

TECHNICAL SERVICE BULLETIN

76-B-9

NO.

BRITISH



LEYLAND

Triumph

October, 1976

SUBJECT:

ALTERNATORS

MODELS:

TR7

While some improvement in the diagnostic ability at dealer level is evident, one of the main areas of improper diagnosis appears to be the Triumph TR7 alternator and to avoid dealer and customer inconvenience, all service departments are recommended to ensure that the following simple test procedures are performed before condemning the alternator and removing it from the vehicle.

1. Hook up volt meter across the battery.
2. Start engine and run for approximately 2 minutes and ensure that the voltage reading remains stable at 14 volts.
3. Still keeping the engine running and the volt meter connected, place every possible electrical load upon the system; headlights, wipers, air conditioning if fitted, etc. Continue to run at this configuration for an additional 2 minutes and verify that the voltage remains stable at 14 volts.

NOTE:- If a drop in voltage is evident, re-check belt alignment and tension and again run the above tests. In most cases, this will be found to be the source of the problem.

This is the test to which alternators are subjected when submitted for warranty, and it is considered that if this test is accurately performed at dealer level, a lot of inconvenience to all concerned will be avoided.

JB/LUCAS