



Alternator

This alternator was end-of-line tested to insure critical performance criteria are met. Qualified technicians have individually inspected and tested this unit, prior to shipment.

TEST PERFORMED

Hipot
Rectifier
Rotor Ohms Resistance
Bench Test with Oscilloscope

VALIDATES

Stator & Rotor
Diodes
Slip Rings
Output Volts/Amps and
Signal Pattern Produced



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Alternator

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NOTE: Always refer to the appropriate maintenance manual for proper removal and installation of alternator. One of the most frequent causes of alternator damage is reconnecting the wires to the wrong stud/post.

• WARNING •

PROP HAZARD: REMAIN CLEAR OF PROPELLER AT ALL TIMES. FAILURE TO DO SO MAY RESULT IN PERSONAL INJURY OR LOSS OF LIFE.

ALTERNATOR REMOVAL:

1. Make sure that the master switch remains in the “off” position and the negative lead is disconnected from the battery.
2. Label the wiring while disconnecting from alternator.

ALTERNATOR INSTALLATION:

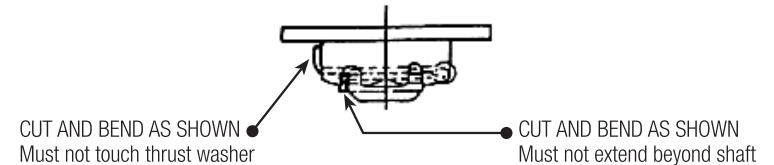
1. Remove new unit from the shipping carton and inspect for damage, proper part number, and correct voltage.
2. Inspect gear drive coupling for integrity, and install per figure 1. (if applicable).
3. Install alternator gasket. (if applicable).
4. Insure alternator slips into crankcase without binding and that mounting flange is seated against crankcase. Do not force alternator into position as damage to the alternator and drive gears could result. (if applicable).
5. Torque all mounting bolts or nuts to proper torque.
6. Set belt tension per maintenance manual. (if applicable).
7. Inspect all brackets, and spacers for proper fit (if applicable).
8. Refer to appropriate maintenance manual for wiring diagrams, routing and connections. If you do not have the appropriate manual call RAM Customer Service at (254) 752-8381.

NOTE: REVERSE POLARITY WILL DESTROY DIODES IN ELECTRICAL SYSTEM

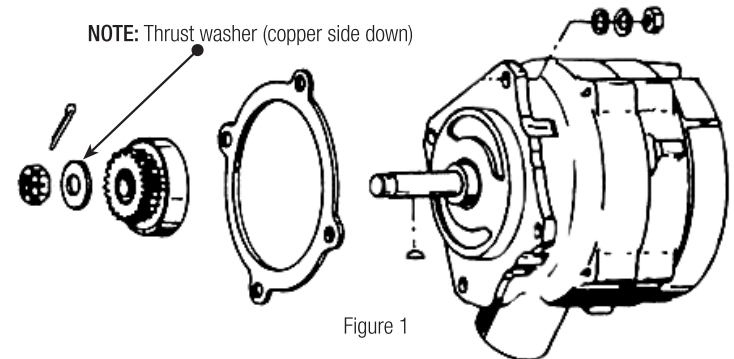
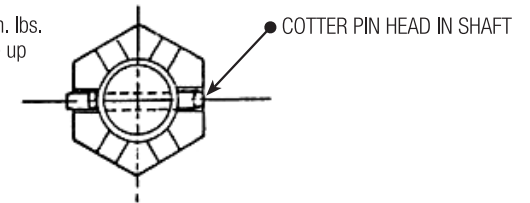
9. Inspect wire connectors, for cut and broken strands of wire.
10. Make sure battery is fully charged. Low voltage can limit the life of the alternator.
11. Before connecting field wire (F1) to alternator you must make sure you have proper voltage running through system. (12 or 24 volt system).
12. Test each alternator, in actual operation immediately upon completion of installation.
13. Parallel alternators. (if applicable).

DRIVE COUPLING INSTALLATION (Alternator Clutch):

Reference: TCM Service Bulletin M89-5



Torque nut starting at 300 in. lbs. and up to 450 in. lbs. to line up cotter key hole.



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