

# 1979-1985 SVE 130 Amp Alternator Install

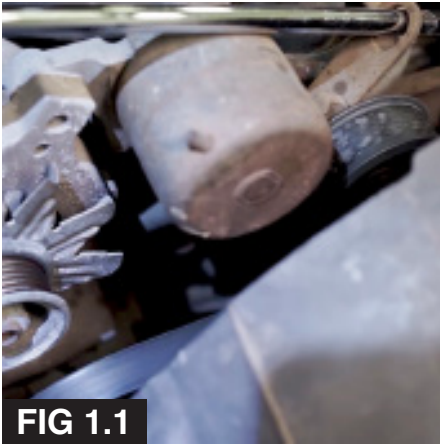
Prop. 65 Warning for California Residents



WARNING: This product may contain chemicals known to the State of California to cause cancer, birth defects, or other reproductive harm.

## 1. REMOVE STOCK ALTERNATOR

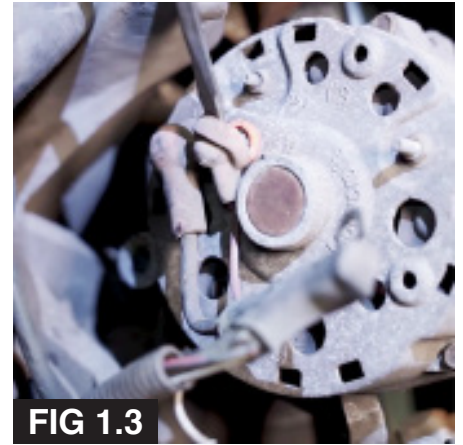
- Remove the battery for optimal work room
- Remove the upper hose from the radiator
- Relieve belt tension and then slide the belt off of the alternator pulley (Fig 1.1)
- Remove the lower retaining bolt with a five-eighths wrench
- Remove the stator wire from the stud on the back of the alternator (Fig 1.2)
- Use a flat head to remove the field wire from the stud on the back of the alternator (Fig 1.3)
- Loosen and remove the seven-sixteenths retaining nut and then remove the wire



**FIG 1.1**



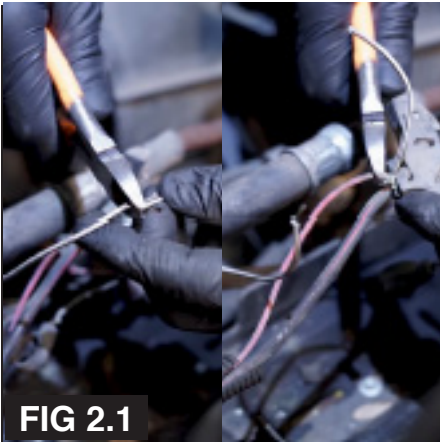
**FIG 1.2**



**FIG 1.3**

## 2. PREPARE WIRING FOR 130 AMP ALTERNATOR

- On the factory harness, cut the WHITE W/BLACK electronic choke wire near the alternator, if equipped. Cut the field wire (This will be tied into the ORANGE w/BLUE field wire on the supplied 3G pigtail).(Fig 2.1)
- Now locate the factory regulator at the base of the strut tower.
- Pull up on the white release tab to disconnect the electrical connection, and remove the factory regulator from the car.
- Install the voltage regulator electrical connector into the supplied voltage regulator (this is a circuit adapter only).
- Position the new external regulator into place, and reinstall the factory hardware and fully tighten.
- Position the new alternator into place, and place a mark on the bracket where the alternator makes contact. (Fig 2.2)
- Cut at the marked area with an appropriate tool such as a grinder or cut off wheel.(Fig 2.3)



**FIG 2.1**

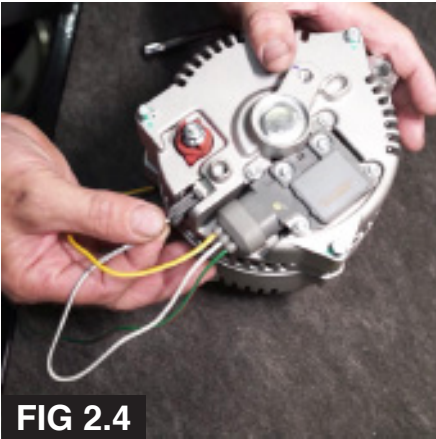


**FIG 2.2**

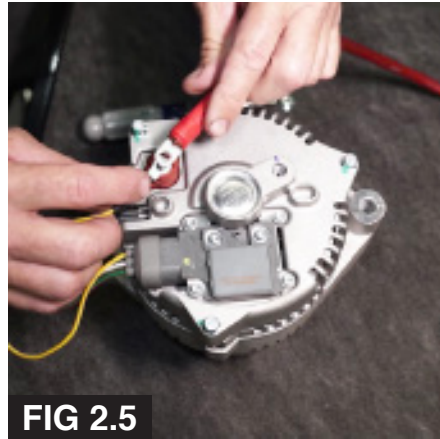


**FIG 2.3**

- Plug in the conversion wire pigtail into the voltage regulator on the alternator. (Fig. 2.4)
- Connect the single white w/black stator wire to the alternator (Fig 2.4)
- Remove the 10mm retaining nut from the lug, position the yellow wire with pre-installed ring terminal over the lug, position the ring terminal from the long end of the red power wire over the lug, tighten the retaining nut. (Fig 2.5)
- Install the alternator into the car and slide the lower bolt into place
- Cut the factory black w/orange power wire 1/2 inch from the inline connector (Fig 2.6)



**FIG 2.4**

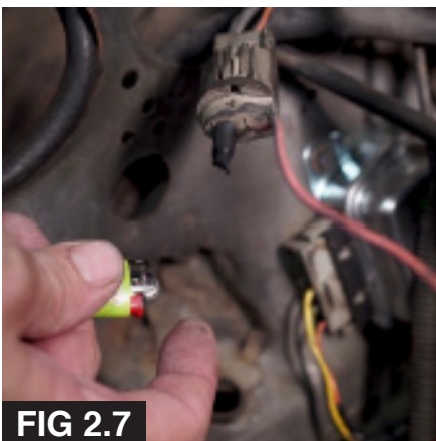


**FIG 2.5**

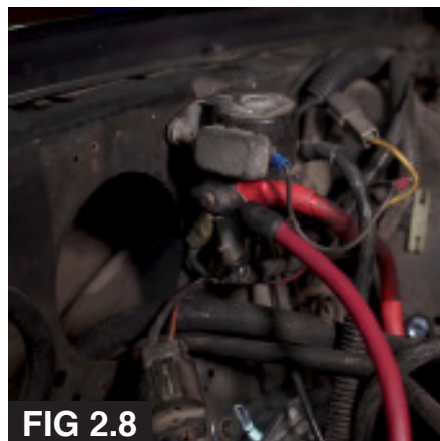


**FIG 2.6**

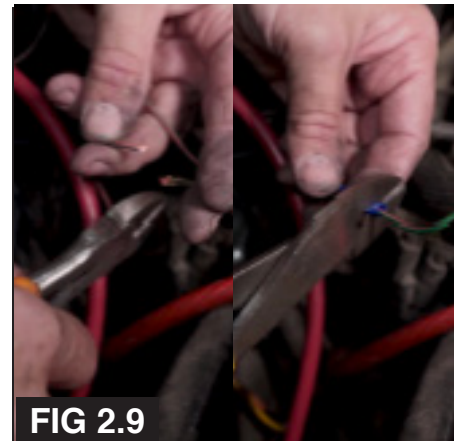
- Use a small piece of the provided heat shrink, slide it over the cut power wire, and heat to seal off this circuit.(Fig 2.7)
- Position the fuse box, on the red power wire, on the forward-facing side of the passenger side strut tower
- Utilize the provided self-tapping screws to secure the fuse box to the strut tower.
- Loosen and remove the retaining nut from the battery side lug on the starter solenoid, and remove all of the ring terminals from the lug (Fig 2.8)
- Clean all of the connections on the battery side of the solenoid, and reinstall the previously removed ring terminals, followed by the red power wire and positive battery cable (Fig 2.8)
- Properly route the factory orange w/blue field wire and then cut the supplied green w/red field wire to the length that you need. Slide a section of heat shrink over one of the wires. Connect the field wires with the butt connector and then crimp the connector to secure the wire. Seal the connection with the heat shrink. (Fig 2.9)
- If your car is equipped with an electronic choke, carefully strip a section of the white w/black stator wire on the new conversion plug. Cut the white w/black electronic choke wire to length and then wrap the choke wire around the exposed area on the stator wire,(solder the connection) and seal the connection with tape.



**FIG 2.7**



**FIG 2.8**

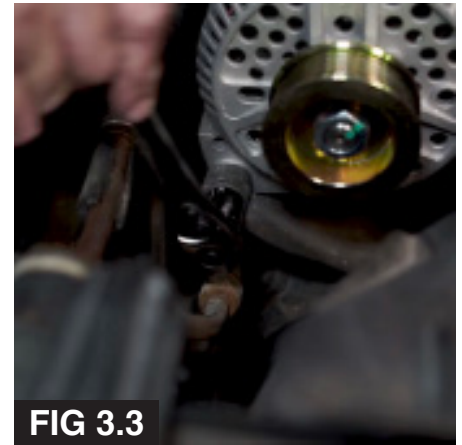
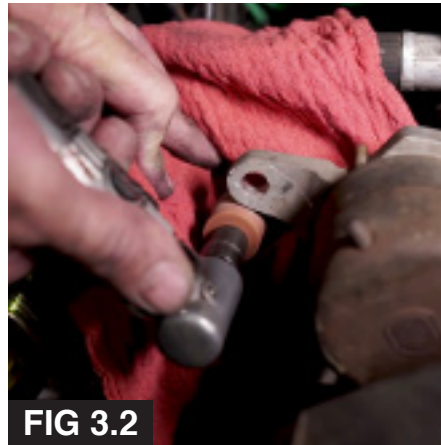


**FIG 2.9**



### 3. INSTALL SVE 130 AMP ALTERNATOR

- Remove the lower bolt from the alternator and roll it forward take this time to neatly wrap all of the wires with quality electrical tape (Fig 3.1)
- If the upper part of the bracket makes contact with the alternator housing, carefully file or grind down the underside of the upper bolt hole.
- Once you achieve proper clearance, align the upper bolt holes and then position the provided bolt into place.
- Thread on the nut and then fully tighten (Fig 3.2)
- Now you can fully tighten the lower bolt (Fig 3.3)
- Reinstall the battery. Reconnect the positive and negative cables
- Rotate the tensioner and then reposition the belt
- Reinstall the upper radiator hose and re-tighten the clamp.



### 4. TEST THE SVE 130 AMP ALTERNATOR

- Once everything was reassembled, we fired up the car and checked for proper voltage (Fig 5.1)
- This was done with a volt meter while the a/c was running and the headlights on bright
- The alternator was able to hold a very good 14.5 volts at idle (Fig 5.2)
- That now completes a successful 3G alternator upgrade



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