

No worries, only 2 parts make up your charging system.

Please find the Round Plug-in with 3 white wires. It is normally located in the area below the Oil Filter (500-700)

Unplug and Test the 3 wires that are going to engine, check the 3 Male and Female contacts for heat issues.

Must test the A/C voltage here. Turn your meter to A/C and use both probes.

Start the engine and at Idle engine speed,

Touch #1 to #2, then #2 to #3 and finally #3 to #1. (Any Order, all the same) Record all 3 readings.

Each should read 20-25 volts (depending on RPM) and should within 10% of each other.

If 1 or more are low (more than 15-20 %) then your Stator has failed.

If all is good, then the Regulator is normally bad.

Before you replace it, please redo that same test at the Plug-In at the regulator plug, the 3 white wires travel there. (if the 3 white wires travel through the Main Harness) Again look for signs of bad connectors.

When all is good, with key Off, your battery should read (DC Volts) 12.6, at idle about ½ volt more 13.1 and at 4,000 rpm ½ volt more approx. 13.6 volts (+ or – ½ volt) If any time you are reading over 14.8 volts, the Regulator is bad.

Let us know your results.