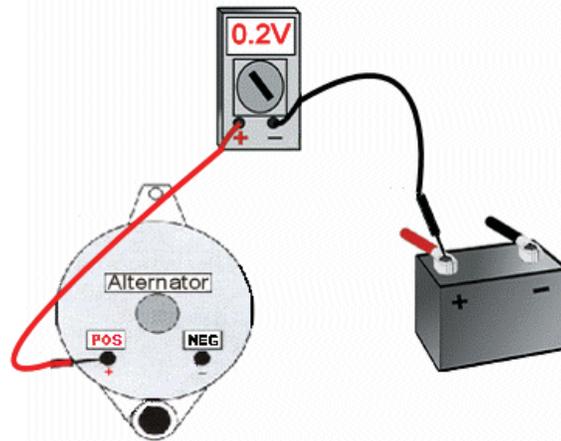


# Testing for Resistance

In order to test the output circuits for resistance, you must discharge the battery somewhat, so the alternator will charge at its full output. The best way to accomplish this is with a variable carbon pile load tester, however, these can be expensive. Another way is to disable the ignition spark. (Consult the manufacturer's method to avoid damage to the electronic ignition.) Crank the engine for 10-15 seconds. Turn off any accessories and connect the positive voltmeter lead to the positive output terminal of the alternator and connect the negative voltmeter lead to the positive battery post, not the battery cable end. (See diagram below.) Start the engine and increase the RPM to a fast idle while observing the voltmeter. If the reading goes above 0.2 volts, the circuit has excessive resistance.



Next connect the negative lead to the negative output terminal on the alternator, and the positive voltmeter lead to the negative post of the battery, and perform the same test as done with the positive output side of the charge circuit. Again if the reading goes above 0.2 volts, the circuit has excessive resistance. (See diagram below.)

