

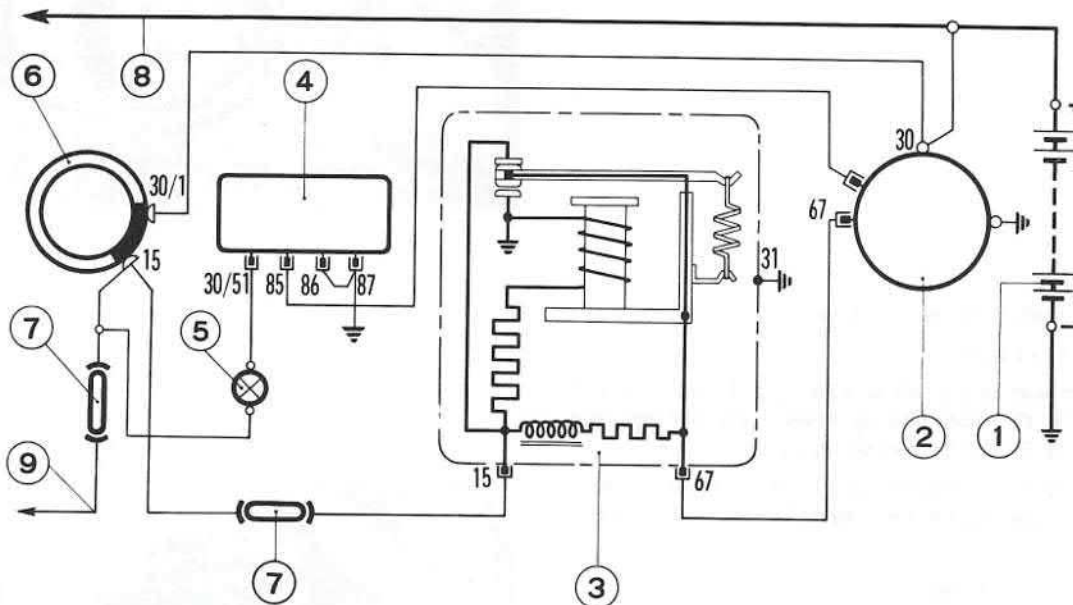
VOLTAGE REGULATOR (1975 and 1976)

SERVICE PROCEDURES

Corrective repairs on faulty voltage regulators should only be attempted if a replacement regulator is not available. In general, it is safer to replace a defective regulator rather than attempt repairs or adjustments. Only the following repairs are recommended:

- replacing cover and gasket
- soldering open electrical connections
- cleaning contacts and other regulator components.

CAUTION: Open connections should be soldered using smallest possible amount of rosin-core solder and taking care not to over-heat insulating material. After soldering, remove excess rosin.



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|---------------------------------|---------------------------|
| 1. Battery | 6. Slip ring |
| 2. Alternator | 7. 8A fuses |
| 3. Voltage regulator | 8. Lights and instruments |
| 4. Charge indicator relay | 9. Signaling equipment |
| 5. Charge indicator relay light | |

CHARGING SYSTEM WIRING WITH DETAILED VOLTAGE REGULATOR

ADJUSTMENTS

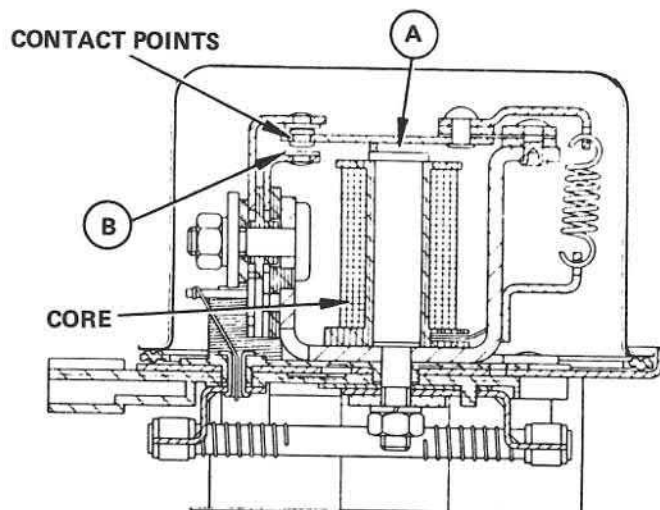
Disconnect positive battery cable. Remove two screws holding dust cover on voltage regulator.

Inspect contact points for pitting and burn marks. Clean minor pitting and burn marks. Extreme damage to points necessitates voltage regulator replacement.

Check core for damage and broken wires. With use of a clean feeler gauge, check following measurements:

(A) 0.055 to 0.063" (B) 0.014 to 0.022"

If measurements are incorrect, remove voltage regulator from vehicle.



Charging System

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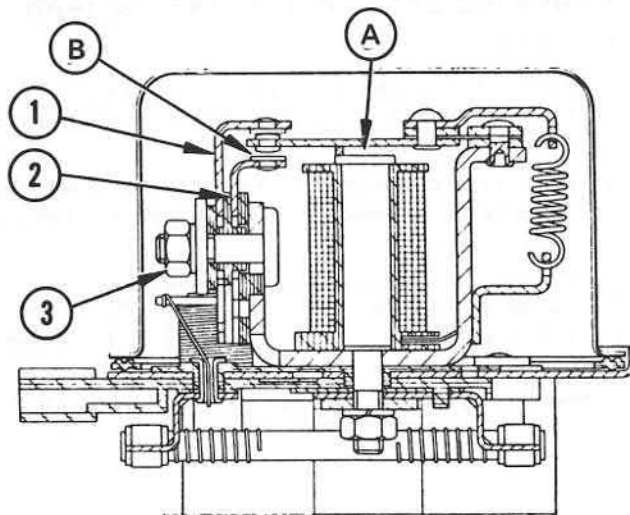
To make necessary adjustments, loosen 8 mm nut (3) to allow proper gapping. Both gaps A & B must be set simultaneously. To adjust gap A, move slotted arm (1) until gap is 0.055 to 0.063". To adjust gap B, move slotted arm (2) until gap is 0.014 to 0.022". After adjustments are completed, retighten 8 mm nut (3). Recheck gaps.

Install regulator in vehicle. Reconnect battery cable.

NOTE: Check that battery is fully charged.

Run engine until normal operating temperature is reached. Connect voltmeter positive lead to positive battery pole. Connect negative lead to a ground.

1. Slotted arm 2. Slotted arm 3. Nut



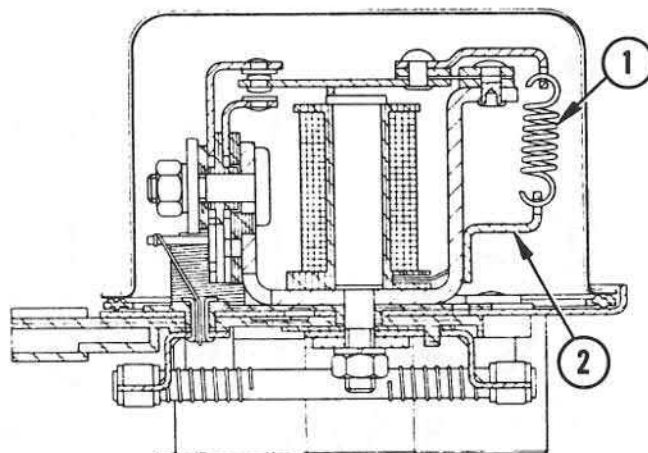
CAUTION: In next step, do not ground spring bracket with pliers while making adjustment.

Voltmeter should read 13.9 to 14.5 VDC at 2500 engine RPM with all electrical components off.

If this reading is incorrect, *carefully apply slight pressure* to lower spring bracket (2) in either direction to get desired reading. Bend bracket down to add volts and vice versa. Disconnect voltmeter. Reinstall regulator dust cover. Recheck charging system.

NOTE: Bending bracket changes tension on spring (1). A slight change in tension changes voltage. Bend bracket very slightly to increase or decrease voltage.

1. Spring 2. Spring bracket



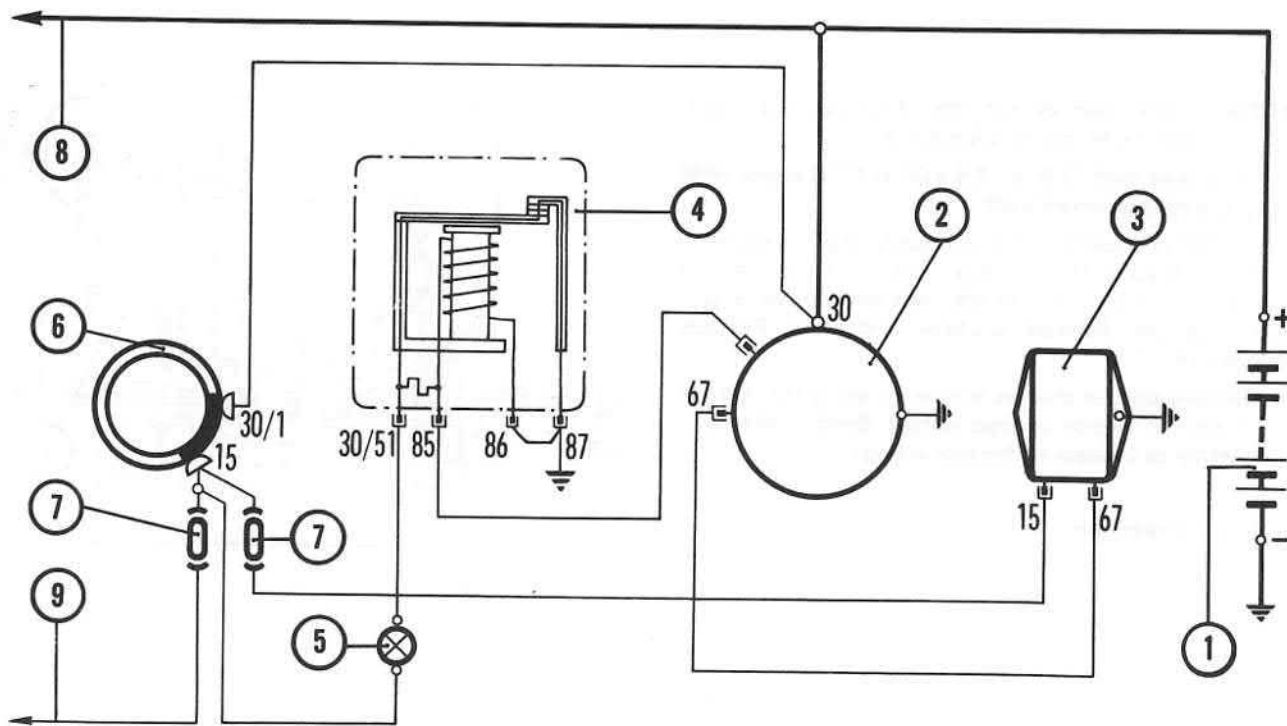
CHARGE INDICATOR RELAY (1975 and 1976)

DESCRIPTION

The charge indicator relay serves the purpose of signaling any malfunction in alternator charging system by turning on a red light in the instrument panel.

Data shown in specifications table can be used to check relay. If test readings fail to meet specifications, replace charge indicator relay.

Field winding resistance	29 ± 2 ohm
Desensitizing resistor	220 ± 22 ohm
Contact opening voltage	5.3 ± 0.4 V
Contact closing voltage	0.2 to 0.9 V



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|----------------------|---------------------------------|---------------------------|
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| 2. Alternator | 5. Charge indicator relay light | 8. Lights and instruments |
| 3. Voltage regulator | 6. Slip ring | 9. Signaling equipment |

CHARGING SYSTEM WIRING WITH DETAILED CHARGE INDICATOR RELAY