

GENERATOR and VOLTAGE REGULATOR TEST GUIDE

Rebuilt


FOLLOW THIS GUIDE -- ELIMINATE COMPLAINTS

Rebuilt


BEFORE REMOVING THE REGULATOR -- MAKE THE FOLLOWING TESTS

1. Check fan belt. If worn or loose the Generator cannot function properly.
2. Check to determine if trouble is in Generator or Regulator. 3. If charge is too high and Regulator adjustment does not correct


FORD-MERCURY-LINCOLN TYPE
Connect jumper wire from "FID" terminal to "ARM" terminals. Increase engine speed. If ammeter or signal light shows charge -- trouble is in Regulator. If no charge -- trouble is in Generator.




DELCO-REMY AUTOLITE TYPE
Remove wire from "F" or "FID" terminal of Regulator and connect to ground. Increase engine speed. If indicator shows charge -- trouble is in Regulator. If no charge -- trouble is in Generator.




Remove wire from "F" or "FID" terminal of regulator. Increase engine speed. Generator should not charge. If it still charges the field coils or field wire to the Regulator are grounded or shorted. Repair or replace.



FORD-MERCURY-LINCOLN TYPE
Disconnect wire from "FID" terminal and flash to "BAT" terminal. Reconnect wire.



DELCO-REMY-AUTOLITE TYPE
Connect jumper to "BAT" terminal and flash to "ARM" or "GEN" terminal. DO NOT TOUCH FIELD TERMINAL.



2 REPLACING THE VOLTAGE REGULATOR

1. Disconnect one Battery Cable before removing wires from Regulator.
2. Disconnect and tag each wire.
3. Install Regulator. MAKE SURE wires are connected to correct terminals.
4. Reconnect Battery Cable.
5. Check flexible cable or strap between engine block and car frame or firewall and ground connection between Regulator base and Generator frame.

4 NO WARRANTY

Under the following conditions, no warranty shall apply and a charge will be made.
1. D. C. Generators; Armatures becoming unsoldered; This is due to an open circuit, overloading due to excessive charging rate or defective regulators.

3 WARRANTY

Willamette Electric Products, Inc., guarantees all of its rebuilt products to be free from defective material and workmanship under normal use and service for which they are intended. All Willamette products are tested and inspected at the plant and are guaranteed for 180 days.

This guarantee is limited to replacement of defective unit only and is conditional upon furnishing of the said unit to our plant for examination by our technical staff who will determine to their satisfaction if said unit is defective.

We are not responsible for towing charges, lost time or damage due to breakdown or labor costs involved in replacing defective unit. Our responsibility ceases if these units are disassembled or tampered with. We do not authorize any person to assume for us any other liability in connection with the sale of our rebuilt products. We will not be responsible for cores shipped to our plant which are damaged or broken in transit, due to faulty packing or handling. Cores broken or damaged will not be accepted for full credit. We reserve the right to furnish for exchange, rebuilt units that supersede original models according to the manufacturer.

11. A. C. Generators: Improper installation: Be sure the negative side of the battery is grounded. A battery installed backwards or cross connected will blow out the diodes. Also, cross connections from another emergency start battery or fast charger, even momentarily, will have the same results. Disconnect wires to alternator when charging battery. Be sure your connections are N to N and P to P. Alternators with blown diodes or rectifiers will have a replacement charge.

GENERATOR INSTALLATION INSTRUCTIONS

Carefully read these instructions BEFORE beginning installation.

1. Before removing Wires connected to Generator, tag, mark, or otherwise identify each Wire so it may be reconnected to proper Terminal on new Generator. Then disconnect Wires from Generator Terminals.
2. Remove Radio Condenser (if generator has one) and save for reinstallation on new Generator.
3. Loosen Mounting Bolts and Tension Arm Bolt. Remove Drive Bolt (Fig. 1).

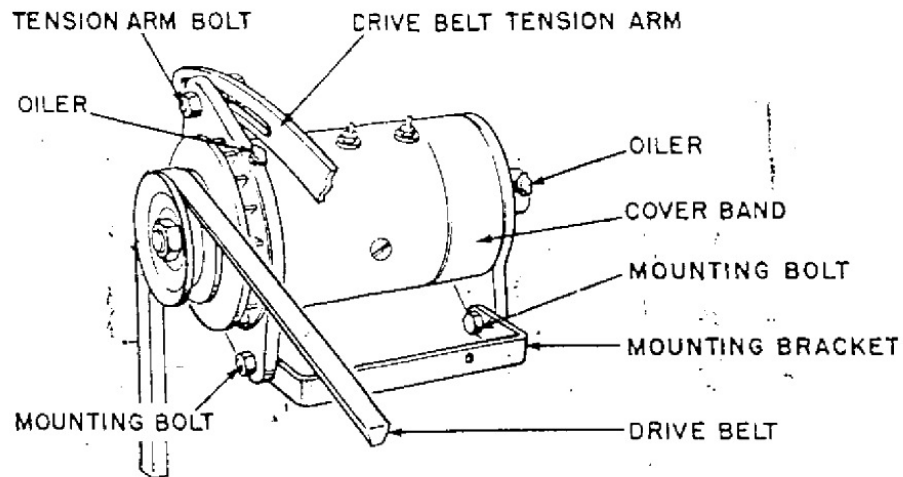


FIG. 1

TYPICAL GENERATOR INSTALLATION

4. Remove Mounting bolts, Tension Arm Bolt, Nuts, and Washers, and save for reuse with new Generator. Remove Generator from Car.
5. If new Generator is supplied without Pulley, remove Pulley from old Generator and install on new Generator.
6. Position new Generator on Mounting Bracket, insert Mounting and Tension Arm Bolts, and tighten until finger tight.
7. Place Drive Bolt on Pulleys and adjust belt tension (Fig. 2). Tighten Tension Arm Bolt and Mounting Bolts.

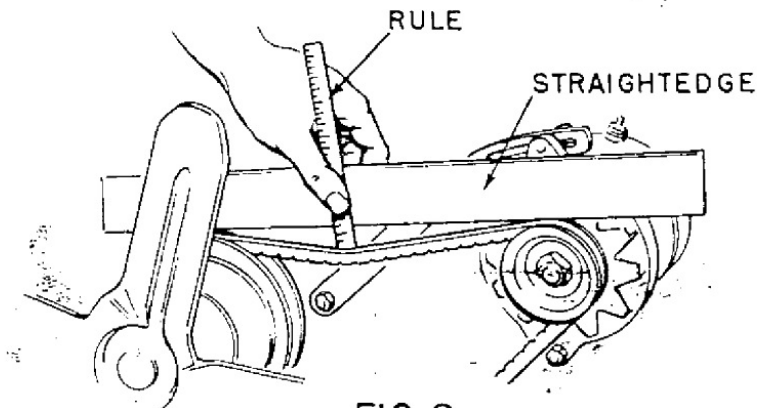


FIG. 2

METHOD OF CHECKING DRIVE BELT TENSION
1/2" TO 3/4" DEFLECTION WITH LIGHT PRESSURE
APPLIED MIDWAY BETWEEN PULLEYS IS
CORRECT FOR MOST APPLICATIONS