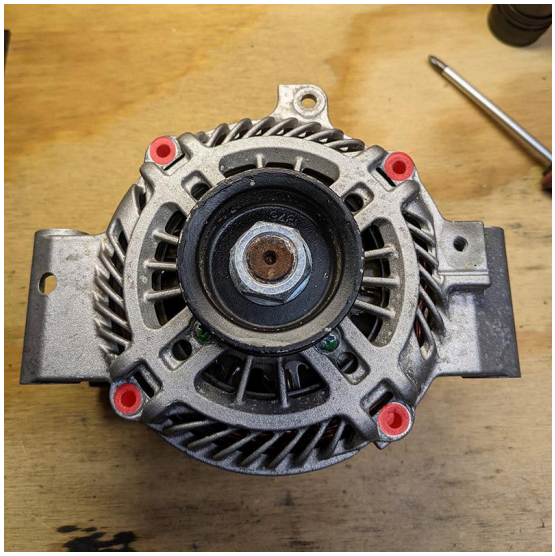
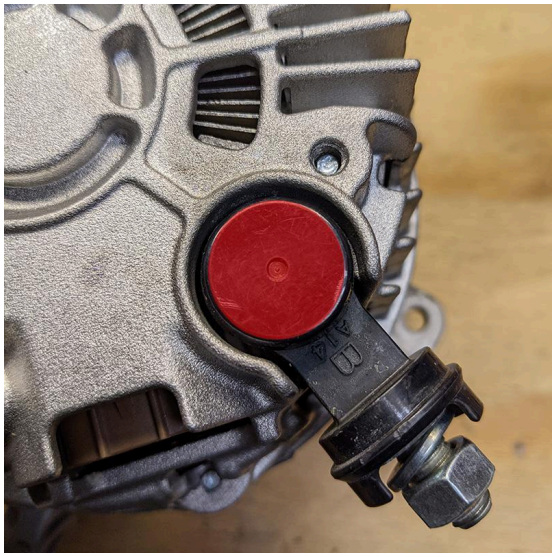
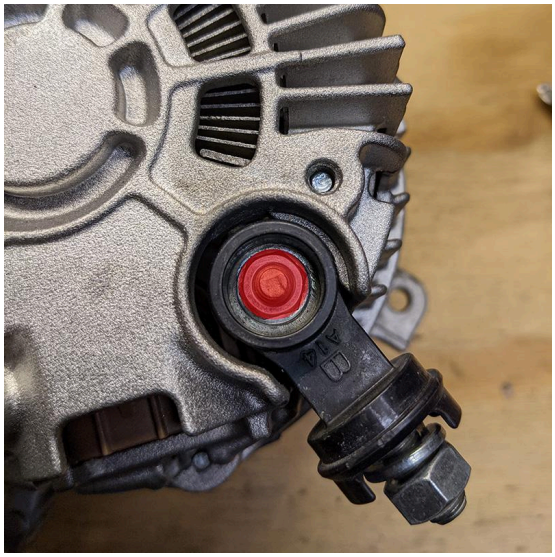


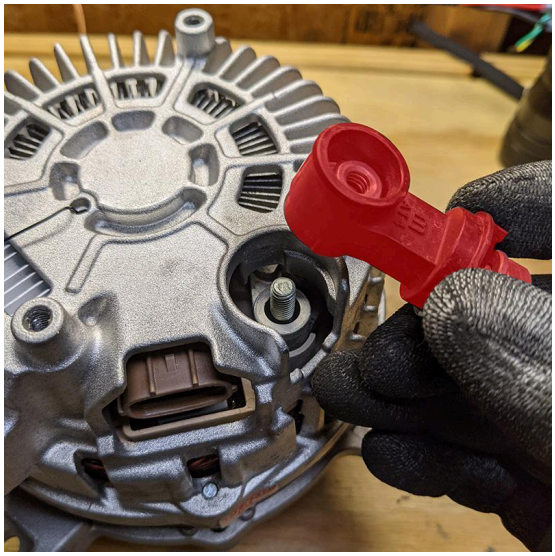
Remove the 4 perimeter case screws from the front of the alternator case.



Flip the alternator over and locate the output terminal. With a suitable tool, pry off the black circular cap.



Remove the nut found underneath the cover.

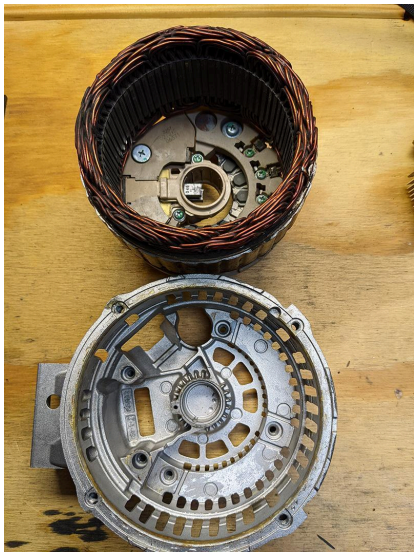


Remove the output terminal and nut and set them aside.

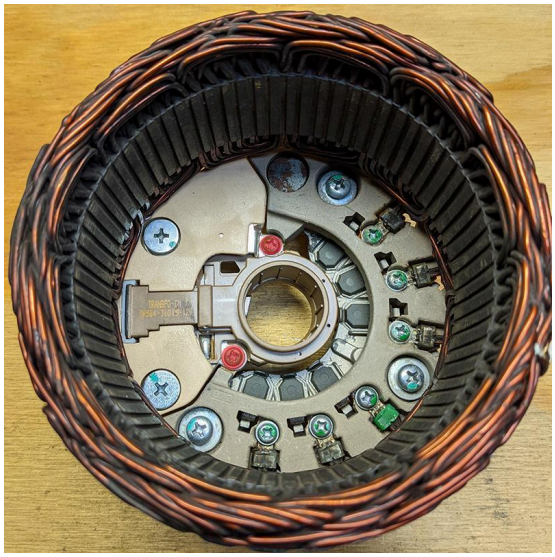
Remove the front case half, armature and pulley from the alternator. Set this assembly aside.

Looking into the rear case and stator assembly, loosen the 5 highlighted screws completely.

DO NOT LOOSEN ANY OTHER SCREWS

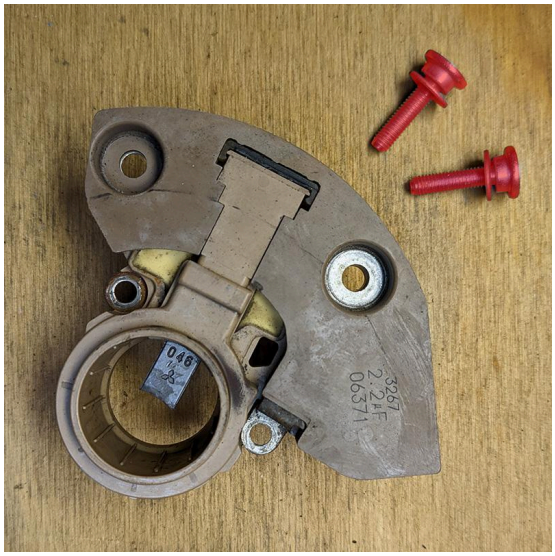


Remove the stator/rectifier assembly from the rear case and set the rear case aside.

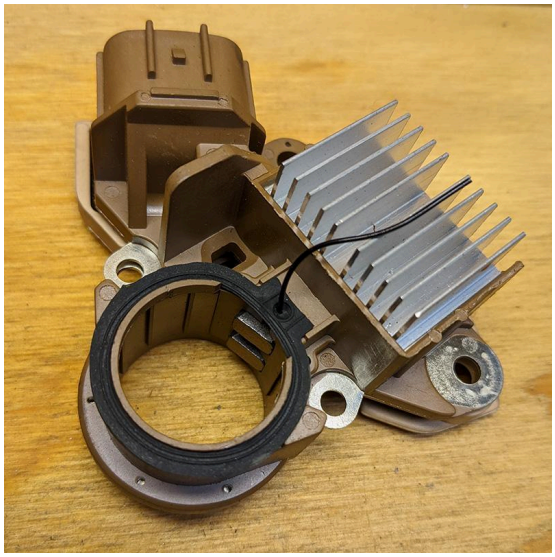


Looking down into the stator/rectifier assembly, remove the two highlighted screws securing the brush module to the rectifier.

Remove the brush module. Set the stator/rectifier assembly aside.

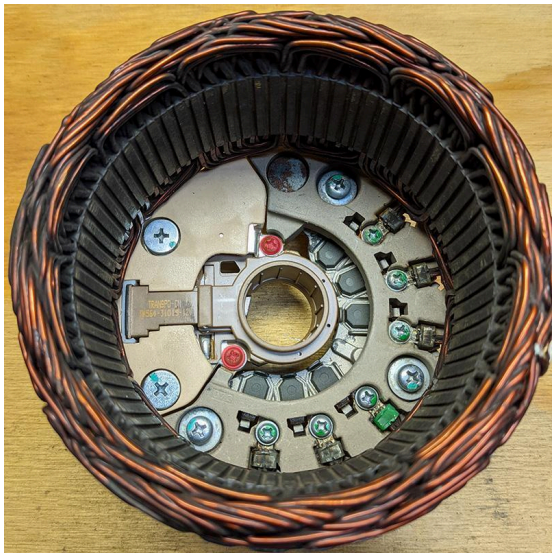


Remove the two highlighted screws and transfer them to the new brush module/voltage regulator.

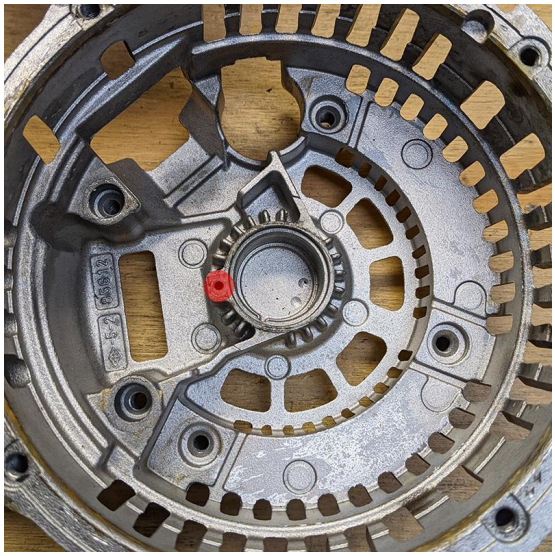


The new brushes are held retracted by this black wire.

You may carefully straighten this wire but do not remove it.

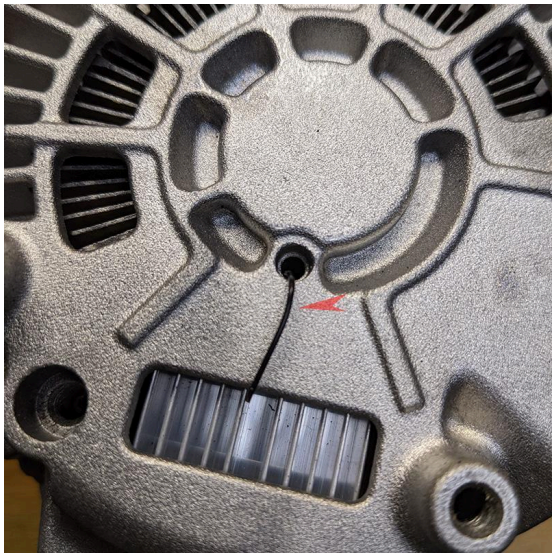


Position the new brush module/voltage regulator into the rectifier and replace the highlighted screws.

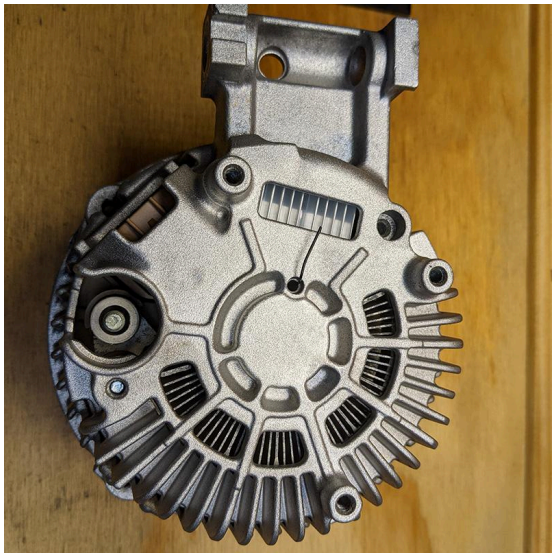


Assemble in reverse order.

NOTE: While replacing the stator/rectifier assembly back into the rear case, carefully feed the black brush retaining wire through this hole on the case.



Once the alternator is fully assembled you will remove this wire to release the brushes.

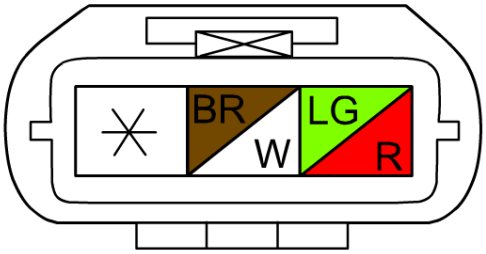


The new brush module includes an **internal voltage regulator**.

This regulator does not require ECU control, so the alternator wiring must be changed to suit the new regulator.

P1: No connection
P2: Brown/White
Voltage sense.
Connect to constant +12V.
P3: Light Green/Red
Field excitation.
Connect to switched +12V through a 470Ω resistor.

Looking into the connector



Elite Adapter:

1. Disconnect the OEM alternator connector.
2. Build a new pigtail harness for the alternator connections.
3. Wire **P2** to **constant +12V**.
4. Wire **P3** to **switched +12V through a 470Ω resistor**.

Nexus Adapter:

1. De-pin both terminals from the OEM alternator connector.
2. Re-pin **BR/W (2AI)** to **P3**.
3. **BR/W (2AI)** is already connected to **HBO3** through a **470Ω resistor** inside the adapter. Change **HBO3 programming** so it outputs **switched +12V with key ON**.
4. Make a single-terminal pigtail for **P2**.
5. Connect **P2** to **constant +12V**.