

T-5119-BX External Alternator

Externally Mounted -Single Wire 12- Volt Alternator for Model Ts

INSTALLATION INSTRUCTIONS

Remove your old crankshaft pulley and install the new one as per the instructions with the pulley. Remove the 2 left front head bolts. We have supplied two 7/16"x3-1/2" bolts with alternators for early (low head) cars or two 7/16"x4" bolts with alternators for late (high head) cars. Please examine the bolts you received to make sure they are an appropriate length for your car. You should have at least 1/2" of threads into your block.

Install the alternator mounting bracket with the longer head bolts, using the supplied stainless steel washers under the head bolts. The washers will insure that you get an accurate torque reading. Torque the bolts to the normal 55 ft.lbs. recommended for Model T by Ford.

Mount the alternator on the bracket, but do not tighten. Check the alignment of the alternator pulley with the crankshaft pulley and use washers as spacers in front or in back of the alternator to achieve proper alignment of the two pulleys. See Drawing A.

Attach the adjustment arm, with the rounded end on the timing cover bolt, 2nd from the right as you face the engine. (See Figure B) Attach the other end to the alternator with the 8mm x 1.25 bolt washer & lock washer supplied.

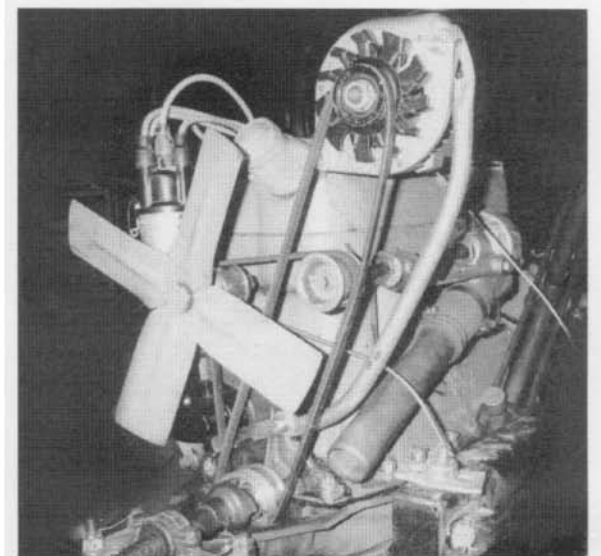
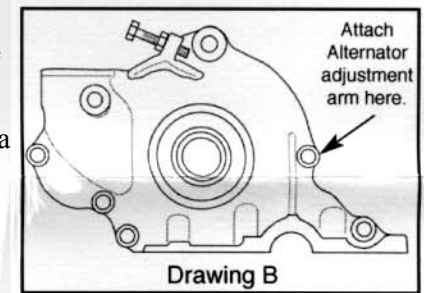
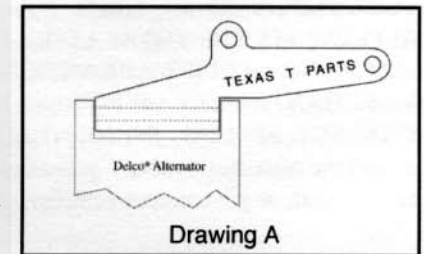
Your **fan belt** needs to be the same length as before, but only 1/2" wide. If you are using a Texas T Parts 10 rib micro-groove fan belt, you may split it lengthwise down the center and you will have two fan belts the correct length and width. If you don't have the Texas T Parts belt, a 3-groove Micro-V belt such as the NAPA "V-Ribbed Belt" supplied with this alternator for the alternator pulley works okay, even with your flat pulley.

Install the belt for the alternator and adjust the tension. (Should you find you need a longer belt, most NAPA auto parts stores will exchange it. If not, return it to us, with \$3.00 shipping, and we will exchange it.) Keeping the adjuster as straight as possible, tighten all bolts on the adjuster arm and the pivot bolt on the alternator bracket.

This alternator is self activated and only requires one wire. If your car has a wiring harness that includes a wire for a generator connect that wire to the BAT post on the alternator. Otherwise you will only need to connect a wire (minimum #12) from the BAT terminal on the alternator through your amp meter to the positive terminal on your battery. We recommend the use of either an amp meter or volt meter or both. The alternator will automatically begin charging when your engine reaches about 500 RPM. This alternator is rated at 70 amps on a modern car, and will charge between 20- 35 amps even at the slow RPM of a Model T engine. The regulator will cut back on the charge and an amp meter will read only when it is actually charging the battery .

Cars With Water Pumps Only

Cars with water pumps may require that you make your own adjustment arm in order to get the alternator into a position that is compatible with the water pump. See the photograph to the right. This configuration was needed due to the narrow engine compartment in a very early car.



This configuration ONLY applies to cars with Water Pumps