

Source: Leece-Neville Heavy Duty Systems Division - Arcade, NY USA
 Date: June 27, 2017
 Bulletin No: TSB-1005
 Models: Multi-Fit
 Subject: Multi-Fit Alternator Mounting

1. WARNING NOTES:

- a. Study these instructions carefully . If in doubt consult a competent automobile engineer .
- b. Ensure battery negative terminal is not connected. Fig. 1.
- c. Excessive wear of the drive belt will occur if pulley alignment is incorrect. Other damage may occur if unit alignment or tightening torque are incorrect.
- d. The pulley supplied is not suitable for Poly Vee drive belts.
- e. Any washer touching a bracket of aluminum or other soft material must have an outside diameter of 22 mm.

Fig. 1

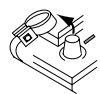


Fig. 2

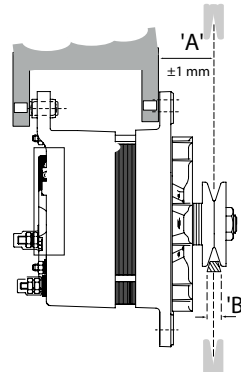


Fig. 3

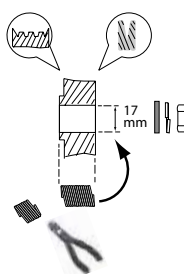
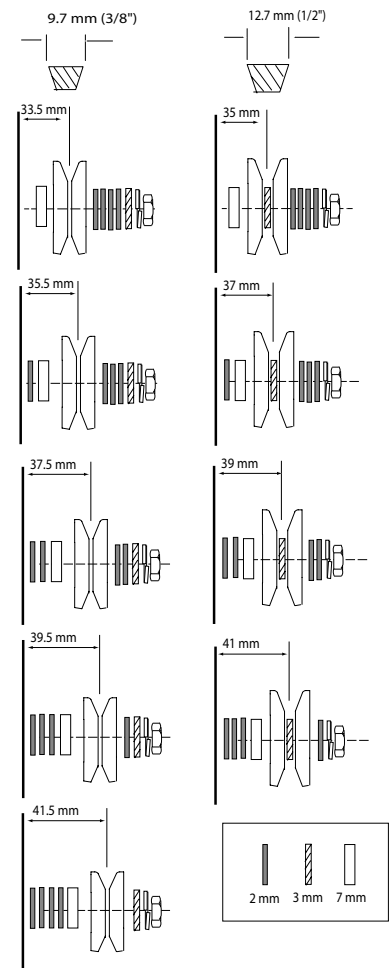


Fig. 5



Fig. 4



2. DRIVE PULLEY

Center line of belt and of all pulleys must coincide. Proceed as follows:

- a. Using pulley supplied
See Fig. 2, establish overhang dimension A and drive belt top width, dimension B . If overhang or top width (as supplied) is incorrect, reposition the 6 spacers, see Fig. 4.

NOTE: The 7 mm spacer must be positioned between the pulley and the fan.

The 3 mm spacer must lie between the two halves of the pulley for 12.7 mm top width belts only .

- b. Using any other pulley:
 - i. Discard pulley supplied.
 - ii. Measure bore diameter of the pulley to be used.
 - iii. If 17 mm, see Fig. 3. Fit spiral before installing pulley as for 15 mm below .
 - iv. If 15 mm, use spacers where required to achieve correct overhang dimension A , Fig. 2.
 - v. Tighten shaft nut, Fig. 5, then apply Loctite 242 (or suitable locking compound) to retain the nut.

Important: The information contained in this bulletin is intended for use by trained, professional technicians who have the proper tools, equipment, and training to perform the required maintenance described above. This information is NOT intended for 'do-it-yourselfers'; and you should not assume that this information applies to your equipment. If you have any questions regarding this information please visit our website at www.prestolite.com, or contact our technical service department at:

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3. MOUNTING TO THE ENGINE

PIVOT POINTS (Figs. 6a and 6b)

Position washers as shown. Do not use a washer between alternator drive end bracket and engine mounting bracket. Ensure mounting lugs are not stressed.

Note: - F or single lug engine mountings a converter kit, Part No. 662 013 42 may be required.

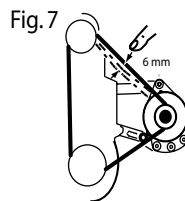
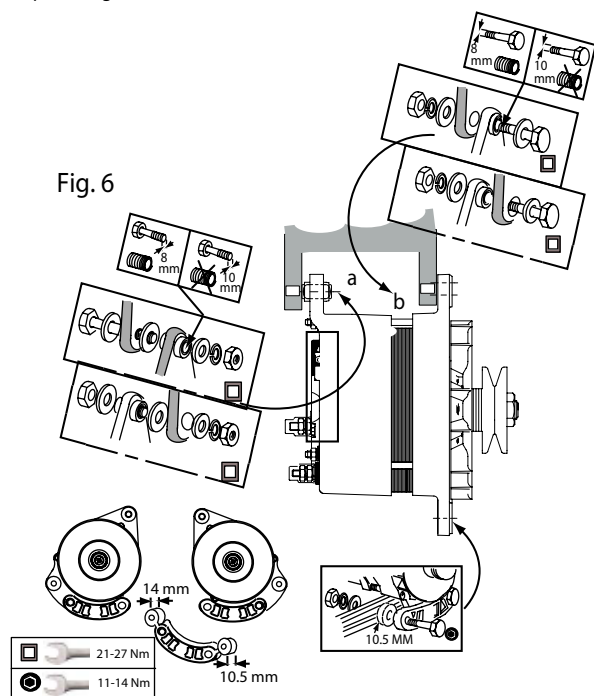
ADJUSTING STRAP

If required, use the adaptor kit supplied to move the radial position of the attachment point (for the drive belt tension adjustment strap) by 30°. The adaptor bar includes 2 spacers which must be removed by breaking them off. They can be used where appropriate to achieve correct alignment.

Install the drive belt on the relevant pulleys. Tighten the fixing bolts in the following sequence while tensioning the drive belt:

- i. Adjusting strap, to alternator and engine.
- ii. Alternator drive end bracket, to engine mounting bracket.
- iii. Alternator terminator terminal end bracket, to engine mounting bracket.

Check drive belt alignment and tension. Adjust if required, Fig 7.



4. Fig 8a, for twin output cable applications European plug connection.

Fig. 8b, for single output cable applications Stud terminal connection.

Connect as shown. Earth body of alternator, via fixing bolts or by a separate cable.

For twin cable installations a suitable "European" plug kit is available, Part No. 662 005 46.

"AUX" terminal is for audio suppression. If required connect a 3 µF capacitor between this terminal and earth.

"6/7" (W) terminal is a single phase supply for items such as electronic choke, tachometer, etc.

IMPORTANT INSTALLATION NOTICE

If system does not contain an indicator light circuit, then an excitation lead must be connected from the ignition switch to the IND terminal. A blocking diode, such as Prestolite part #102-32, must be put in this circuit to prevent a back flow of current, which would cause the engine to continue to run when ignition is turned off.

Fig. 8a

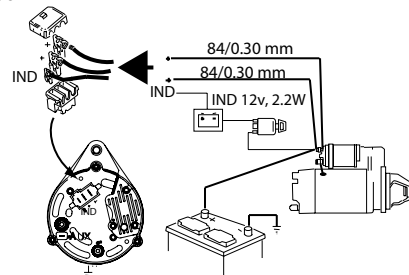
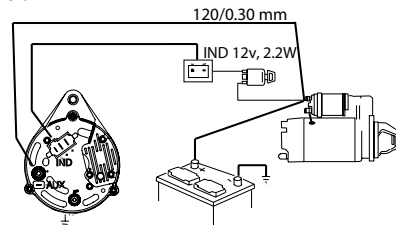


Fig. 8b



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