

SVC

TECUMSEH VH 70 ENGINE - LAYTON MFG. CO. PART NO. 550-489  
 550-116  
 525-142

FIRST CHECK TO SEE IF BATTERY IS GOOD, WATER LEVEL AND SPECIFIC GRAVITY READING (12.75). IF ANY DEAD CELLS, REPLACE BATTERY. CHECK FOR LOOSE CONNECTIONS OR BROKEN WIRES.

**CAUTION** - AT NO TIME SHOULD THE ENGINE BE STARTED WITH THE BLOWER HOUSING REMOVED.

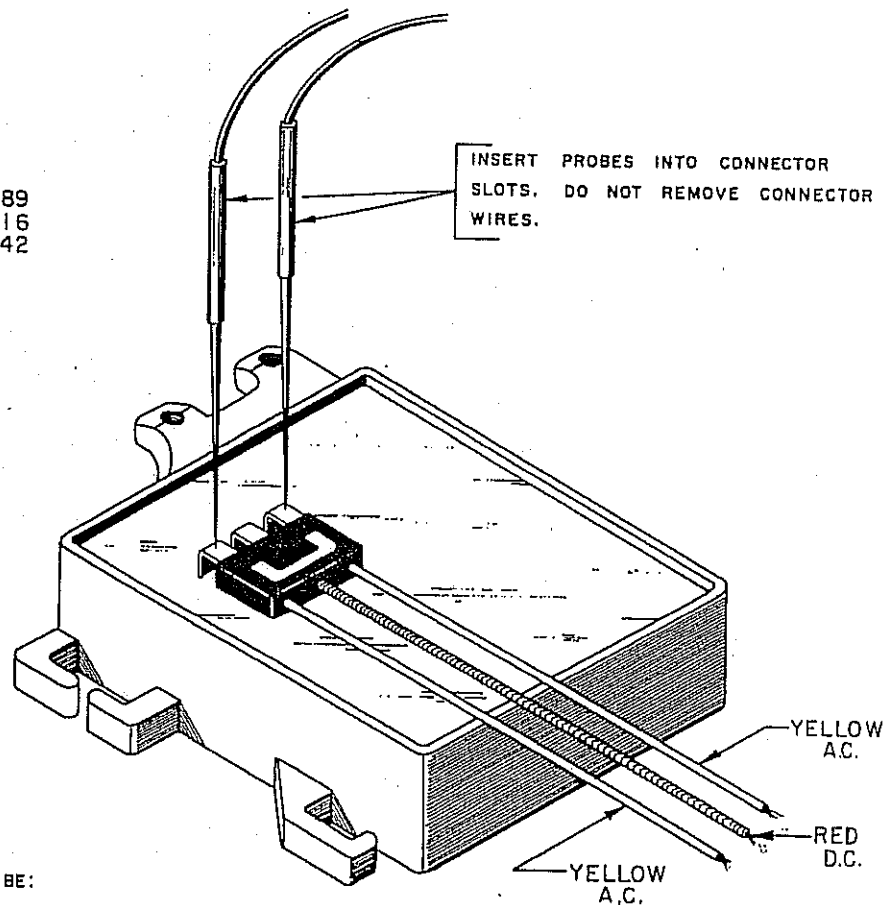
REMOVE BLOWER HOUSING FROM ENGINE, UNBOLT REGULATOR RECTIFIER AND POSITION IT OUTSIDE BLOWER HOUSING. REINSTALL BLOWER HOUSING BEFORE STARTING ENGINE. KEEP ALTERNATOR LEADS CONNECTED TO REGULATOR RECTIFIER.

WITH ENGINE RUNNING AT 3600 RPM, WITH A D.C. VOLT METER, CHECK FROM D.C. WIRE (RED) TO GROUND. YOU SHOULD HAVE A READING BETWEEN 14.2 AND 14.7. IF NOT, THE REGULATOR RECTIFIER IS FAULTY.

WITH ENGINE RUNNING MINIMUM, A.C. VOLTAGE FROM LEAD TO LEAD SHOULD BE:

- 2500 R.P.M. - 16.0 VOLTS A.C.
- 3000 R.P.M. - 19.0 VOLTS A.C.
- 3300 R.P.M. - 21.0 VOLTS A.C.
- 3600 R.P.M. - 23.0 VOLTS A.C.

IF THE MINIMUM READINGS ARE NOTED, ALTERNATOR IS OKAY. IF THE SYSTEM FAILS TO CHARGE A KNOWN GOOD BATTERY, REGULATOR-RECTIFIER MUST BE DEFECTIVE.



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<b>LAYTON</b> MANUFACTURING COMPANY SALEM, OREGON	
TITLE: SERVICE BULLETIN NO. 1-80	
TESTING THE CHARGING SYSTEM <span style="float: right;">Rev. 2/83</span>	
DRAWN BY <i>Don Philips?</i>	CHECKED BY
SCALE NONE	DATE 8-19-80
PRODUCT LAYTON PAVERS	PART NO. C-336

D-14

REF. NO.	PART NO.	DESCRIPTION	NO. REQ.	REF. NO.	PART NO.	DESCRIPTION