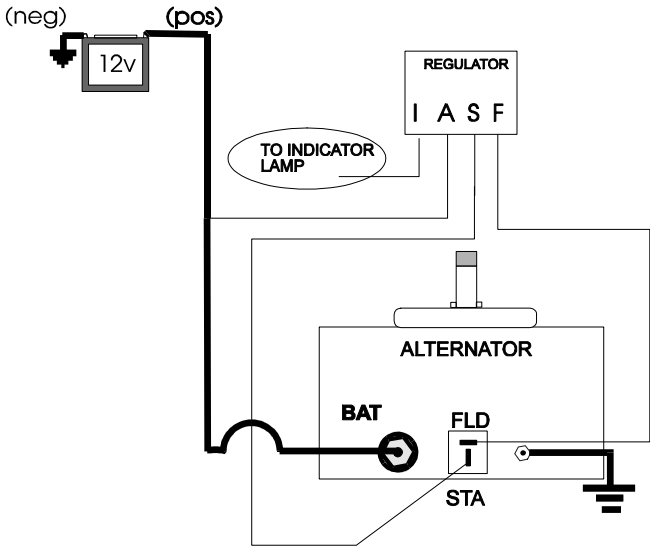
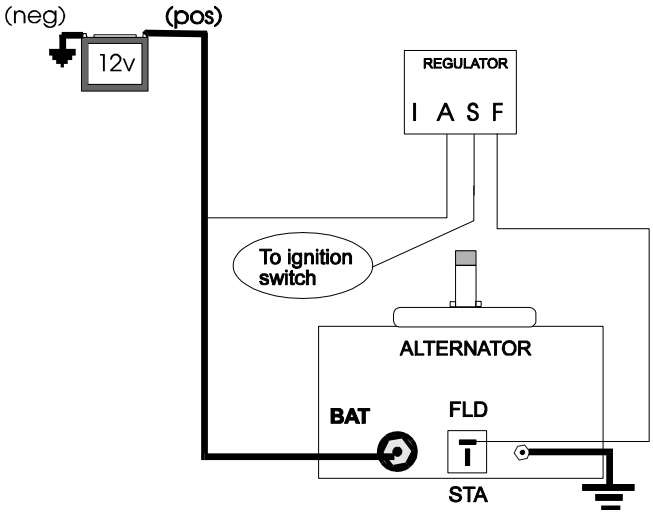
Please Review

1. Removing the ground from the voltage regulator will damage it. Be sure that there is a good ground between the regulator, alternator and battery negative.
2. To temporarily bypass regulator connect wire "A" to "F".
3. On indicator lamp systems, the indicator lamp circuit must be in working order.
4. **DO NOT** ground "STA" terminal.
5. The Ford Motor Co. has reported that some "no charge" conditions have been caused by poor connections at the alternator plug.
6. On diesel applications, the alternator belt does not go around the crank pulley. In these applications a loose vacuum pump belt will cause a no charge condition.

W/ INDICATOR LAMP



W/ GAUGES



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TECHNICAL TIP

Alternator Replaced and Still Not Charging?

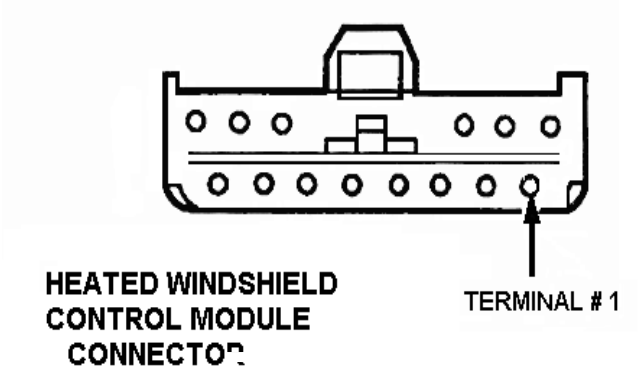
DOES YOUR CAR HAVE A HEATED WINDSHIELD ?

FIRST : Check for charging voltage between 13.0v-15.0v. - **With ACCESSORIES OFF at FAST IDLE.**
If -------- 1. Charging system does not pass this test,
And ---- 2. Conventional windshield was installed in place of heated one---**or**---is not functional.
THE FOLLOWING PROCEDURE MAY NEED TO BE PERFORMED.

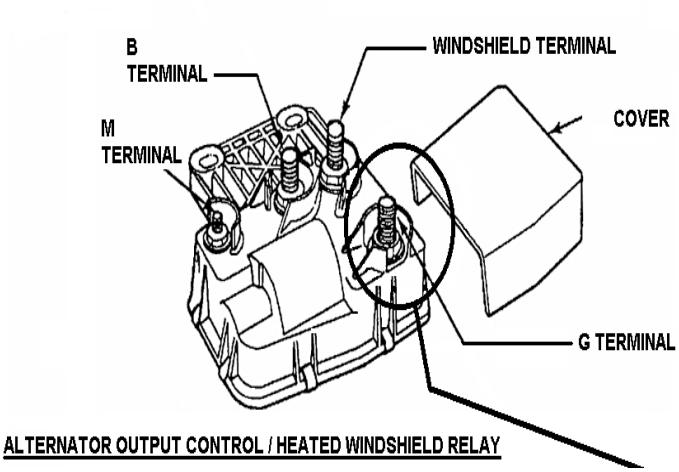
(FORD MOTOR CO. no longer supplies parts for this windshield system)

1. Start by disconnecting the (-) negative battery terminal.

2. Locate the **"Heated Windshield Control Module"** usually found under dash at steering column or behind glove box. Unplug connector and remove wire/terminal # 1 from connector and tape back to harness. Plug connector back in.



3. Locate the **"Alternator Output Control Relay/Heated Windshield Relay"** usually found around passenger side inner fender or near battery. Remove the cover. Remove the 16 gauge wire connected to the **"M"** terminal and tape it back to the harness.



ALTERNATOR OUTPUT CONTROL / HEATED WINDSHIELD RELAY

4. Move the wire/eyelet marked **"B"** on the relay to the **"G" TERMINAL"** stud on the relay. Tighten securely. Replace cover.

5. Reconnect (-) negative battery terminal.

Heated windshield is now deactivated.

LAST: Check for charging voltage between 13.0v-15.0v. - **With ACCESSORIES OFF at FAST IDLE.** If charging system still does not pass this test, perform standard charging system troubleshooting procedure.

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