

## Alternator

Posted by Salanis42 - 17 Jan 2010 13:36

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I think I have a bad alternator, but I'm troubleshooting it.

Does anyone know if the alternator is internally or externally regulated? If I find the alternator isn't working right (which seems to be the case), I'm wondering if I can just bring in the alternator itself, or if I need to bring the whole car to my electrically knowledgeable dad.

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## Re:Alternator

Posted by joepaluch - 17 Jan 2010 22:54

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most often when you have an alternator problem it is the brushes. These can be easily replaced. If you are not putting out 13.5 volts on the battery with the engine running you have a problem. It is pretty easy to test on the car as you can remove the airbox can get to the alternator connections to see the output voltage.

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## Re:Alternator

Posted by Salanis42 - 18 Jan 2010 09:30

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Where are you suggesting to test the voltage? I tested it on the battery and did not see a rise in voltage when the car was running. Looks like the alternator is indeed dead (or just needs to be rebuilt).

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## Re:Alternator

Posted by norman#99 - 18 Jan 2010 10:49

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I just had a problem with mine, I have an early 85, if the alt light doesn't come on, on your dash, the system won't complete the circuit. I just moved the light a bit to make a better contact and when the light started working, the alt started charging again. With the motor not running, turn the key to the on position and the alt light should be on.

Good luck

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## Re:Alternator

Posted by Salanis42 - 18 Jan 2010 14:57

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The car had been modified so that the ignition doesn't use a key. It's just a push-start button on the dash. So, I don't see any light, but it had apparently been working fine before.

I spoke to Chris, who I just bought it from, and he said he's going to ship me out a spare alternator he's got, since he wasn't aware of the issue when he sold me the car.

944 Spec guys are awesome.

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## Re:Alternator

Posted by cbuzzetti - 20 Jan 2010 08:45

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There is a black box on the back held on by two screws. This is the brush holder/regulator. Typically a Bosch alternator will wear out one brush only (I don't know why but I was in the rebuilding biz for many years).

Before pulling alternator check at the back of the alternator with a test light. With the ign on there should be voltage at both the big and small terminals.

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