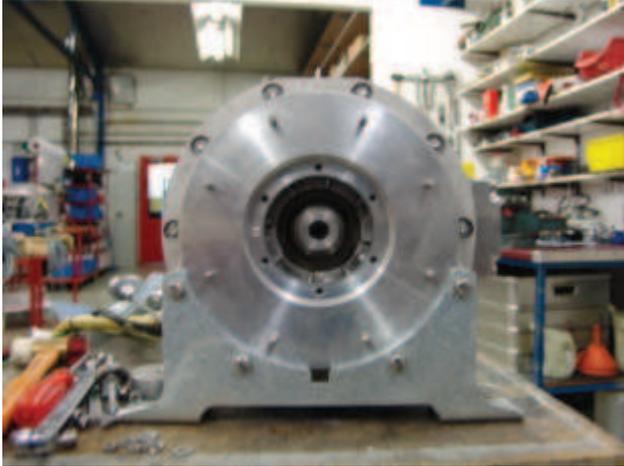


12. The alternator housing has got 3 extra bores with threads. Insert 3 of the screws, that you removed in the previous step and turn them into these bores, to press the bearing holder out



13. Take the alternator feet off by removing the bolts.



14. Lift the alternator that much it can be moved over the capsule
15. Take care that all bolts of the flange are removed. Give a hard strike with a 1 kg nylon hammer or a metal hammer with a piece of wood in-between on the rotor. After this you will be able to recognise a gap between the alternator housing and the flange. Now you are able to pull the alternator off. Take care! The winding will be very heavy.
16. Remove the winding from the rotor.
17. Remove the alternator bearing when necessary with the help of a bearing puller
18. Replace the rotor when required by the new one.

**At the next steps it is important to work absolutely tidy**

19. Take the lid of the oil cooled bearing housing of the new alternator apart and take the bearing housing out by removing the bolts.



20. Mount the new alternator with winding carefully that way the winding will not be damaged by the rotor and pull it until it fits on the flange position. Insert the bolts at the flange and tighten them.

21. Grease the lipseal in the bearing housing with standard gear box oil 80W90



22. When mounting the new bearing housing take care you are not damaging the lipseal while pushing carefully by turning right and left over the rotor. Tighten the bolts



23. Turn a threaded rod into the shaft up to the end

24. Press the bearing onto the shaft with the help of the of the threaded rod, a bushing with the diameter a little larger than the shaft. In case there is no rod available, the bearing can be fitted with the help of some strikes of a nylon hammer. Take care the bearing is not tilted in the housing.



25. Before you mount the lid, grease the o-ring to ensure it will stay in position. Mount the aluminium lid. Take care, that the o-ring is in the right position and tighten the nuts



26. Tighten all the nuts, mount the alternator foot and lower the alternator that way you can fix the alternator foot to the rubber mounts

27. Fill the bearing chamber with gear- box oil 80W90 up to the max. of the inspection glass. There is one bore to fill the bearing and another one for ventilation. The bolt ventilation bore must be removed also to fill the chamber.

