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Posted by: BigBobE
Date: 05-11-2011 15:53:04

That the below light show is alternator not charging battery.....

http://s749.photobucket.com/albums/xx140/BigBobE_2009/

Posted by: Bushwhacker
Date: 05-11-2011 18:17:28

Yes, most likely.
But check the earth straps and that the plug on the back of the alternator is secure before buying a new one.

Posted by: meooo
Date: 05-11-2011 18:24:41

And then do your timing belt :)

Posted by: gwh200
Date: 05-11-2011 18:43:45

And buy a 3.0 litre.

Posted by: BigBobE
Date: 05-11-2011 18:54:27

Only engine to grace this will be of the 4ltr variety,
Would my splashing about in puddles have been a possible cause of above issue too?? Will check alternator tmr.
Thanks for the heads up vince


Posted by: meooo
Date: 05-11-2011 18:59:04

No the timing belt needs doing every 60k :whistle:

Posted by: BigBobE
Date: 05-11-2011 19:22:08

timing belt just looks like too much of a bitch of a job to do in cold weather...

Posted by: Tonka
Date: 05-11-2011 20:32:11

 BigBobE wrote:


timing belt just looks like too much of a bitch of a job to do in cold weather...


Turn the warning light off..it's bugging me and it's on your car!... :/ ... :D

Posted by: meooo
Date: 05-11-2011 20:50:46

:lol: :lol: :lol:

Posted by: BigBobE
Date: 05-11-2011 21:55:55

 Tonka wrote:


 BigBobE wrote:


timing belt just looks like too much of a bitch of a job to do in cold weather...

Turn the warning light off..it's bugging me and it's on your car!... :/ ... :D

Only just put in the bulb a couple of weeks....

Posted by: Tonka
Date: 05-11-2011 22:09:33

 BigBobE wrote:

 Tonka wrote:

 BigBobE wrote:

timing belt just looks like too much of a bitch of a job to do in cold weather...

Turn the warning light off..it's bugging me and it's on your car!... :/ ... :D

Only just put in the bulb a couple of weeks....

Don't it drive you nuts?.....reset it please or I won't be able to sleep tonight... :P ..

Posted by: BigBobE
Date: 05-11-2011 23:31:14


I am used to it now :P :P I see it and go shit.I need to fix that still....

Posted by: meooo
Date: 05-11-2011 23:33:21

Fix it the Homer way

Black insulation tape over the display :) :)

Posted by: Tonka
Date: 05-11-2011 23:36:57

 meooo wrote:


Fix it the Homer way

Black insulation tape over the display :) :)

Got to admit mine was like that till Tony pointed out how it was reset.... :rolleyes:

Posted by: Tonka

Date: 05-11-2011 23:37:41

 BigBobE wrote:

I am used to it now :P :P I see it and go shit.I need to fix that still....

What the light or the belt... :D

Posted by: BigBobE

Date: 05-11-2011 23:52:36

I fixed light.... Timing belt will need a little more attention than I can muster on a hangover Sunday....

I am working 6 days a week at the moment....

Posted by: BigBobE

Date: 06-11-2011 21:16:50

is there diagrams available showing earth straps or is there just one or 2.... its baltic here at the moment so i havent bothered my arse to go out in the cold to check.....

Posted by: BigBobE

Date: 03-12-2011 12:30:06

right had a looksie today and can see one cable leaving driverside negative battery pole heading down to alternator, is the anymore that could be hiding on me???

right i got my meter out, only getting 11.98v at battery terminals,

[Image link](#)

disconnected the white lead off the copper terminal below and checked voltage between chassis and copper terminal and i have 0.5v,

check voltage between white lead and chassis and i have 11.98v, am i right in thinking alternator is fubared???

Posted by: meooo

Date: 03-12-2011 18:36:58

Bob I reckon that lead is the battery positive to the alternator, thats why you got battery voltage when checking to earth. With that lead connected and engine running does the voltage increase? Usually @ around 2500 revs you should be seeing around 14v at the battery, then with headlights, heated rear screen and heater blower on, the same revs should give between 12 and 13v. If you aren't seeing those figures chances are the alt isn't charging.

Posted by: Bushwhacker
Date: 03-12-2011 18:55:27

 BigBobE wrote:

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That white cable links the alternator to the positive terminal on the driver's side battery. (The cable that puts charge into the batteries)

The negative cable from the battery does not go to the alternator, it goes to the engine block or chassis.

Posted by: Matt
Date: 03-12-2011 19:20:17

Check that the bolts securing the alt have good contact with both the alternator housing and their respective fixing points. As Vince says, the grounding is done through the housing, so if the fixing bolts and the parts of the housing they contact are scaled up, your ground connection will be poor at best.

Posted by: BigBobE
Date: 03-12-2011 21:08:53

Cheers, well between housing and that copper terminal I am only getting 0.5v, and with idle up on I am not getting any increase in voltage at the battery,

I can see where the earth from the battery is bolted onto the main engine block and all seems sound there as well.... Will have another look tomorrow.

Thanks again.

Posted by: Matt
Date: 03-12-2011 21:40:54

Can't remember, offhand, whether alternators also require an external voltage to their field winding, or whether they rely on residual magnetism initially and then draw that voltage from the rectifier pack once upto speed. What are the three connections to the back of the alternator? One of those should be an ignition switched live, if I recall correctly?

Posted by: BigBobE
Date: 03-12-2011 21:47:49

not sure matt but if i unplug that the truck stops beeping and moaning, i'll have a look tomorrow, in the video i posted you can here the warning noises and when i rev it a bit they stop, but i dont get an increase in voltage at either battery, hence i think i am in the market for an alternator with a round plug on the back...

Posted by: Matt
Date: 03-12-2011 21:49:46

Possibly. Alternators are bloody weird things. Can never, for the life of me, remember exactly how they're setup to work. :D

Posted by: meooo
Date: 03-12-2011 21:59:48

If you're testing for continuity to earth, switch the AVO meter to OHMs, cas you're not looking for voltage there.

Posted by: Matt
Date: 03-12-2011 22:02:25

You're showing your age there John, referring to meters as AVO's. :D

Posted by: That_Ruddy_Squirrel
Date: 03-12-2011 22:05:24

 Matt wrote:

You're showing your age there John, referring to meters as AVO's. :D

He can do better, he still has a red flag :-)


Posted by: meooo
Date: 03-12-2011 22:07:35

I'm surprised you didn't pick up his testing continuity with volts :whistle:

Posted by: Bushwhacker
Date: 03-12-2011 22:08:31

Yep, your alternator is shagged!
I've just sold a round socket type to Rustinho. I have another one here but it has an oval socket.

Posted by: Matt
Date: 03-12-2011 22:11:10

 meooo wrote:

I'm surprised you didn't pick up his testing continuity with volts :whistle:

I read it as he was testing the output voltage with his neg probe connected directly to the closest ground, i.e: the casing.
:D

Posted by: meooo
Date: 03-12-2011 22:14:01

What, with the feed wire disconnected??? :rolleyes:

Posted by: Matt
Date: 03-12-2011 22:15:12

That's the output wire, no?

Posted by: meooo
Date: 03-12-2011 22:18:44

It does both....being taken off the battery +ve.....

Posted by: Bushwhacker
Date: 03-12-2011 22:57:21

The alternator is shagged!

Posted by: Matt
Date: 03-12-2011 23:27:57

You think the alternator might be knacked then Vince? :whistle: :D

Posted by: meooo
Date: 03-12-2011 23:32:16

I tend to agree

And he needs to replace the timing belt, not just put the light out :)


Posted by: Bushwhacker
Date: 03-12-2011 23:37:59

 Matt wrote:

You think the alternator might be knacked then Vince? :whistle: :D

Why don't people listen to me when I tell them what goes where, or what's supposed to do what on a Surf?
I'm up to my elbows in them day in day out mating them to a totally different engine and it's over engineered electrical system FFS!!! :lol:

Posted by: meooo
Date: 03-12-2011 23:40:52

 That_Ruddy_Squirrel wrote:


 Matt wrote:

You're showing your age there John, referring to meters as AVO's.
:D

He can do better, he still has a red flag :-)

<http://www.youtube.com/watch>

Posted by: Matt
Date: 03-12-2011 23:57:23

 Bushwhacker wrote:

Why don't people listen to me when I tell them what goes where, or what's supposed to do what on a Surf?

We'll, knowing how much it winds you up... :whistle:

:devilish: :lol:

Posted by: meooo
Date: 04-12-2011 10:51:30

We do listen to you Mr Vince

We just get side-lined and go off track.....a bit :hearts: