

Replacing Generator Indicator Bulb

1 LI

General

A generator voltage light (red) connected through the ignition switch to terminals 51 and 61 of the regulator, lights when the ignition is on. It remains lit as long as the engine is running slowly and goes out when the generator voltage exceeds the battery voltage. The lamp also provides a warning signal in case of V-belt failure and consequent stopping of the generator and cooling blower.

Bulb Replacement

1. Pull out socket and bulb.
2. Push in, turn to the left, and pull the bulb from the socket.
3. Install new bulb in reverse manner.

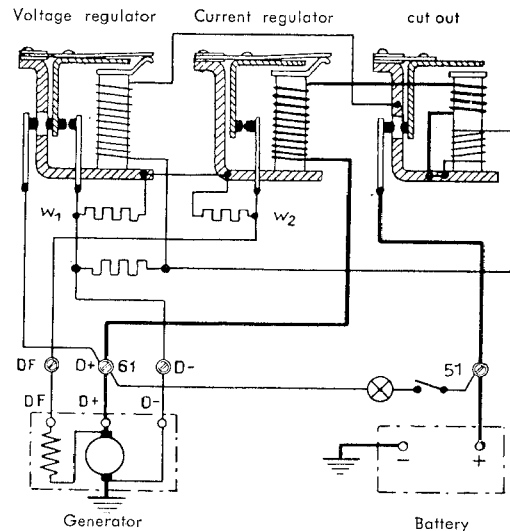


Fig. 7

Note:

For testing electrical circuits a tester with the following instruments is required:

1. Voltmeter 0 to 15 volt range.
2. Ammeter 10 to 0 to 60 amp. range and 100 to 600 range (shunt).
3. Variable resistor 0 to 5 Ohm, 300 watt rating.

Testing Current

2 LI

Warning

When performing this test do not start the engine until the ammeter is set on the 600 amp. capacity and properly connected with heavy leads.

1. Disconnect the ground strap from the battery terminal, connect the negative lead of the ammeter to the battery and the positive lead to the ground strap (series connection).
2. With all accessories switched off the ammeter should read zero. Any current reading indicates leakage in the circuit of the car to ground which must be found and repaired.
3. Switch on ignition. Ammeter should show not more than 3 amp. (with breaker points closed), going

through the coil, generator and oil pressure light. A greater reading indicates faulty ignition or ignition switch.

Note:

All accessories can be tested similarly by switching them on individually. Their permissible currents are given by dividing their wattage by the circuit voltage (6 V). The total current through all accessories should not exceed the generator current rating.