Kit Component Replacement Instructions For Chrysler Square Back and Square Back Revised Alternators

Caution: Always disconnect the Negative (-) Battery cable prior to removing or installing Alternator.

1. Begin alternator bench-top disassembly by removing the two brush/brushholder retaining screws located on the back of the rear alternator frame. Note the insulators under the heads of the two screws. Lift out the brushes and their holders and lay aside.

2. Proceed with opening the unit by removing the three thru-bolts. Using a common screw driver, separate the unit by carefully prying along the parting line between the stator and the drive end frame. The stator will stay with the slip ring end frame (S.R.E.).

3. Prior to *and during* S.R.E. frame component replacement, closely examine and note the position of parts in the assembly. Remove the three stator lead retaining nuts from the rectifier terminal block studs. Lift the stator from the housing. **Note:** The stator fit may be tight and require a careful *evenly distributed* pry to accommodate removal.

4. Remove the RF condenser bracket screw, the condenser terminal post nut and insulator; lift the condenser from the housing and set aside. **Note:** Most insulating washers used in this unit incorporate an *extended shoulder* feature. Correctly installed, this feature effectively centers and insulates a terminal post as it passes through a housing or component.

5. Remove the large nut and insulator from the rectifier B+ terminal post, remove the positive rectifier assembly and set aside. **Note:** This kit contains a *late design* positive rectifier assembly with a *pressed-in* B+ post. Early design positive rectifiers were installed onto a separate B+ post inserted into the housing from the outside. If present, the *early style* separate post will not be required for reassembly.

6. Remove the four externally installed mounting screws to replace the negative rectifier assembly. When installing the new negative rectifier assembly set the diode terminals over the terminal block studs, position the rectifier body (heat sink) flat against the top of the end frame cavity and start the screws. Maneuver the assembly so that it *rests easy* and does not strain the diode terminals during the mounting screw tightening process.

7. Before installing the new positive rectifier assembly, install a new *thin mica* insulator onto the RF condenser post. Install the previously removed shouldered insulator onto the new positive rectifier B+ post and set the assembly into the housing. Externally, install the other shouldered insulator, new flat washer and retaining nut.

8. Reinstall the RF condenser, shouldered insulator and retaining nut.

9. Reinstall the stator; placing the lead eyelets over the terminal block stud, aligning the thru-bolt holes and seating the stator lamination body into the S.R.E. frame. Install and tighten the three terminal retaining nuts.

10. Mate together the front and rear frame assemblies; align the frame mounting ears and the thru-bolt holes. Install and evenly tighten the thru-bolts. If binding is noted, **stop**, identify and correct the cause of interference before continuing. Spin the rotor by hand to check for smooth free rotation.

11. You will notice that four brushes are included in the repair kit; two for *early design* and two for *later design* units. Select the correct brushes for your application and install these into their brush holders. Install these *brush/brushholder* assemblies into position in the rear of the S.R.E frame. Retain these using the two previously removed screws with insulation washers; do not overtighten these screw. Again, free spin the rotor to check for smooth rotation.

12. Install the alternator assembly onto the vehicle and verify the quality of repair.

Remember to test the condition of the battery and starting system wiring. Insure the the battery is fully charged prior to on vehicle operation.