

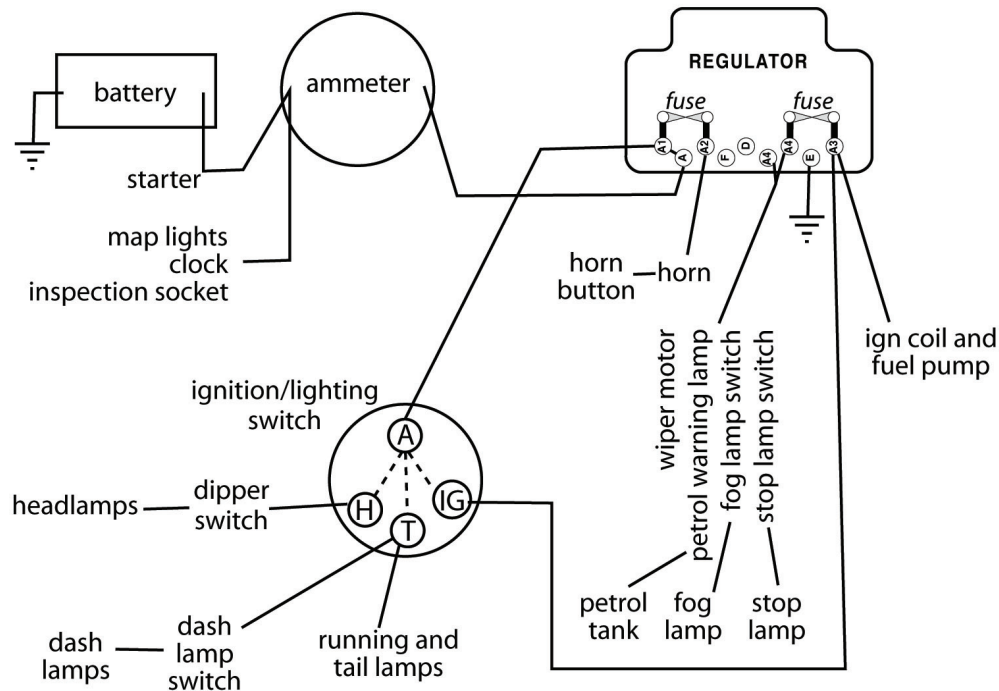
TC Electrical Troubleshooting Guide

This is meant to be a quick troubleshooting guide to locating problems with your TC electrical system (except for the dynamo). This is very simplified but may narrow down where to look and get you going again so you can finish your trip and get home and/or to your mechanic.

Two tools that can really help are:

- a **Test Light** (available at a auto parts store for a few dollars or you can make your own). With this you can check if a component has electrical power to it. Clip one end to a good ground and then just touch the test lamp probe to the electrical terminal of suspect component (turn on the switch to suspect unit if needed).
- about **5 Feet of Electrical Wire**. Clips on the end will aid in holding it in place if you want. Sometimes a component just needs a better ground to work and this piece of wire can be used to test. For instance the D-lamp may not be grounded properly so just touch or clip one end of the wire to a good ground and touch or clip the other end to the D-lamp shell (or the bulb holder) and see if that solves the problem. If you are unsure if you can locate a good ground, a longer wire will allow you to clip right to the battery terminal ground post and reach more distant components.

So to narrow things down in your search for where a problem might be, you should take inventory and see what is and is not working on your TC. You also have to weight in known factors too, such as if the clock has never worked, you cannot expect it to work now that another problem has arisen. Following this chart you can usually narrow down a problem to a particular section of wire, an individual unit, or maybe the ground to that unit.



Map Lights
Clock
Inspection Lamp Socket

These three items are connected to the ammeter (but do not run through it). If these three items all work (or anything further down the list) then the wiring is fine up to the ammeter at least. If just one of these items to the left is not working then problem is at unit itself or in wires between the ammeter and the unit.

Ignition Coil
Fuel Pump

Both these items are controlled by the ignition/light switch. If either of these (or anything further down the list) work then wiring is fine up to the A3 terminal on the regulator (as well as the A and the A1 terminals). If one of the two items to the left do not work, then problem is with unit itself or between A3 terminal and the unit.

Headlamps

If above are working and head lamps are not, then problem is with the ign/lighting switch, the head lamp dipper switch, head lamps themselves or the wiring between. This happened to me once and jiggling the dipper switch got me going again. Seems it got hung up.

Running Lamps

These are wired to the T terminal on the ign/lighting switch. If none are working (and ignition or fuel pump are) then problem is most likely with the ign/lighting switch itself. If just one or two lamps are not working then check bulbs and/or wires.

Dash Lamps

These are also connected to the T terminal on the ign/lighting switch. But there is also a dash lamp switch so make sure that is on. If you have running lamps but not dash lamps, problem probably is in dash lamp switch.

Fog Lamp
Wiper Motor
Petrol warning Lamp
Rear Stop Lamp

These four items all are controlled by the right side fuse on the regulator. If all are not working then check that fuse. If any one of these are working then the fuse is good and problem is probably with unit itself or between unit and the regulator A4 terminal.

Horn

If the horn does not work then check the left side fuse on the regulator. If fuse is good then check horn button, or horn itself.

Modified from an Midget Chassis article written in 2008.

by David Edgar