

PX-7000 VOLTAGE REGULATOR FULL-FIELD TEST

IF YOU ARE TESTING A PX-4000, PX-5000, OR PX-6000 CONTACT PENNTEX FOR A DIFFERENT TEST.

This test will tell you if the alternator will charge with the regulator bypassed. If the alternator charges during the full-field test you know that the alternator is OK and the problem might be with the voltage regulator or possibly with a connection. Before starting the full-field test, inspect the condition of the 3-wire connectors in #1 and the regulator connector in #2. Are they properly plugged in? Do all the wires and terminals look OK? Are there any loose, burned or discolored terminals or wires? If OK, begin the Full-Field Test.

DO A FULL FIELD TEST:

- 1) DISCONNECT THE 3-WIRE CONNECTOR FROM THE OEM REGULATOR PLUG TO THE PENNTEX HARNESS. DO NOT OMIT THIS STEP!
- 2) DISCONNECT THE PENNTEX REGULATOR CONNECTOR. 3) USING AN INSULATED 16 TO 18 GAUGE WIRE WITH THE INSULATION REMOVED AS SHOWN, JUMPER THE LARGE RED AND SOLID BLUE TERMINALS AS SHOWN. THIS MAY CAUSE A SPARK. 4) CONNECT A DIGITAL VOLTMETER AS SHOWN. 5) TURN OFF ALL ACCESSORIES. 6) START THE VEHICLE AND RUN AT IDLE. AFTER 15 SECONDS THE VOLTMETER IS READING: _____ VOLTS. 7) RAISE THE ENGINE RPM TO 1000 RPM. THE READING ON THE VOLTMETER IS NOW: _____ VOLTS. 8) SHUT OFF THE ENGINE. REMOVE THE JUMPER WIRE. DO NOT RUN THE ENGINE MORE THAN 30 SECONDS IN FULL-FIELD MODE. DAMAGE TO THE VEHICLE ELECTRICAL SYSTEM COULD RESULT. 9) PLUG THE PENNTEX 3-WIRE CONNECTOR BACK INTO THE OEM FORD ALTERNATOR CONNECTOR (SEE ILLUSTRATION # 1).

