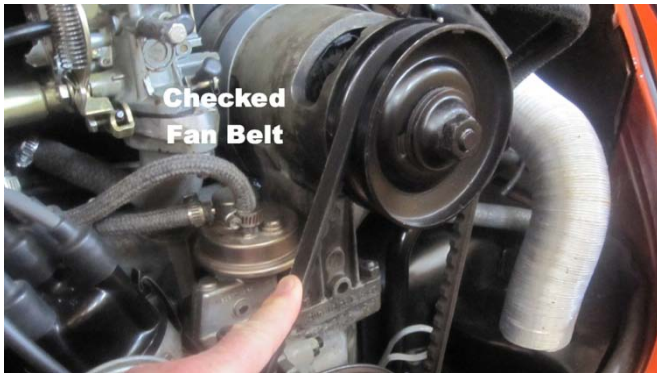


Chapter 8 (Video Clip 8) – Generator Red Light ON



1. A couple of days ago when I was teaching my Grandson to drive my VW (a straight shift automobile) in the church parking lot my Generator Red Light came on.



2. I asked him to Stop immediately and I checked the Fan Belt which was OK so he drove home the short distance.



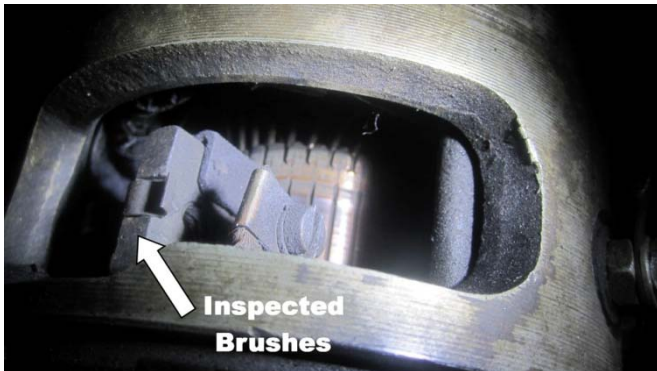
3. After a couple of days I finally got around to checking it out. The light would come on some time and some time it would not come on when I increased the RPM of the engine.



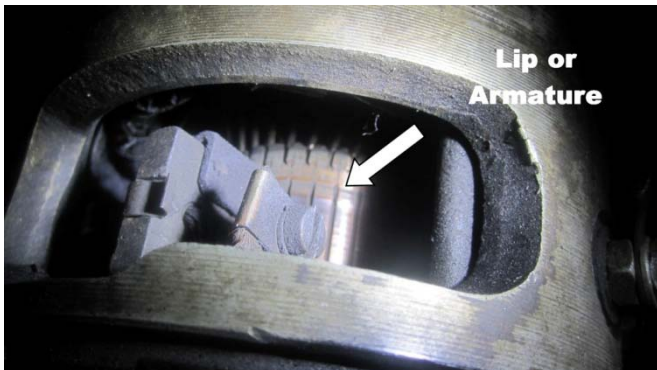
4. I begin checking it out by tighten all wires to the Generator.



5. I then checked all Wires to the Voltage Regulator for tightness.



6. I inspected the generator brushes and they seemed satisfactory.



7. I could see a lip on the generator armature. But after over 100K miles and being 45 years old it has a right to be worn down a little. Walt, President of our VW Club offered to turn the armature for me, but I told him let me check this out first, and then when it got cooler I would take him up on his offer.



8. I checked my VW spare parts box for a Voltage Regulator.



9. I had a Spare Voltage Regulator that I had purchased exactly 4 years earlier. So I assume that is when the last voltage regulator failed.



10. This one looked slightly different than the Voltage Regulator in the car.



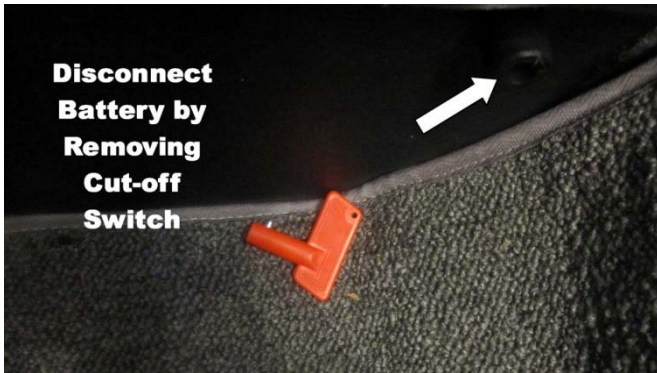
11. The connections were labeled the same.



12. The connections were labeled the same.



13. Since all connections were labeled the same I decided to go ahead and install it.



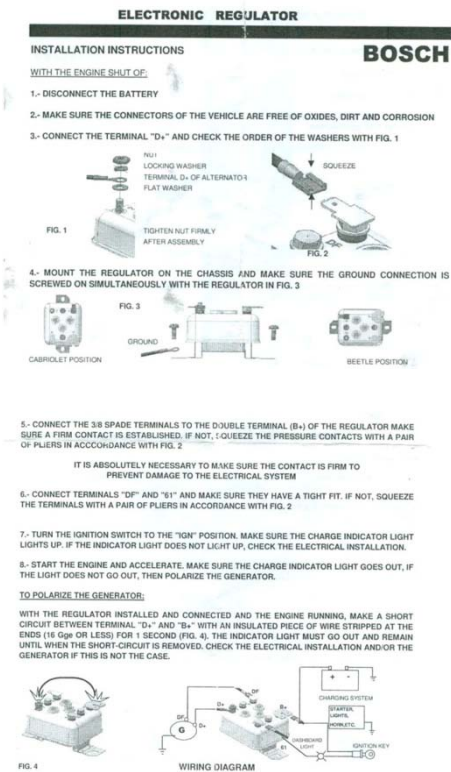
14. I disconnected the battery by removing the Cut-off switch key.



15. I made a note where all wires were connected.



16. I then disconnected all wires and removed the Voltage Regulator.



Followed the Voltage Regulator Installation Instruction

Followed the Voltage Regulator Installation Instruction

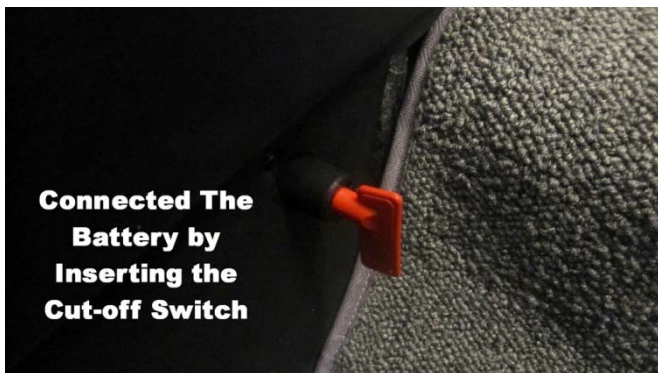
17. Basically I followed the Voltage Regulator Installation Instruction procedures provided by the manufacture. – Part 1 shown.

18. Basically I followed the Voltage Regulator Installation Instruction procedures provided by the manufacture. – Part 2 shown.



Labeled All Wires

19. I labeled all wires and terminals.



Connected The Battery by Inserting the Cut-off Switch

20. I reconnected the battery by turning the cut-off switch on.



21. I then cranked the car and to my joy the generator light did not come on when I increased the RPM.



22. I then placed a plastic shield over the voltage regulator in case I should accidentally leave the window down when it rained.



23. I placed a rubber mat over the battery to keep the back seat steel frame from shorten out the battery and causing a fire.



24. I then re-installed the back seat and put my tools up and cleaned up.



25. I then went to the VW store and purchased a new Voltage Regulator to place in my VW spare parts box. By the way it looked just like the one I just installed.

Cost \$39.55

Time Approximately 2 Hours