

# Volkswagen Vanagon – Subaru Engine Conversion

## Resolving the Alternator Charge Light Issue

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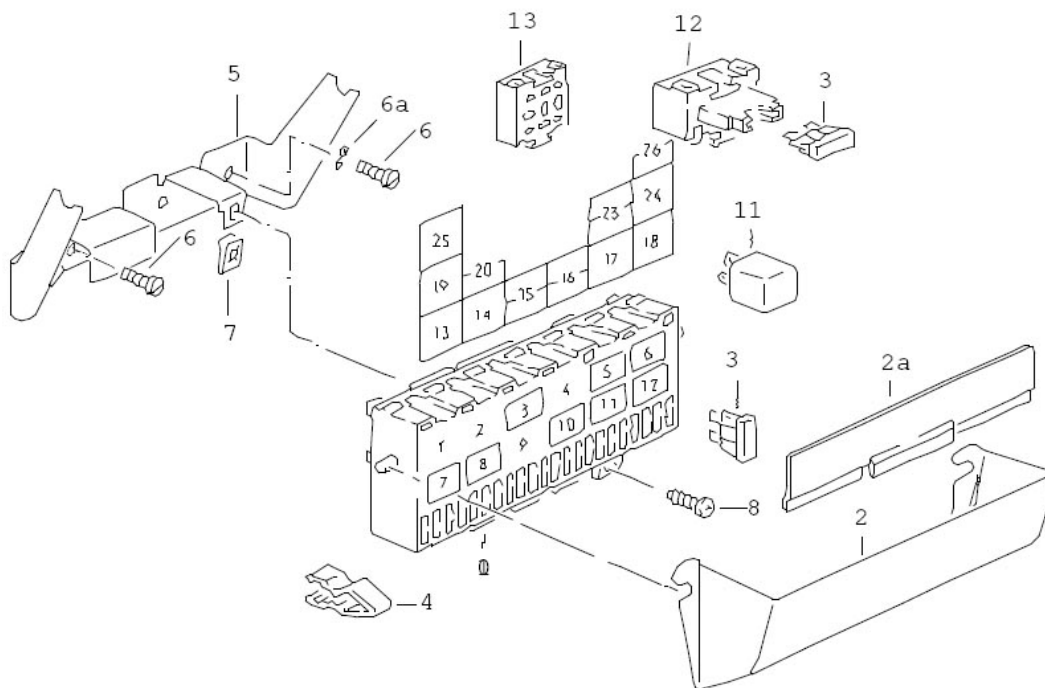
Original Author Unknown

Many Westfalia, weekender, and multivan vanagons have problems with their alternator charge light staying on or at least partially lit after the subaru engine is in place. The cause of this issue is that the circuit which feeds the idiot light also feeds other loads. The fluctuating load on the circuit causes the light to come on partially or fully. If the circuit is dedicated to the idiot light, the issue goes away. The method of dedicating the circuit originally came from KEP and they should be given full credit for the idea.

Here's how it's done:

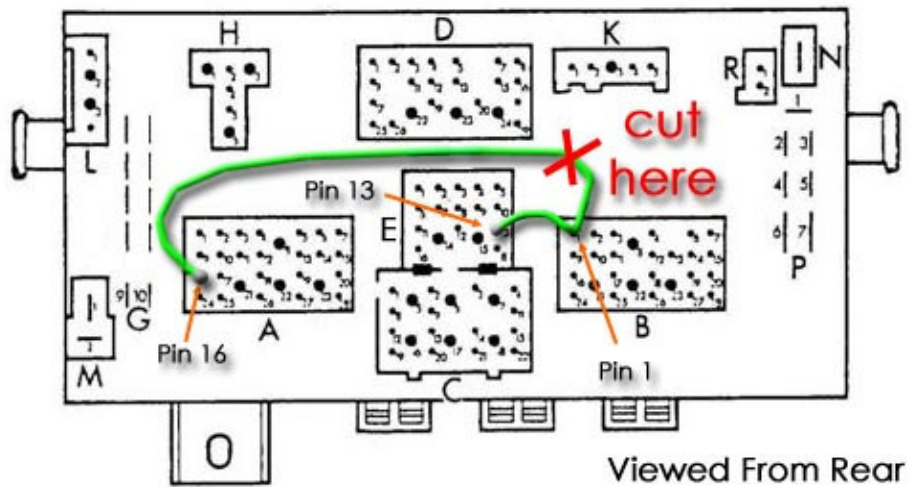
The Vanagon fuseblock is located below and to the left of the steering column on left hand drive vans. Below and to the right on right hand drive. All of the following work will be located in this area so get comfy.

1. Begin by removing the fuse block facia (that's cover for those of you that are fancy word challenged). It's a piece of rounded plastic held in at each side. Push it in and up to remove.

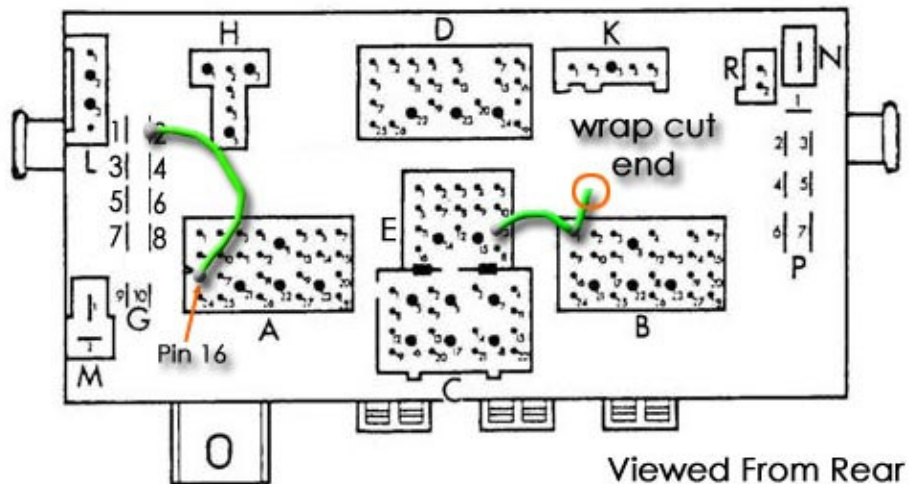


2. Now, remove the three screws that hold the fuse panel in place. In the picture above these screws are numbered 6 and 8. These are all located directly below the fuse panel. 2 of the screws serve to affix the support bracket to the van body. 1 screw serves to secure the fuse panel to the bracket. The entire fuse panel assembly can be dropped down and made fairly accessible.
3. Pull the entire fuse panel very carefully toward you to get a bit of slack in the wiring. This is no time to strong arm – that might work with wrestling alligators and prying open the mouths of attacking pythons but will not work here. You're in a world of hurt if you start ripping wires from their connection points.

- Carefully twist the panel around so that you can view the back of the panel.  
*Note that there are several groupings of wires across the back of the panel which are combined into what the automotive gods have deemed "terminals". You'll see that each of the groupings are lettered if you look closely enough. This is also a great time to break out the vanagon manual as they may have pictures with labels on them.*
- Identify Terminal Block A, and E as well as the ignition on power sources.



- There's a couple of blue or green wires that run to terminal B1. One of the wires runs out to A16, the other to E13. Cut the one that runs to A16. Cut it at a point about 1" from where it exits terminal B1.



- Take the remnant of the wire which is now only anchored to A16 and run it to one of the ignition on power source spades (for example: G-2 or G-5) at the left side of the back of the fuse panel. Crimp or solder (preferred) a female spade connector onto the end of the wire and tie it into one of the spades.
- Using electrical tape or heat shrink tubing, wrap the exposed, cut end of the wire from B1.
- Now you should be able to remove the blue wire from the refrigerator power relay under the driver seat. Your alternator charge light, although still functional (test by turning the ignition key on, but not starting) will not remain lit after the engine is started.