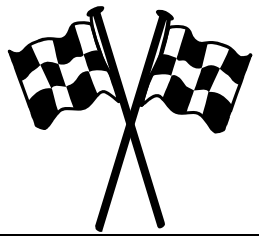

CHECKING GENERATORS

1. Do you have a "A" or "B" CIRCUIT?

2. Look at the back of the generator...

A. If the generator field coil wire is connected to the INSULATED Brush, you have an "A" circuit. (most GM products)

B. If the field coil wire is connected to the NON-INSULATED Brush or ground, you have a "B" circuit. (most FORD products)

3. IS THE PROBLEM IN THE GENERATOR OR REGULATOR?

"A" Circuit Testing Procedure

Use a jumper wire to ground the FIELD terminal of the regulator to the engine block. This will by-pass the regulator to see if the generator is working. If you increase engine rpms and the output increases, the chances are good the regulator is at fault. If there is no increase in output, remove the ground from the engine block and strike it against the block. If you DO NOT get any spark this will confirm the generator is bad.

"B" Circuit Testing Procedure

Use a jumper wire to connect Gen. ARMATURE terminal to Gen. FIELD terminal this will by-pass the regulator to see if the generator is working. If you increase engine rpms and the output increases, the chances are good the regulator is at fault.

4. POLARIZING GENERATORS

"A" circuit

(most GM products) - Strike "BATT" and "ARMATURE" wire together using a jumper wire or a pair of pliers (spread the handles) just briefly until you see a spark. Then you are done. You need to do this every time you remove either the generator or regulator.

"B" circuit

(most Ford products) - DISCONNECT the FIELD wire from the regulator and strike it on the "BATT" terminal until you see a spark. DO NOT use a jumper wire to do this.