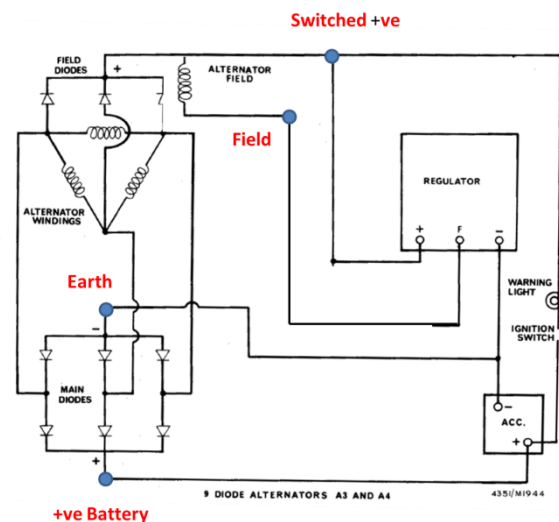
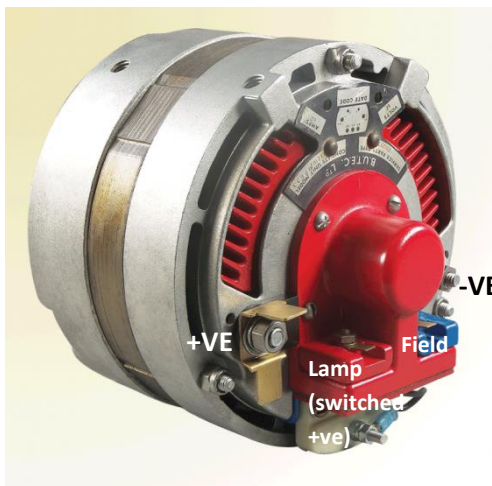


V12 E-Type Replacement Alternator Kit



Series 3 V12 E-Type - 100 amp Denso Alternator Kit



The original Butec alternator has 4 connections as follows:

- +VE Battery +ve terminal or main feed
- Field From external regulator
- -VE Connection to vehicle earth (may not be used)
- Lamp Switched positive and charge warning lamp connection

Installing the Denso Replacement Alternator Kit

- Disconnect the battery
- Label the wires connected to the terminals on the Butec Alternator as shown above and then disconnect them – please note that some vehicles do not have a connection to the large ‘-ve’ terminal on the Butec alternator
- Remove the Butec alternator, making a note of the pulley alignment
- Install the Denso alternator and use the adjuster bracket supplied to extend the tensioner unit from the original Butec alternator
- Check the alignment of the pulleys and adjust as required
- Adjust the tension of the belt in the normal way
- Connect the wire labelled ‘+VE’ to main terminal post (B+) on the new alternator. (Replace the existing large Lucar terminal with the ring terminal supplied)
- Insulate and secure the wire labelled ‘Field’ (This is no longer required)
- If your original Butec unit had a connection to the large ‘-VE’ terminal this can also be secured and insulated – your new Denso alternator will earth through its mountings to the car body.
- Connect the wire labelled ‘Lamp’ to the terminal marked ‘Lamp’ on the back of the new alternator
- As a precautionary measure (to avoid a flat battery caused by current leakage) you should disconnect and insulate the earth lead from the ‘-ve’ terminal on the external regulator.
- Reconnect the battery
- Start the engine and ensure that the alternator is giving a full charge, that the warning light functions correctly and that the alternator belt is running smooth and true.