

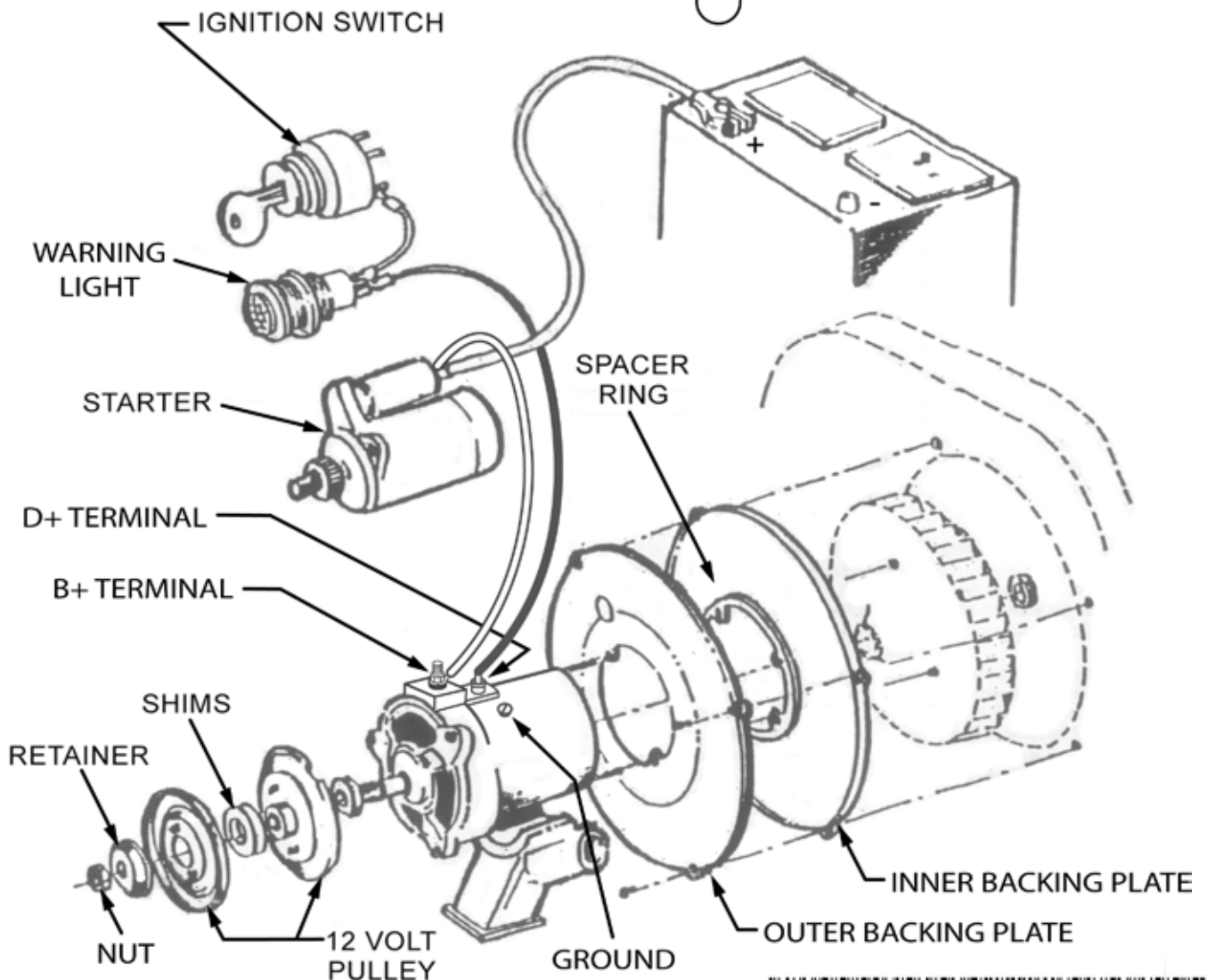
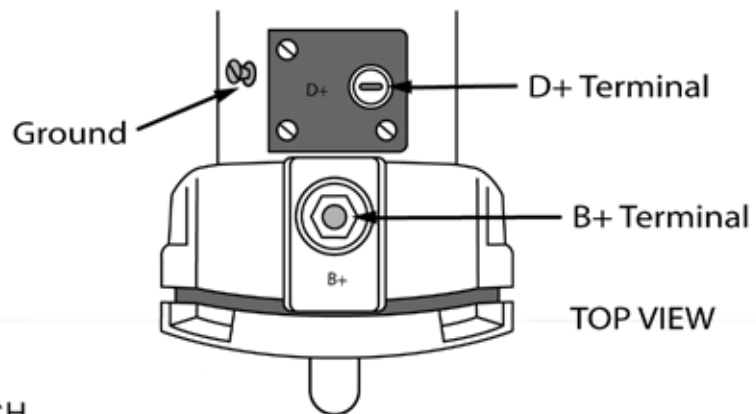
ALTERNATOR KIT INSTALLATION INSTRUCTIONS

!! PLEASE READ FIRST !!

Please note: the supplier cannot be held responsible for any failure of this unit caused by improper installation. These instructions are included as a guide. You will need a workshop manual for instructions on how to remove and replace an alternator/dynamo for your vehicle. If at any point, you are unsure of how to proceed stop and consult an auto electrician or give us a call.

KIT CONTENTS: Alternator (55 amp or 75 amp depending on the kit); Top Pulley (both halves); Fan Belt (9.5 x 905); Alternator Stand; Backing Plates (3 piece tinware); Alternator Strap; 1 x Red Wire (rated to 55 amps or 75 amps depending on the kit); 1 x Blue Wire & Connectors

This unit is the latest type of 51 Amp Alternator and has an internal regulator. This means that only two external connections are required (plus ground).



1. Check the contents of the kit and read these instructions carefully before starting work. These instructions assume you are replacing a dynamo (although the procedure for replacing an alternator is similar)
2. If your original dynamo was 6 volt you will need to replace your bulbs, relays, wiper motor, starter, etc with 12 volt versions (a 6 volt starter will usually work for a long time on the higher voltage, but this cannot be guaranteed). For other 6 volt components, voltage droppers can be purchased from ourselves.
3. Before doing any work, DISCONNECT THE BATTERY! Remove the negative (earth/ground) lead first, then the positive (usually red) lead.
4. Follow your workshop manual closely for how to remove your old alternator/dynamo.
5. Once your old unit is out, remove the existing generator/alternator stand and replace it with the new one. The tin ware and alternator stand included in the kit may look similar to your old parts but in many cases there are subtle differences, so always use the new parts supplied.
6. When swapping your oil filler from your original dynamo stand to the new stand you may need to purchase one of the special tools we stock to remove the standard oil filler retaining nut. If this nut is very seized it may be easier to buy a new oil filler.
7. Assemble the alternator, backing plates and fan and mount to the fan shroud. Test fit and spin the fan to check the fan does not touch the shroud. The position of the fan on the fan hub can be adjusted using pulley shims. Make sure the fan nut is tightened to the correct torque.
8. Refit the fanshroud/alternator assembly to the engine as described in your workshop manual.
9. If you have a standard single carburettor, check you have clearance between the throttle pump arm and the alternator - we stock spacers to help with this. In some cases you can simply bend the throttle pump arm slightly to fix the problem, but this depends upon your set up.
10. Replace the alternator strap, making sure it is securely tightened.
11. Replace the pulley, shims, retainer and nut. Make sure both halves of the pulley are correctly aligned. Replace and adjust the fan belt (for troubleshooting tips, see point 20)
12. Take the red wire from the kit and run the end without the rubber boot through the tinware on the right hand side of the engine compartment, towards the gearbox/starter motor. If you have original VW front tin a 12mm hole may need to be drilled. If you have aftermarket tin a suitable hole should exist. Do not forget to fit the grommet supplied in the hole.
13. Connect the new red wire to the starter motor on the same terminal as the existing live wire from the battery.
14. Reconnect the original dynamo earth wire to the ground screw on the alternator.
15. Run the unfinished end of the new blue wire from the alternator towards the existing regulator. Connected to terminal '61' of the regulator you will find a (usually blue) wire that runs to the charging warning light on the dash - remove this wire from the regulator and, using the connector provided, connect it to the unfinished end of the new blue wire (nothing should now be connected to terminal '61'). DO NOT run the alternator without this connection to the warning light and a working dash bulb, as the alternator's internal regulator will not function properly.
16. The wires that ran from the Dynamo to the 'DF' & 'D+' terminals on the original regulator are now redundant and can be discarded. The only wires still connected to the old regulator now should be two large wires on the double 'B+' terminal. If you wish, you can securely connect these two wires together and remove the old regulator entirely, as it is now serving only as a connector for these two wires.
17. Avoiding obvious hot spots, route the red and blue wires to the alternator. Connect the red wire to the threaded post terminal and fit the boot. Connect the blue wire to the spade terminal.
18. Check all connections and mounting nuts/bolts for tightness. Reconnect the battery, positive (red) lead first and then the negative.
19. Use the starter to turn the engine over briefly and then recheck the belt adjustment. You may well need the screwdriver, spanner and shims again.
20. If there was a tinny rattling sound the fan may be contacting the shroud. Recheck the position of everything again, small movements can make a big difference. Check both pulleys are in perfect vertical alignment, this is a major cause of flipped belts and broken top pulleys. You can get a little adjustment by moving the alternator or we stock special shims to adjust the alignment of the top and bottom pulley.
21. Start the engine, the charging warning light should go out, if it does not recheck all the connections.