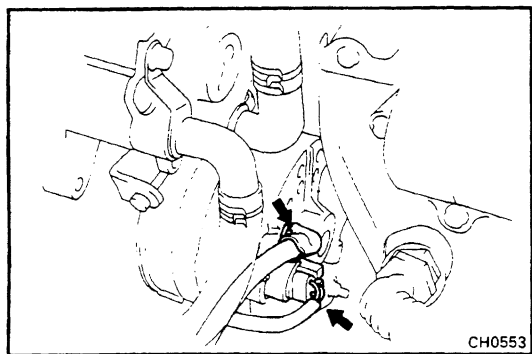
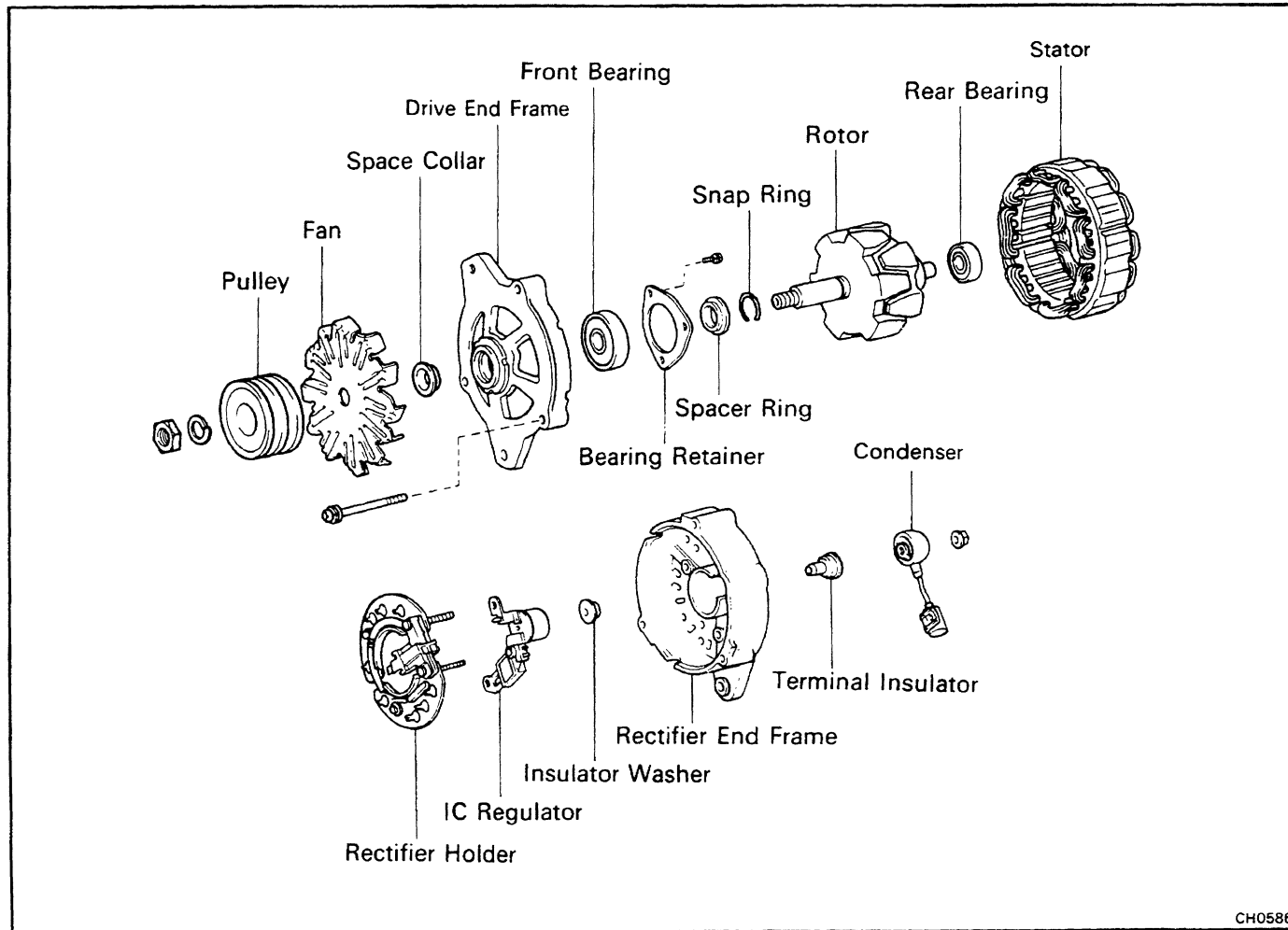


ALTERNATOR COMPONENTS



REMOVAL OF ALTERNATOR

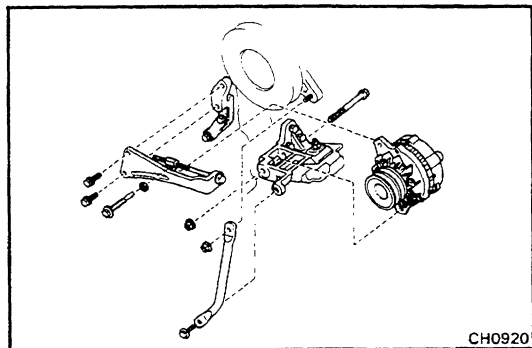
1. DISCONNECT CABLE FROM NEGATIVE TERMINAL OF BATTERY

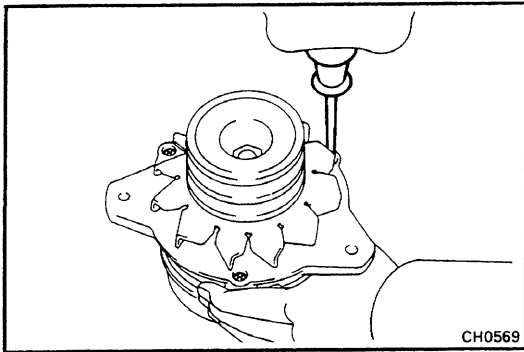
2. DISCONNECT CONNECTOR AND WIRE FROM ALTERNATOR

3. REMOVE DRIVE BELTS

4. REMOVE ALTERNATOR

- (a) Remove the bolt, nut and air pump stay.
- (b) Remove the adjusting lock bolt, two bolts and adjusting bar.
- (c) Remove the pivot bolt, nut and alternator.





DISASSEMBLY OF ALTERNATOR

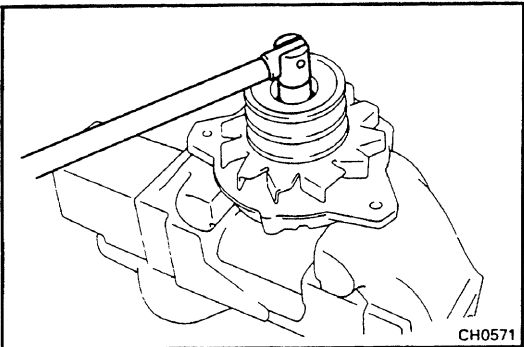
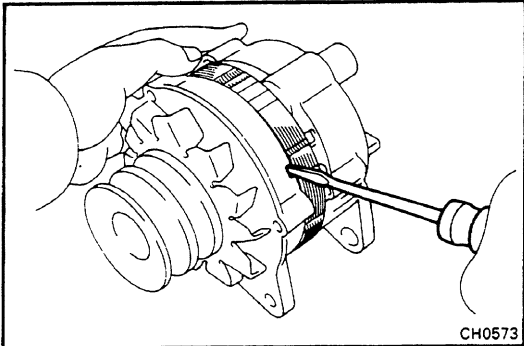
(See page [CH-6](#))

1. REMOVE DRIVE END FRAME AND ROTOR ASSEMBLY FROM STATOR

(a) Remove the three through screws.

(b) Using a screwdriver, pry the end frame and remove it together with the rotor.

NOTICE: Do not pry the coil wires.



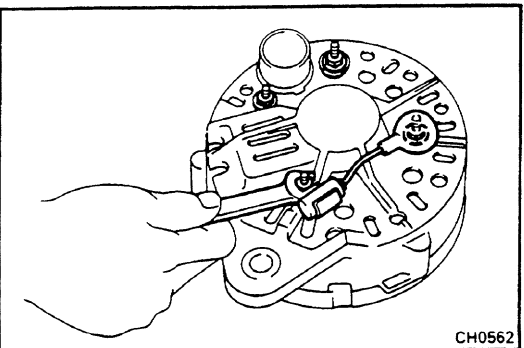
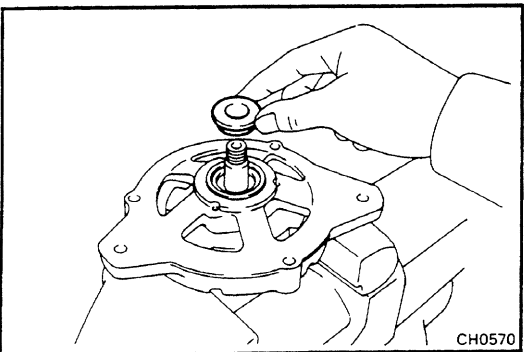
2. REMOVE PULLEY, FAN AND DRIVE END FRAME FROM ROTOR

(a) Mount the rotor in a soft jaw vise.

(b) Remove the pulley nut, spring washer, pulley and fan.

(c) Remove the spacer collar and drive end frame.

(d) Remove the spacer ring and snap ring.

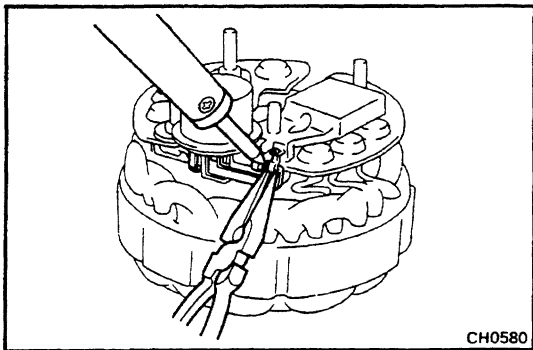


3. REMOVE RECTIFIER END FRAME

(a) Remove the four nuts, condenser and two terminal insulators.

(b) Remove the rectifier end frame.

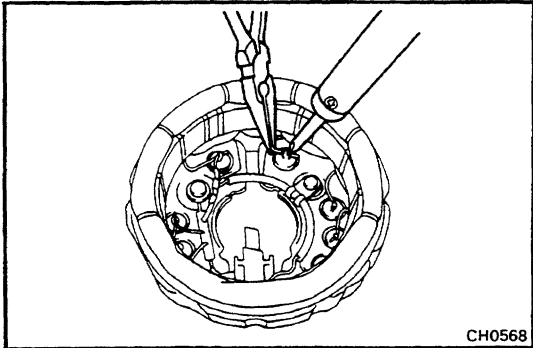
(c) Remove the insulator washer from the rectifier holder stud.



4. REMOVE IC REGULATOR

Hold the IC regulator terminal with needle-nose pliers, and unsolder the terminals.

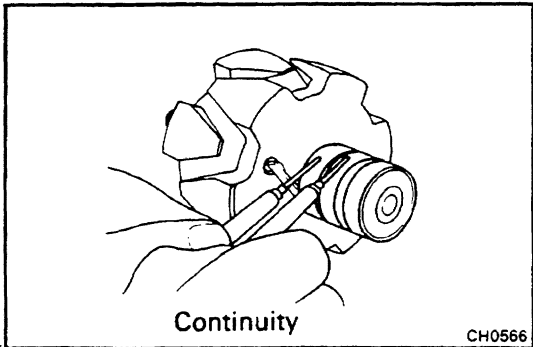
NOTICE: Protect the rectifiers from heat.



5. REMOVE RECTIFIER HOLDER

Hold the stator coil lead with needle-nose pliers, and unsolder leads.

NOTICE: Protect the rectifiers from heat.



INSPECTION AND REPAIR OF ALTERNATOR

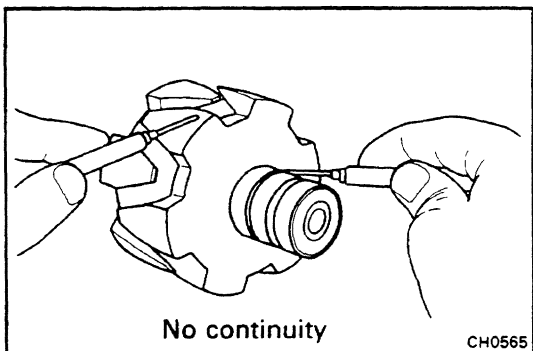
Rotor

1. INSPECT ROTOR FOR OPEN CIRCUIT

Using an ohmmeter, check that there is continuity between the slip rings.

Standard resistance: 2.8 – 3.4Ω

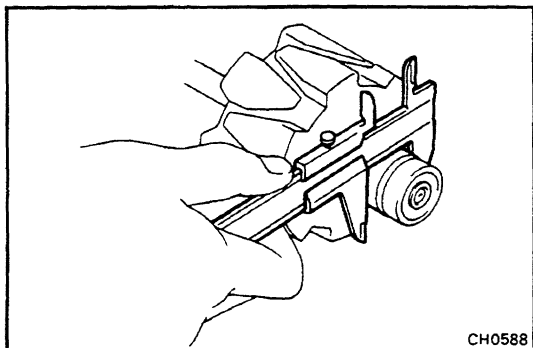
If there is no continuity, replace the rotor.



2. INSPECT ROTOR FOR GROUND

Using an ohmmeter, check that there is no continuity between the slip ring and the rotor.

If there is continuity, replace the rotor.



3. INSPECT SLIP RINGS

- (a) Check the slip rings are not rough or scored.

If rough or scored, replace the rotor.

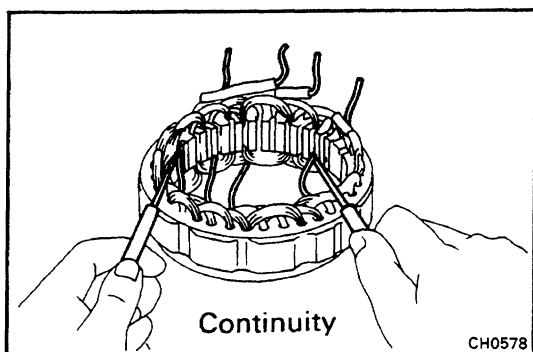
- (b) Using calipers, measure the slip ring diameters.

Standard diameter: 32.3 – 32.5 mm

(1.272 – 1.280 in.)

Minimum diameter: 32.1 mm (1.264 in.)

If the diameter is less than minimum, replace the rotor.

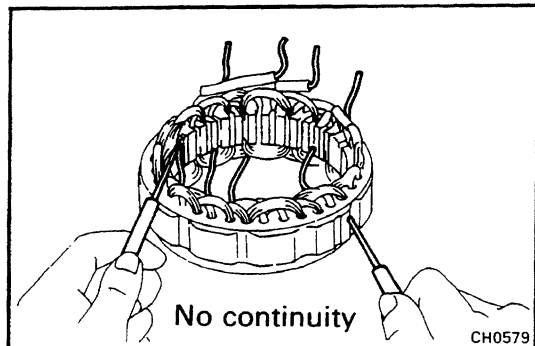


Stator

1. INSPECT STATOR FOR OPEN CIRCUIT

Using an ohmmeter, check that there is continuity between the coil leads.

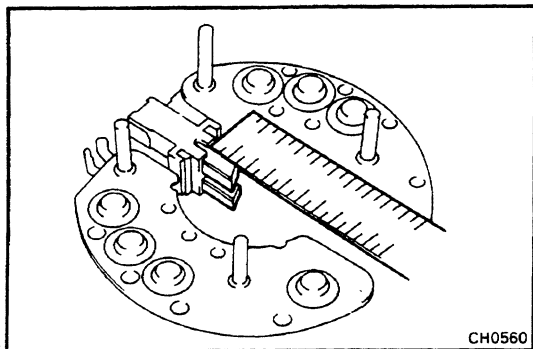
If there is no continuity, replace the stator.



2. INSPECT STATOR FOR GROUND

Using an ohmmeter, check that there is no continuity between the coil leads and stator core.

If there is continuity, replace the stator.



Brushes

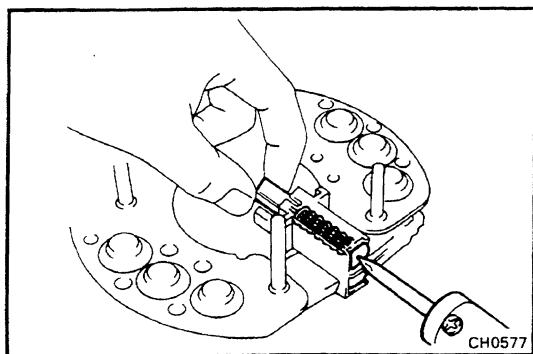
1. INSPECT EXPOSED BRUSH LENGTH

Using a scale, measure the exposed brush length.

Standard exposed length: 12.5 mm (0.492 in.)

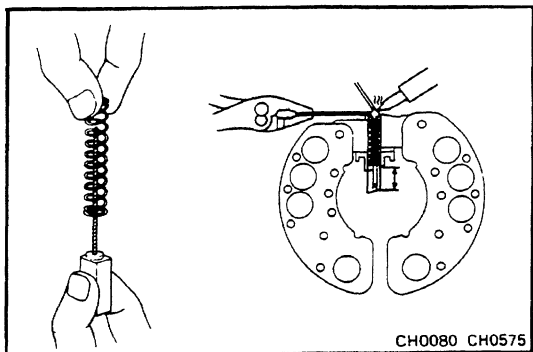
Minimum exposed length: 5.5 mm (0.217 in.)

If the length is less than minimum, replace the brushes.



2. IF NECESSARY, REPLACE BRUSHES

(a) Unsolder and remove the brush and spring.



(b) Insert the brush wire through the spring.

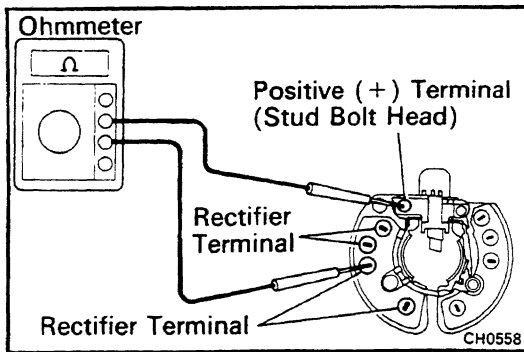
(c) Install the brush in the brush holder.

(d) Solder the wire to the brush holder at specified exposed length.

Exposed length: 12.5 mm (0.492 in.)

(e) Check that the brush moves smoothly in the brush holder.

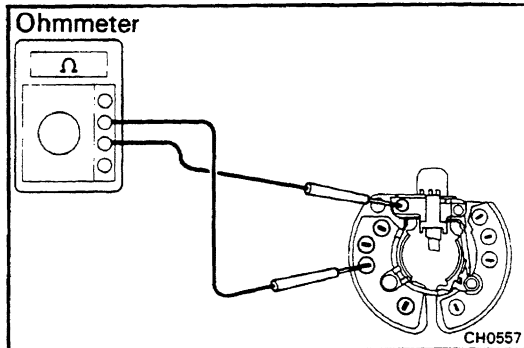
(f) Cut off any excess wire.



Rectifiers (Rectifier Holder)

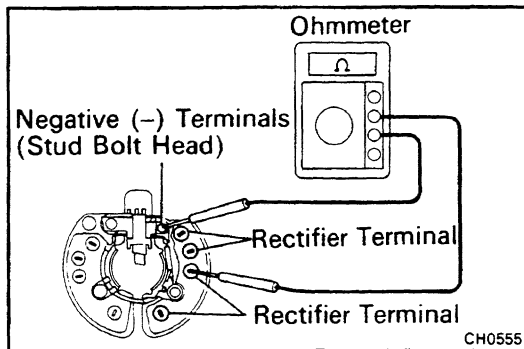
1. INSPECT POSITIVE SIDE RECTIFIER

- (a) Using an ohmmeter, connect one tester probe to the positive (+) terminal and the other to each rectifier terminal.



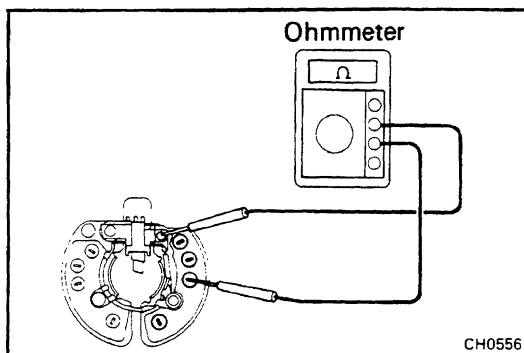
- (b) Reverse the polarity of the tester and repeat step (a).
 (c) Check that one shows continuity and the other shows no continuity.

If continuity is not as specified, replace the rectifier holder.



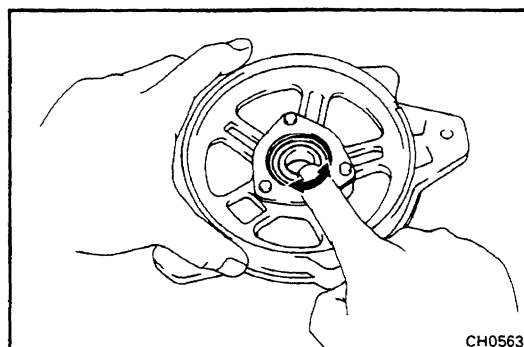
2. INSPECT NEGATIVE SIDE RECTIFIER

- (a) Using an ohmmeter, connect one tester probe to the negative (-) terminal and the other to each rectifier terminal.



- (b) Reverse the polarity of the tester probes and repeat step (a).
 (c) Check that one shows continuity and the other shows no continuity.

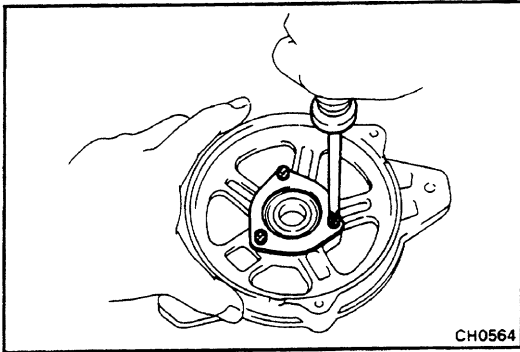
If continuity is not as specified, replace the rectifier holder.



Bearings

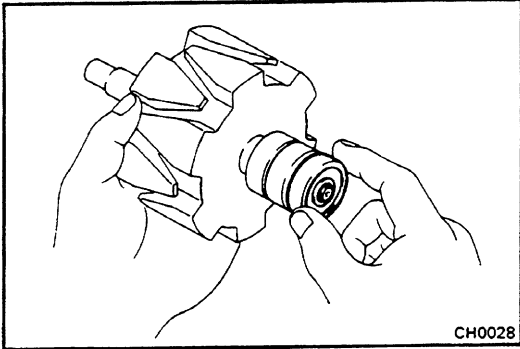
1. INSPECT FRONT BEARING

Check that the bearing is not rough or worn.

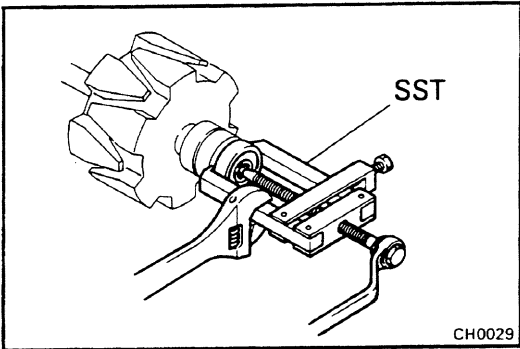
**2. IF NECESSARY, REPLACE FRONT BEARING**

Remove the three screws and bearing retainer, and replace the bearing.

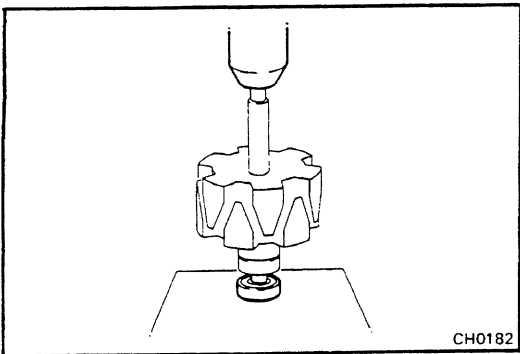
Torque: 35 kg-cm (30 in.-lb, 3.4 N-m)

**3. INSPECT REAR BEARING**

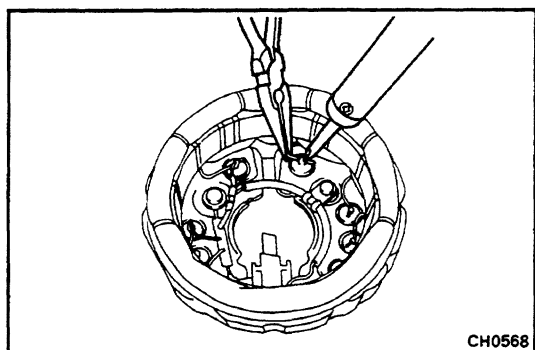
Check that the bearing is not rough or worn.

**4. IF NECESSARY, REPLACE REAR BEARING**

(a) Using SST, remove the bearing from the rotor shaft.
SST 09286-46011



(b) Using a press, press in a new rear bearing onto the rotor shaft.



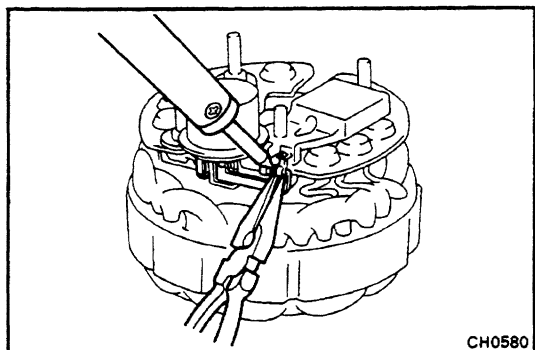
ASSEMBLY OF ALTERNATOR

(See page [CH-6](#))

1. INSTALL RECTIFIER HOLDER TO STATOR

Hold the stator coil lead with needle-nose pliers while soldering the leads.

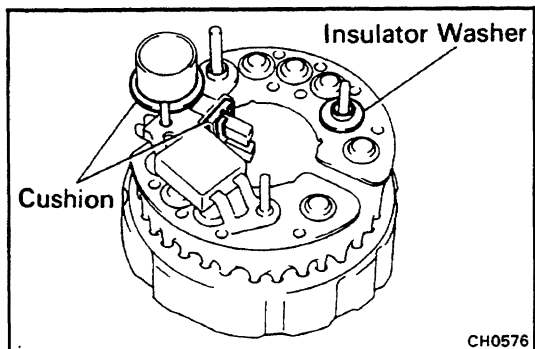
NOTICE: Protect the rectifiers from heat.



2. INSTALL IC REGULATOR

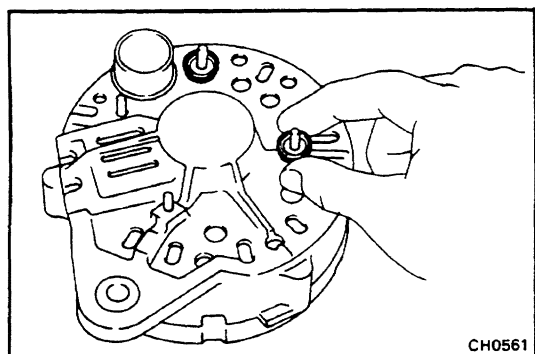
Hold the IC regulator terminal with needle-nose pliers while soldering the terminals.

NOTICE: Protect the rectifiers from heat.

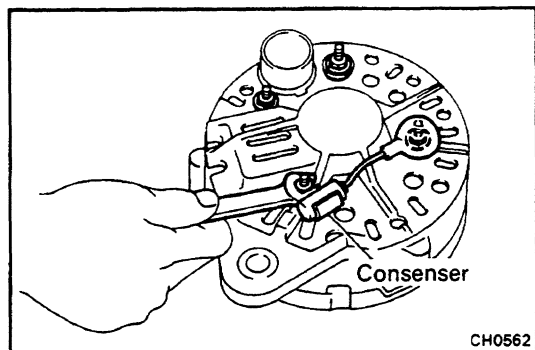


3. INSTALL RECTIFIER END FRAME TO RECTIFIER HOLDER

- Place the insulator washer on the positive (+) stud of the rectifier holder.
- Place the two cushions on the brush holder and alternator terminal.
- Place the rectifier end frame on the rectifier holder.
- Check that the wires are not touching the rectifier end frame.

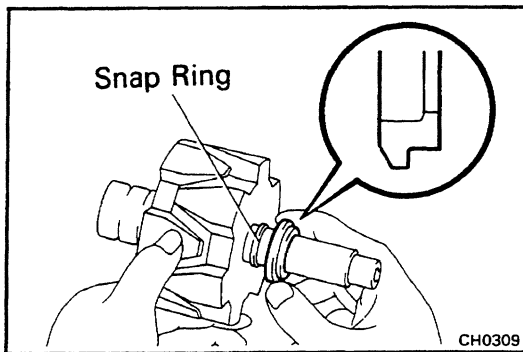


- Place the two terminal insulators on the positive (+) studs of the rectifier holder.



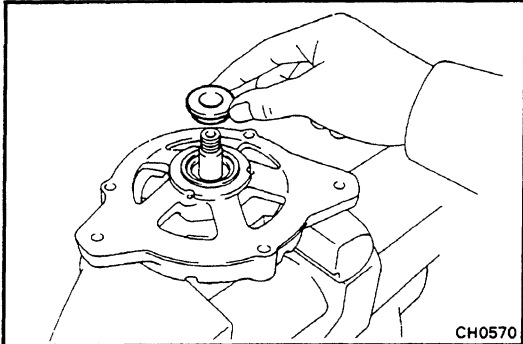
- Install the condenser and four nuts.

Torque: 45 kg-cm (39 in.-lb, 4.4 N-m)



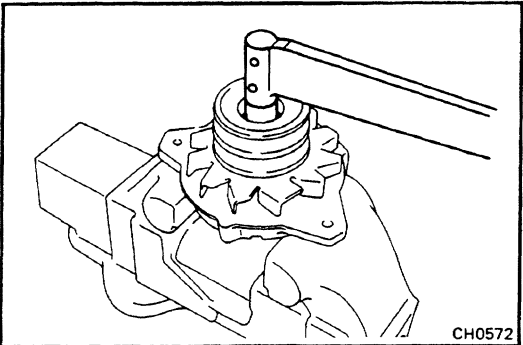
4. INSTALL DRIVE END FRAME, FAN AND PULLEY TO ROTOR

(a) Slide the snap ring and spacer ring onto the rotor shaft.



(b) Mount the rotor in a soft jaw vise.

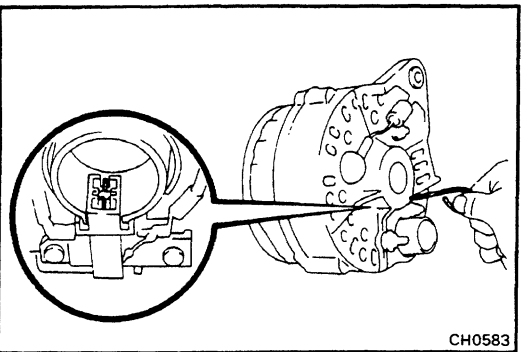
(c) Slide the drive end frame and spacer collar.



(d) Slide the fan, pulley and spring washer onto the rotor shaft.

(e) Install and torque the nut.

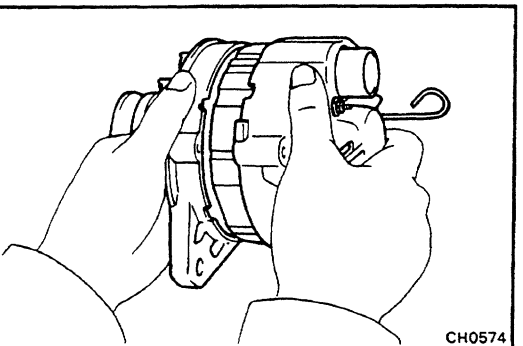
Torque: 625 kg-cm (45 ft-lb. 61 N-m)



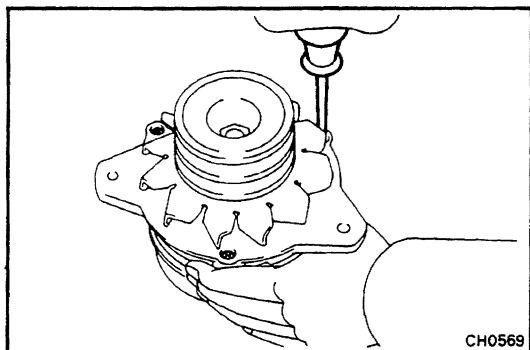
5. ASSEMBLE DRIVE END FRAME AND RECTIFIER END FRAME

(a) Bend the rectifier lead wires back to clear the rotor.

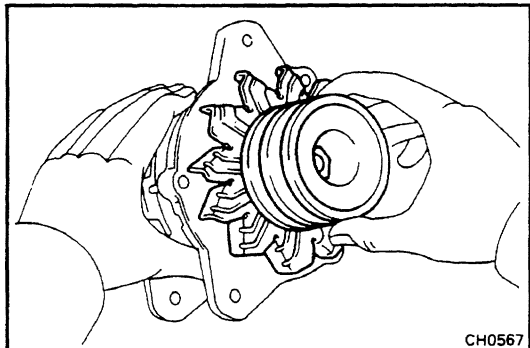
(b) Using a curved tool, push the brushes in as far as they will go and hold them in place by inserting a stiff wire through the access hole in the rectifier end frame.



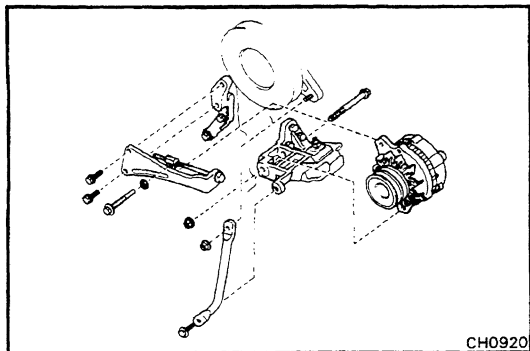
(c) Assemble the drive end frame and the rectifier end frame by inserting the rear bearing on the rotor shaft into the rectifier end frame.



- (d) Install the three through screws.
 - (e) Remove the stiff wire from the access hole.
- Torque: 60 kg-cm (52 in.-lb, 5.9 N-m)**



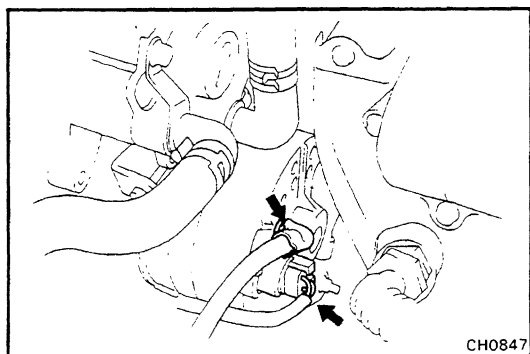
- (f) Check that the rotor rotates smoothly.
- (g) Seal the access hole.



INSTALLATION OF ALTERNATOR

1. INSTALL ALTERNATOR

- (a) Mount the alternator on the alternator bracket with pivot bolt and nut. Do not tighten the bolt and nut.
- (b) Install the adjusting bar with the two bolts and adjusting lock bolt. Do not tighten the adjusting lock bolt.
- (c) Install the air pump stay with the bolt and nut.



2. INSTALL DRIVE BELTS

- (a) Install the drive belt.
 - (b) Using a belt tension gauge, adjust the belt tension.
- (See page [CH-3](#))

Drive belt tension: New belt 145 + 25 lb

Used belt 100 + 20 lb

- (c) Tighten the pivot and adjusting lock bolts.

3. CONNECT CONNECTOR AND WIRE TO ALTERNATOR

4. CONNECT CABLE TO NEGATIVE TERMINAL OF BATTERY

5. PERFORM ON-VEHICLE INSPECTION

(See steps 5 to 7 on pages [CH-4](#), 5)