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HITACHI



ALTERNATOR

INSTALLATION INSTRUCTIONS

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ALTERNATOR INSTALLATION INSTRUCTIONS

WARNING: ALWAYS USE PROPER EYE PROTECTION WHEN PERFORMING ANY MECHANICAL REPAIRS TO A VEHICLE INCLUDING, BUT NOT LIMITED TO ANY INSTALLATION AND OR REPAIRS TO THE ALTERNATORS. FAILURE TO USE PROPER EYE PROTECTION CAN LEAD TO SERIOUS AND PERMANENT EYE DAMAGE. Only perform the mechanical functions that you are properly qualified to perform. Mechanical repairs that are beyond your technical capabilities should be handled by a professional installation specialist.

WARNING: To avoid injury or damage, always disconnect the negative cable at the battery before removing or replacing the alternator. The alternator output terminal is always live (“hot”). If the battery is not disconnected, a tool accidentally touching this terminal and ground can quickly get hot enough to burn skin or damage to the tools and surrounding parts.

CAUTION: Remove jewelry before working on electrical system to avoid injury or damage to the system.

PULLEY INSTRUCTIONS

Use pulley from old alternator if this alternator does not have a pulley or pulley supplied is different from the one on alternator being replaced. NOTICE when changing the pulley, keep the alternator in the horizontal position and do not apply any pressure to the end of the shaft. Internal damage will occur if the shaft is pushed back and turned. **If there were spacers: when the fan and pulley were removed, make sure all spacers are replaced when installing the fan and pulley on this alternator.** Hold the shaft by placing a hex wrench in the hexagonal hole in the shaft while removing or installing the pulley. Tighten the pulley nut to 95-108 Nm (70-80 lbs ft).

BELT TENSIONING INSTRUCTIONS

Improper belt tension can cause premature alternator failure. Use a torque wrench to tighten mounting bolts to specified torque. Follow vehicle or engine manufacturer’s specifications carefully for belt tension and mounting bolts torque. **DO NOT OVER TIGHTEN BELT!**

TERMINAL DESCRIPTIONS

“POS” Terminal - Output terminal connects to the Positive (+) Battery terminal

“R” Terminal - Relay terminal carries half systems voltage and may be used for certain types of control relays, charge indicators, tachometers or similar devices. The current draw should not exceed four (4) amperes. Notice! Do not install the remote sense lead to this terminal.

“I” Terminal - Indicator lamp/ Ignition terminal carries full system voltage. Current draw should not exceed one (1) ampere. It is recommended current is not drawn from this terminal.

Ground Screw - Ground lead ensures alternator is grounded and is strongly recommended for optimum performance.

“Remote Sense” Terminal - Monitors batteries system voltage at the Batteries or a common distribution point. The sense terminal is the fourth terminal and is identified with a “remote sense” label on the back cover plate. Notice! Do not connect anything but the remote sense line to this terminal.

- If installing a remote sense alternator in a vehicle without a remote sense line, connect a lead from the Voltage Sense Terminal to the Positive (+) Battery terminal to the common distribution point at the Starter Solenoid Battery (+).
- If installing a non-remote sense alternator in a vehicle that has a remote sense line, disconnect and secure the wire from the battery. Notice! Be careful not to ground the leads open end and if it has a fuse, it should be deactivated.
- Only connect the sense line to the remote sense terminal. The “R” Terminal is not the Remote Sense Terminal

INSTALLATION INSTRUCTIONS

- Disconnect the negative (-) cable at the batteries.
- Identify and tag all leads when removing the old Alternator and install them on the same terminals of the new Alternator.
- Insure all leads are hooked back up or contained where they cannot ground.
- Torque all fasteners to values labeled on the illustration.
- This Alternator may have more terminals than the alternator it is replacing had or used. It will function properly by only hooking up the leads that were used on the alternator being replaced.