

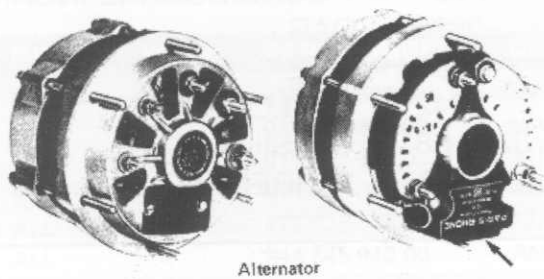
Subject: New Alternator has Integrated Regulator

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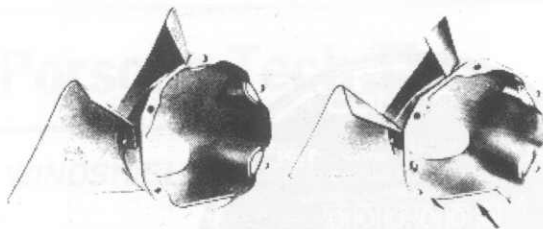
New-type alternator, part number 911 603 120 04 with integrated regulator, is now installed instead of former version, part number 911 603 120 02, which used a separate regulator. Regulator of the new version, part number 911 603 913 01 is located on the back of the alternator and can be replaced separately. Threads on the alternator shaft for installation of pulley have also been changed from M16 x 1 to M17 x 1.5.

The hub extension (air guide) has been modified to provide an opening for the regulator. Battery charge indicator lamp is changed from 2 watt to 4 watt, and the DF wire was removed from engine wire harness.

Note: These changes were effective with 1982 model year production.



Alternator



Air guide

Old Version

New Version

Caution: A ground wire, part number 911 612 233 00 was not installed between the crankcase and alternator on some early 1982 models. A poor ground connection can cause radio interference and a discharged battery.

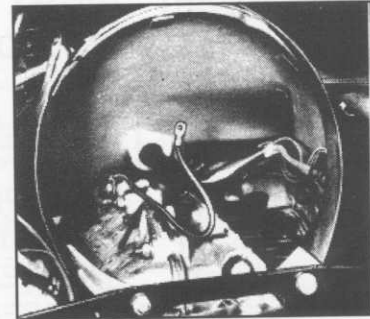


Figure A

If the above problems develop, or if the alternator has to be removed for repairs, install missing ground wire as shown in figure A.

Parts Information: The following parts will be required when installing on cars built prior to model year 1982.

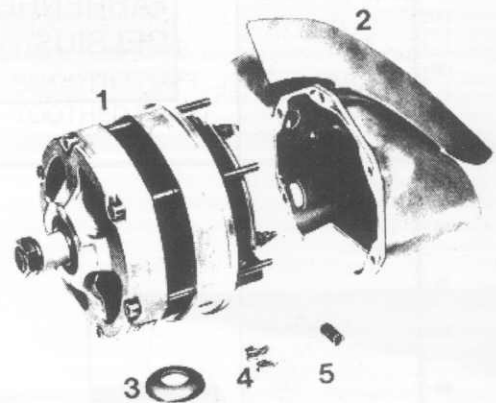


Figure	Description	Part Number
1	Alternator	911 603 120 04
2	Air Duct	911 106 033 05
3	Cover	911 603 428 01
4	Connector	111 971 511
5	Resistor	911 641 981 00

IMPORTANT NOTE: This technical bulletin is a copy of an original factory bulletin, some of the part numbers listed may have been superseded. Use the information from this bulletin for repair, for the latest part numbers, refer to our catalog.

Work Procedure:

- disconnect battery
- remove old alternator
- remove old hub extension

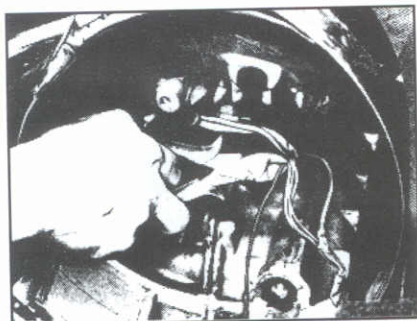


Figure B

- cut off DF wire (black) at wire branch (figure B)

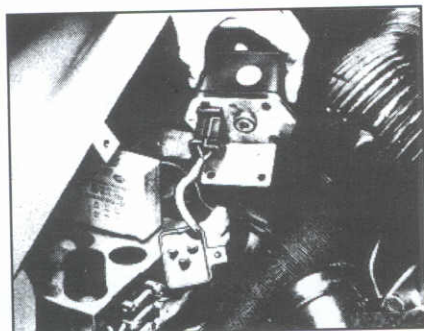


Figure C

- remove alternator regulator, see figure C
- fasten multiple-pin plug of removed regulator on wire harness
- install new alternator in blower housing

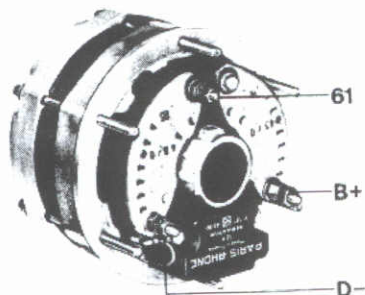


Figure D

- push new hub extension onto wire harness and connect alternator (figure C)
B+ = red wire
D- = brown wires (ground 2 required)
61 = blue wire
- mount hub extension on alternator and install blower housing
- tighten drive belt as specified
- if applicable, install air conditioner compressor with drive belt
- reconnect battery

Note: If battery charge indicator lamp does not go out after starting engine, the exciter current is too weak because of 2 watt lamp. In this case, supplied resistor, part number 911 641 981 00 (91ohms, 5 watts) must be installed parallel to battery charge indicator lamp.



Figure E

Installing Resistor:

- remove instrument cluster and take out battery charge indicator lamp socket (figure E)
- install both piggyback connectors, part number (111 971 511) on lamp socket and solder resistor on outer flat male terminals as shown.

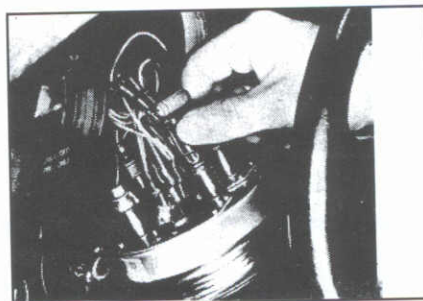


Figure F

- connect lamp socket again and install instrument cluster
- recheck battery charge indicator lamp operation and after running engine briefly, tightness of drive belt

Caution: 1982 models cars have a 4 watt indicator lamp, however the larger socket cannot be inserted in the instrument clusters of older models.

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