



# INSTRUCTIONS

## Alternator

### Please Read These First

These instructions are intended as a guide only and are not a substitute for a workshop manual. The fitter must have a degree of mechanical competence. If you are in any doubt as to your ability to fit the part, do not undertake the job.

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**FuelParts<sup>UK</sup> Intermotor** 

## Alternator

Alternators are often located in hot and inaccessible locations, it is strongly recommended that the engine be allowed to cool fully before beginning the repair

Before renewing the alternator check the battery condition and renew/charge it as necessary, the alternator is not designed to charge a flat battery.

### Removing the old Alternator

Disconnect battery earth lead, then disconnect battery live.

Disconnect electrical connections to the alternator. Make a careful note of each connection. Check connectors and wires for damage/corrosion correct as required. Check engine to chassis earth leads

Slacken and remove the alternator drive belt. We recommend that this be renewed when renewing the alternator. Check condition of belt tensioner. Remove, if appropriate, the vacuum pump connections from the back of the alternator

Unbolt and remove the alternator

Check old alternator for damage that may affect the replacement unit. E.g. Oil/water stains may indicate that the old unit failed due to an engine leak. These faults should be addressed to prevent premature failure.

Compare the old unit to the new unit; look for locating dowels/bushes. Swap over and renew if damaged

### Fitting the new Alternator

Fit new alternator and bolt up evenly, ensuring that it fits evenly against the mating surface.

Refit (renew) and tension drive belt

**PTO**

Connect new alternator, matching the connections from the old unit; ensure that the leads are routed away from any hot/moving surfaces. Refit, if necessary, the brake vacuum hoses.

Reconnect battery, connecting earth lead last

Check operation of alternator charge light and Start engine.