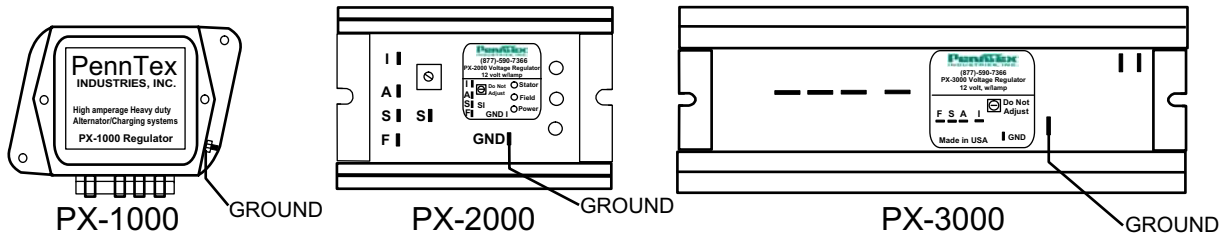


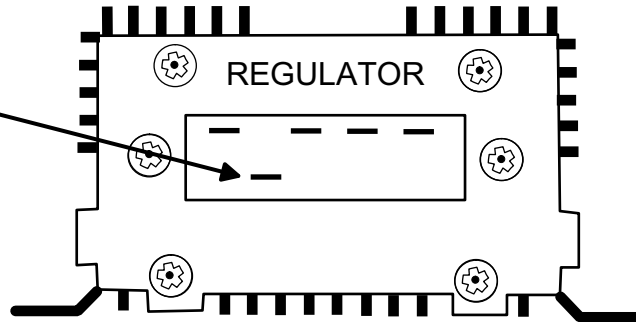
PennTex INDUSTRIES, INC.

FULL-FIELD TEST



THE EARLIER PENNTEX PX-1000, PX-2000, AND PX-3000 REGULATORS ARE SUPERSEDED BY THE 12-VOLT PX-4000 REGULATOR. THEY ALL USE THE SAME 4-WIRE CONNECTOR WITH SEPARATE GROUND.

THIS IS A GROUND TERMINAL. DO NOT CONNECT POWER TO THIS TERMINAL OR THE REGULATOR WILL BE PERMANENTLY DAMAGED.



THE PX-4000 AND PX-5000 ARE MANUFACTURED IN OUR FT. WORTH, TX PLANT. FOR YOUR NEAREST PENNTEX DEALER CONTACT 877-590-7366 TOLL-FREE.

YOU MAY SEE A SPARK WHEN CONNECTING THE JUMPER

DIGITAL VOLTMETER
DC VOLTS
MODE SELECTOR

REGULATOR CONNECTOR

JUMPER WIRE

BROWN
RED
ORANGE
BLUE

PENNTEX HARNESS

GROUND

FULL-FIELD PROCEDURE:

- 1) TURN OFF ALL ACCESSORIES.
- 2) LOCATE THE VOLTAGE REGULATOR.
- 3) JUMP BLUE AND RED WIRES.
- 4) START VEHICLE; RUN AT IDLE.
- 5) AFTER IT RUNS FOR 15 SECONDS, CHECK VOLTAGE AT RED WIRE.
- 6) THAT VOLTAGE IS: _____.
- 7) RAISE ENGINE RPM TO 1000 RPM.
- 8) CHECK VOLTAGE AT RED WIRE.
- 9) THAT VOLTAGE IS NOW: _____.
- 10) SHUT ENGINE OFF.
- 11) REMOVE JUMPER WIRE.

NOTE: DO NOT LET ENGINE RUN MORE THAN 30 SECONDS IN FULL-FIELD MODE. DAMAGE TO THE VEHICLE ELECTRICAL SYSTEM COULD RESULT.

WHEN WAS THE LAST TIME YOU REPLACED YOUR VOLTMETER BATTERIES?

A FULL-FIELD TEST DETERMINES IF AN ALTERNATOR WILL CHARGE WITH THE REGULATOR BYPASSED. IF THE SYSTEM WAS NOT CHARGING BEFORE, BUT STARTS CHARGING WHEN FULL-FIELDED, THIS INDICATES A BAD VOLTAGE REGULATOR. IF THE VOLTAGE REMAINS THE SAME WHEN FULL-FIELDED, OR GOES DOWN SLIGHTLY, THAT MEANS THE ALTERNATOR IS DEFECTIVE AND NEEDS REPLACEMENT.

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