator to make this test.

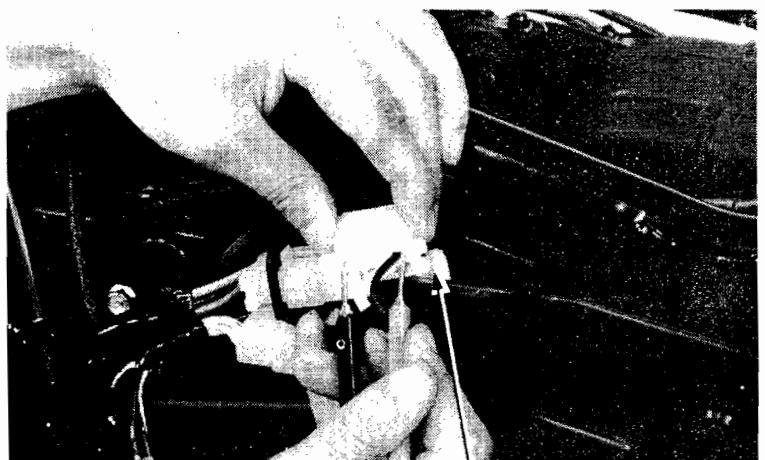
Check the yellow leads to the alternator stator for continuity with each other. Replace the stator if any yellow lead is not continuous with the other.

Check each yellow lead to ground.

There should be no continuity. Replace the stator if there is continuity.

FIELD COIL CONTINUITY TEST

Check the B and W terminals of the alternator coupler for continuity. Replace the stator, if there is no continuity between them.



ALTERNATOR COUPLER