

Please Review

Ford internally regulated alternators must be installed with FULLY CHARGED battery to operate properly. Allowing this alternator to operate with a discharged battery will cause the alternator to overheat, possibly damaging it.

On all systems, BAT terminals and “A” terminal must have battery voltage at all times. Check ALT fuse located in Battery Junction Box. Also, the B+ cable runs from the B+ stud of the alternator to a 175 Amp “Mega Fuse” then to the B+ side of the battery. Check this fuse for any damage. Check this fuse for any damage, rust, or corrosion. Use a test light, or perform a voltage drop test to check for an open circuit.

In addition, the “I” must have greater than 1 volt with Key On and Engine Off.

Note the small regulator plug is a frequent cause of bad connections. This may prevent the alternator from charging correctly.

