

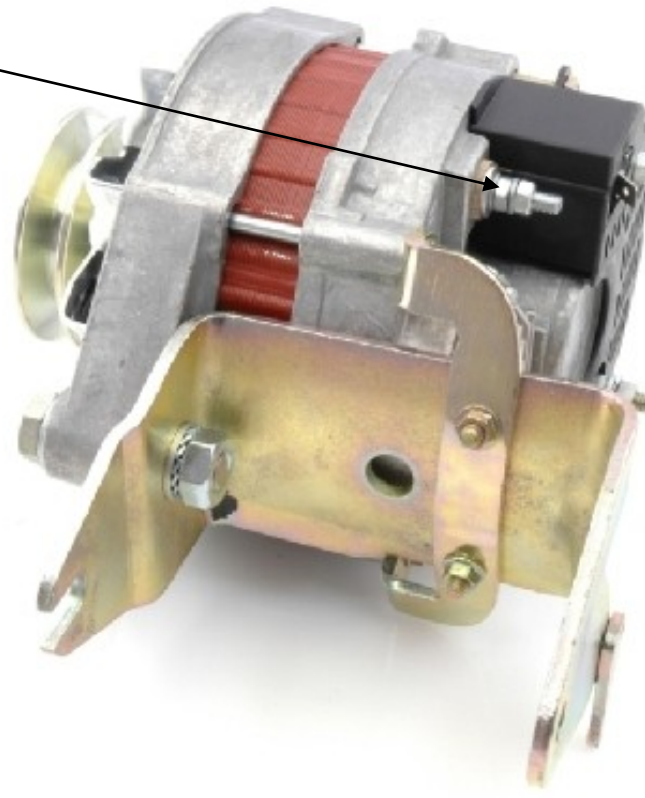
## Wiring alterations to suit alternator with internal regulator (post 1968 models originally fitted with an alternator)

1. Read through these instructions fully before starting the job to make sure you understand what will be required.
2. Disconnect the battery
3. Disconnect the wiring from the voltage regulator, taking note of which wire is connected to the "L" terminal, it should have a red sleeve, and remove the regulator from the battery cage.
4. Disconnect wiring from the alternator.
5. Undo and remove alternator belt adjusting bolt from top of alternator, loosen nut holding adjusting bracket to water pump and swing bracket up out of the way.
6. Loosen front alternator mounting bolt by a couple of turns then unscrew and remove rear mounting bolt. These are the M9 (14mm spanner size) bolts which hold the alternator to the bell housing, not the one which holds the alternator to it's bracket.
7. Remove alternator from car.
8. Fit the new alternator and tension the belts before tightening the lower mounting bolts. You may have to fit a spacer between the alternator and belt tensioning strap on some models.
9. Connect the big wire (black) with 6mm eye terminal that was connected to the old alternator to the 6mm B+ terminal on the new alternator.
10. Connect the wire which was connected to the "L" terminal of the voltage regulator to the D+ terminal of the new alternator. You may have to change the wiring terminal.
11. Insulate the ends of the other wires and bundle together out of the way of any moving parts, they will no longer be used.
12. Reconnect the battery and start the engine. The charge light on the dash may not go out straight away, but give the engine a rev and it should go out. This is normal.

If you have a semi automatic model, the starter switch behind the instrument panel which is operated by the gear lever is originally earthed through the voltage regulator. This prevented the starter being operated whilst the engine was running (alternator charging). The voltage regulator built into the new alternator will usually earth the starter switch but it is not really designed to do so, so we recommend altering the starter switch wiring to earth the switch behind the dash instead.

To do this remove the instrument panel and located the starter switch. Remove and insulate the wire with the brown sleeve then make up a wire to connect to the starter switch in it's place and to a convenient earth point behind the dash.

Not used



D+

B+