

Remanufactured Alternators

LIKE-NU
Like-Nu Quality
Like-Nu Performance

Built tough and backed with confidence.

- Heavy-duty remanufactured alternators for all applications.
- Every part is factory remanufactured to meet or exceed new performance levels.
- Backed by Haldex one-year/100,000 mile warranty protection, honored by an extensive network of heavy-duty distributors.
- 100% functional tested under a full load and simulated operating conditions to ensure consistent quality.

All slip rings are machined and polished to assure proper brush contact and longer service life. New brushes and brush springs are used to assure proper contact and longer life.

Haldex Remanufactured Alternators are shipped complete with results test card for that unit.

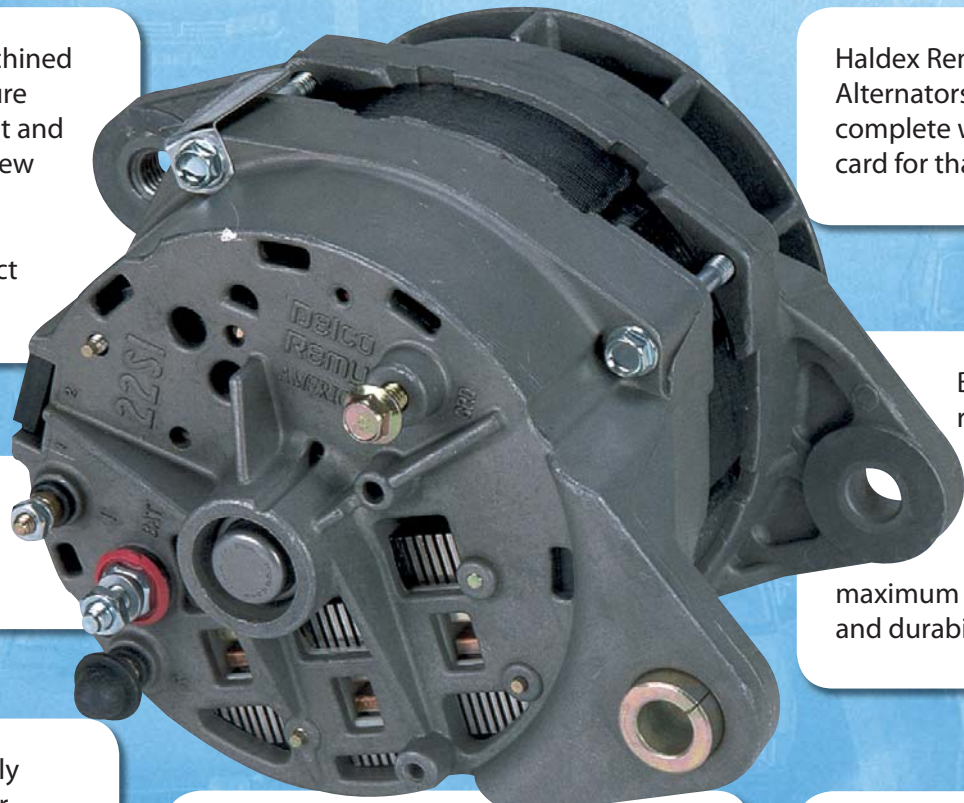
All regulators are replaced 100%.

Bearings are replaced 100%. Only new, sealed bearings are used for maximum performance and durability.

Diodes are electrically tested under load for polarity, shorts and openings. Any part that does not meet specifications is replaced.

Stators and Rotors are visually inspected and electronically tested. Those that do not meet specifications are rewound to meet or exceed OEM performance levels.

All new thru bolts and other critical fasteners are installed with torque control.

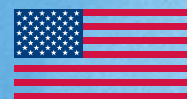


Haldex

For further details contact your Haldex Representative.
See Reverse Side for Helpful Alternator Installation Tips.



REMANUFACTURED IN THE USA



Remanufactured Alternators

The Haldex logo consists of the word "Haldex" in a white, sans-serif font, centered within a blue rounded rectangular border.

Innovative Vehicle Solutions

Do's and Don'ts of Alternator Installations

General Information

Always block the vehicle wheels before working on any part of an air brake system. Place the vehicle in neutral and disconnect batteries before working on the electrical system. **Do not test the alternator by disconnecting the battery lead to see if it sparks. This will damage the alternator and void the warranty.**

Installation Instructions

- 1. Test the batteries before installing the alternator.** Batteries must be in good condition, have the proper capacity and be fully charged. A defective battery may cause an alternator to fail prematurely and a discharged battery will shorten the life of the alternator. An alternator is designed to maintain the charge in a battery, **not to recharge the battery.**
- 2. Inspect all wire and battery cables.** Battery cables, alternator wiring and wiring connections must be tight, in good condition and free of corrosion. Loose connections and corrosion add resistance to the charging system and will result in damage to the alternator. If upgrading the vehicle to a higher amperage alternator, insure that the wiring in the charging circuit is of sufficient size to carry the additional output.
- 3. Inspect the fan and pulley.** A damaged fan will affect the cooling of the alternator, decreasing its life. A damaged pulley may affect the drive belts causing them to slip and drive the alternator at improper speeds. If the fan and pulley are out of balance, vibration will cause premature alternator failure.
- 4. Properly torque the fan and pulley in place.** The rotor may not spin freely when the alternator is removed from the carton. **Do not reject the unit!** Install the fan and pulley, then torque the pulley nut to 70-80 ft. lbs. This will locate the rotor properly in the alternator and it will turn freely.
- 5. Use proper mounting hardware.** Use grade 5 bolts and self-locking nuts when mounting the alternator. Use hardened flat washers under the bolts and lock nuts. If using a slotted type adjusting bracket, place a hardened flat washer between the adjusting bracket and alternator adjusting ear. **Do not use lock washers.**
- 6. If alternator fails to charge after proper installation.** If the alternator fails to charge after proper installation, it may be necessary to increase the engine speed or magnetize the rotor.
- 7. Energizing speed.** Sufficient alternator speed must be obtained before the regulator turns on and energizes the field circuit. This may be higher than "idle" speed. If this condition exists, increase engine speed until the regulator turns on. Once the regulator turns on it will remain on until the engine is stopped.
- 8. Magnetizing the rotor.** Magnetism is usually retained by the rotor to provide sufficient voltage build-up to turn on the field circuit when the engine is started. However, units that have been in inventory, disassembled or serviced may need to have this magnetism re-established. This is accomplished by magnetizing the rotor. To magnetize the rotor, connect the alternator to the electrical system in the normal manner. With the engine off momentarily, connect a jumper lead from the battery positive to the relay terminal of the alternator. (The relay terminal is the small pin type terminal generally covered by a rubber cap.) This applies to both positive and negative ground systems. This will restore the magnetism in the rotor and the alternator will begin operating correctly.
- 9. Test alternator operation. Alternator output should be 20% over total system requirements.** The regulator has been preset to O.E. specifications. Vehicle indicator gauges may not reveal accurate charging system operation. Reliable test equipment should be used when testing or troubleshooting the electrical system.

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