

TC Electrical Mysteries

If you are like most TC owners that have had an electrical problem with their TC, you will find something suddenly does not work anymore and so you pop the bonnet up and just stare - usually at the regulator with all those wires running to it. You have not a clue as to what you are looking at - guess you were hoping to discover an obvious loose end of a wire dangling with a sign on it saying "Connect me here." No such luck though. As a next step you probably click open the battery box clips

to see if the battery is still there and the cables are still attached. You can at least recognize the battery if nothing else. Well, know that you are not alone. The mysterious TC electrical system has confused many a novice and many times can cause an expert to scratch their head in frustration.

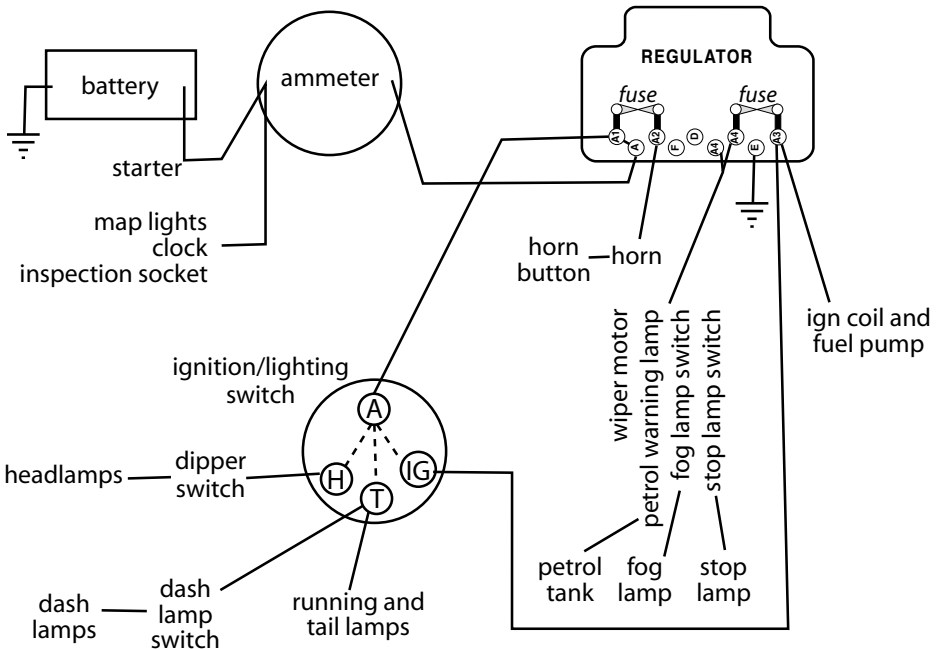
While this will not make you an expert, it may narrow down where to look and get you going again so you can finish your trip and get home or to your mechanic.

Two tools that can really help are a test light (available at a auto parts store for a few dollars) and about 5 feet of electrical wire.

With the test lamp you can test to see if you have juice to any point. Connect one end to a good ground and then just touch the test lamp probe to

the electrical terminal of suspect unit. Sometimes a component just needs a better ground to work and that piece of wire can be used to test. For instance the D-lamp may not be grounded properly so just touch the wire to the D-lamp shell and to ground and see if that solves the problem.

This is a very simplified wiring diagram less the charging circuit. I will have to cover that circuit in another article, but TC Clinic #63 may help you there for now.



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 facts 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.