

# **ALTERNATOR & REGULATOR**

## **Article Text**

1996 Volkswagen Golf  
For Volkswagen Technical Site  
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Thursday, August 19, 1999 11:22PM

### **ARTICLE BEGINNING**

**1995-96 STARTING & CHARGING SYSTEMS**  
**Volkswagen Alternators & Regulators**

**Cabrio, Golf III, GTI, Jetta III**

### **DESCRIPTION**

Bosch alternators are conventional 3-phase, self-rectifying type alternators. Bosch regulators are transistorized and integral with alternator. Additional information not available from manufacturer.

### **TROUBLE SHOOTING**

**NOTE:** See TROUBLE SHOOTING article in GENERAL INFORMATION.

### **ADJUSTMENTS**

#### **BELT TENSION**

Serpentine belt tension is automatically adjusted by tensioner.

### **ON-VEHICLE TESTING**

#### **GENERATOR WARNING LIGHT DOES NOT LIGHT UP WITH IGNITION ON**

1) Ensure ignition is off. Disconnect battery ground strap. Remove instrument cluster. See INSTRUMENT PANELS article. Disconnect instrument cluster 28-pin connector.

2) Using Adapter (VAG 1598/8), connect Text Box (VAG 1598) to instrument cluster and wiring harness. Disconnect Blue wire from generator D+ terminal. Using a jumper wire, connect socket No. 16 to socket No. 3 (ground) on test box.

3) Connect battery ground strap. Turn ignition on. If warning light comes on, turn ignition off. Remove jumper wire from test box sockets. Using ohmmeter, check continuity of Blue wire between instrument cluster and generator. If continuity exists, replace faulty generator. If continuity does not exist, repair open circuit in Blue wire.

4) If warning light does not come on, check for burned out warning bulb. If bulb is okay, check for open circuit in instrument cluster. If necessary, replace instrument cluster.

#### **GENERATOR WARNING LIGHT DOES NOT GO OUT**

1) Disconnect Blue wire from generator D+ terminal and leave it disconnected. Turn ignition on. If warning light does not come on,

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perform OUTPUT TEST.

2) If warning light stays on, turn ignition off. Disconnect multi-pin connector "F" from fuse/relay panel. Turn ignition on. If warning light does not come on, repair short to ground in Blue wire between generator and fuse/relay panel.

3) If warning light stays on with multi-pin connector disconnected, turn ignition off. Disconnect multi-pin connector "U2" from fuse/relay panel. Turn ignition on.

4) If warning light does not come on, repair short to ground in fuse/relay panel. If warning light stays on, repair short to ground in White wire from fuse/relay panel to instrument cluster. If wire is okay, check for faulty instrument cluster and cluster printed circuit board.

## BENCH TESTING

### BRUSHES

Remove voltage regulator from back of generator. Ensure brushes are longer than .20" (5 mm). If necessary, unsolder brushes from voltage regulator. Solder new brushes. DO NOT allow solder to run into strands of brush leads.

## OVERHAUL

Other than replacing voltage regulator, manufacturer recommends replacing generator as an assembly. Exploded view/overhaul procedures not available from manufacturer.

## WIRING DIAGRAMS

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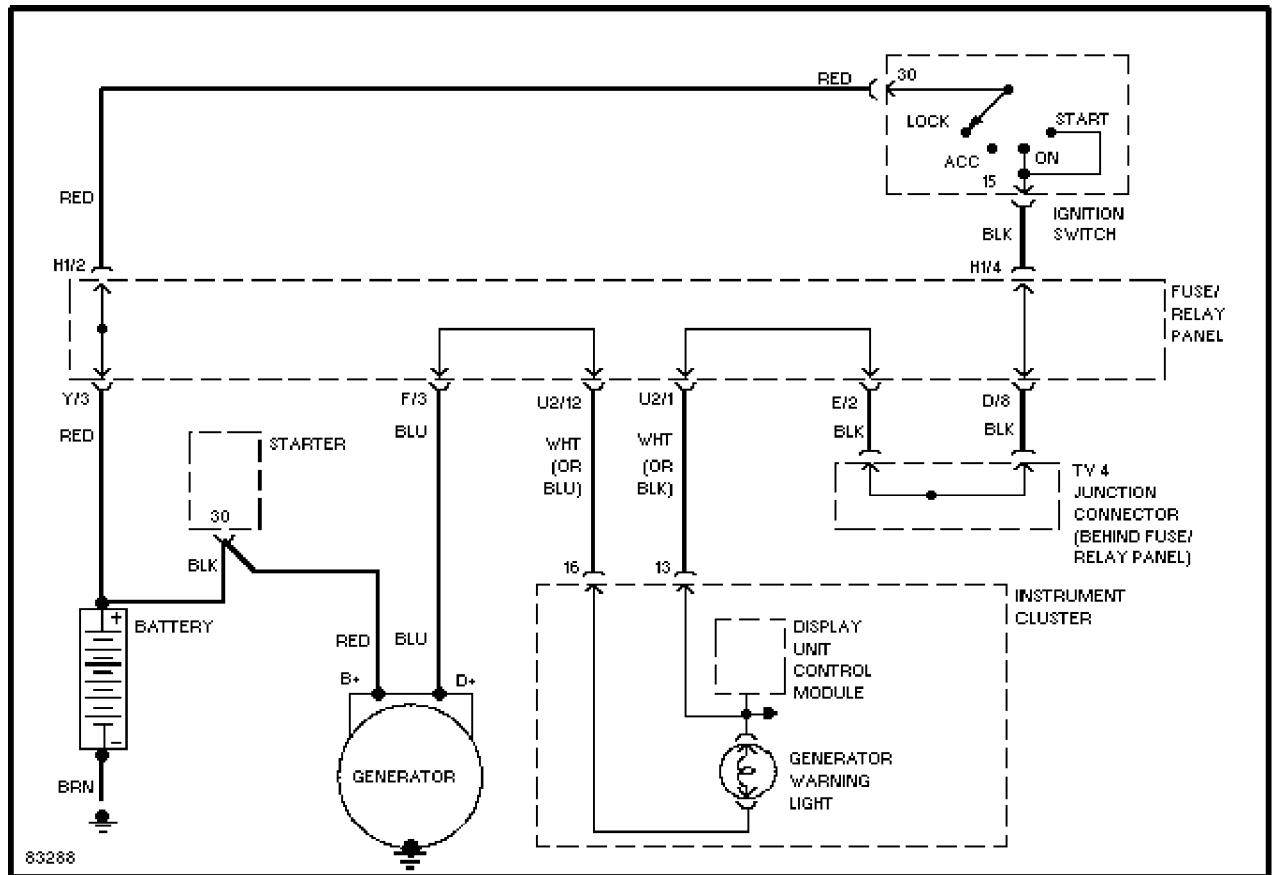


Fig. 1: Charging System Wiring Diagram (1995-96 Cabrio, Golf III, GTI & Jetta III)

END OF ARTICLE