

FIAT SERVICE LETTER

SUBJECT: MARELLI TYPE VOLTAGE REGULATOR

VEHICLES: ALL MODELS

GENERAL INFORMATION:

Previous Parts & Service Letter stated inoperative voltage regulators must be replaced and not adjusted. However, sturdier electrical components have now been incorporated into the regulator. Therefore, in some cases, improper readings can be corrected by simple adjustment.

Proper troubleshooting of the charging system must first be performed. (Battery must be fully charged.) If these procedures indicate poor performance of the voltage regulator, the regulator can be adjusted by following the attached instructions.

Unless extremely damaged, replacement of the voltage regulator will not be accepted under warranty.

WARRANTY INFORMATION:

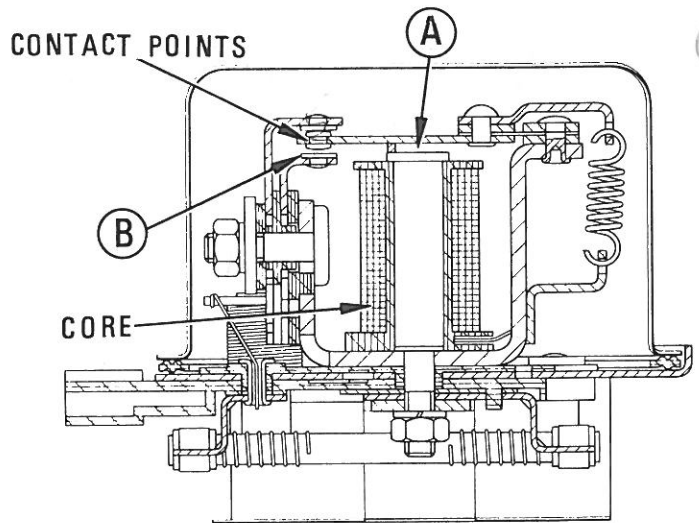
The operation number and time allowance for the adjustment of the voltage regulator are as follows:

Operation: #553-01-38
Time Required: .6 hrs.

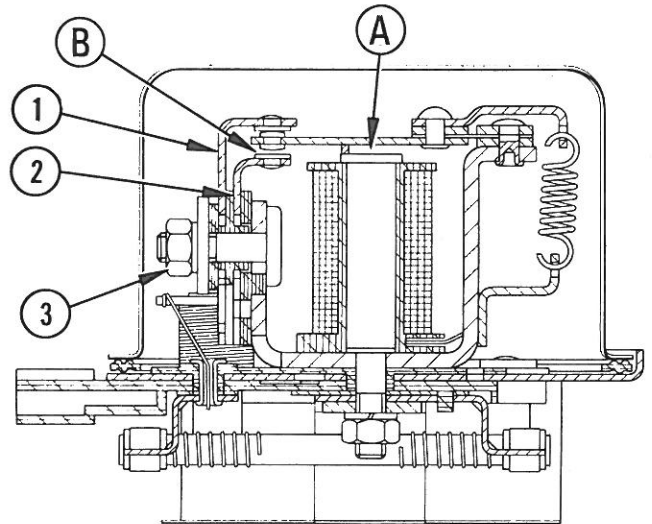
READ, INITIAL AND PASS ON

Service Manager	Parts Manager	Service Writer	Technician			

1. Disconnect positive battery cable. Remove two screws holding dust cover on voltage regulator.
2. Inspect contact points for pitting and burn marks. Clean minor pitting and burn marks. Extreme damage to points necessitates voltage regulator replacement.
3. Check core for damage and broken wires.
4. With the use of a clean feeler gauge, check the following measurements:
(A) 0.055 to 0.063" (B) 0.014 to 0.022"
If measurements are incorrect, remove voltage regulator from vehicle.



5. To make necessary adjustments, loosen 8mm nut (3) to allow proper gapping. Both gaps A & B must be set simultaneously. To adjust gap A, move slotted arm (1) until gap is 0.055 to 0.063". To adjust gap B, move slotted arm (2) until gap is 0.014 to 0.022". After adjustments are completed, retighten 8mm nut (3). Recheck gaps.
6. Install regulator in the vehicle. Reconnect battery cable. Run engine until normal operating temperature is reached. Connect voltmeter positive lead to the positive battery pole. Connect negative lead to a ground.



CAUTION: In the next step, do not ground spring bracket with pliers while making adjustment.

7. Voltmeter should read 13.9 to 14.5VDC at 2500 engine RPM with all electrical components off.
8. If this reading is incorrect, carefully apply slight pressure to the lower spring bracket (2) in either direction to get desired reading. Bend bracket down to add volts and vice versa. Disconnect voltmeter. Reinstall regulator dust cover. Recheck charging system.

NOTE: Bending bracket changes tension on spring (1). A slight change in tension changes voltage. Bend bracket very slightly to increase or decrease voltage.

