

X3 Alternator Install Instructions

- 1) Make sure the gearbox is in neutral, remove park locking gear, park locking lever, and pin.
 - a) See OEM mechanics manual on next page of this document
- 2) Remove alternator and tie rod tensioner from plate by removing (2) 5/16" bolts
- 3) Remove main pulley (FD704002) by removing (4) 5/16" bolts
- 4) RTV the splines of the mainshaft and backside of lock washer to seal the void between the splines on the pulley hub and mainshaft
- 5) Align the splines between the pulley hub and mainshaft and then bolt the plate to the gearbox (reuse the OEM gasket)
- 6) Tighten pulley hub against the mainshaft by reinstalling the parking gear nut and washer back onto the mainshaft
 - a) Use red loctite and tighten to approximately 85 ft-lbs
- 7) Install pulley (FD704002) with supplied hardware (use blue loctite, 22 ft-lbs)
- 8) Install alternator to mounting plate and tension belt with tie rod tensioner
- 9) Use blue loctite on all hardware that is reinstalled unless specified otherwise
- 10) Relocate shift lever and reroute shift cable
- 11) Wire alternator
 - a) Disconnect negative battery terminal
 - b) Wire alternator charge post directly to positive battery terminal (see chart below for wire sizing)
 - c) Ground alternator housing (same size as charging wire), Note: anodize is nonconductive

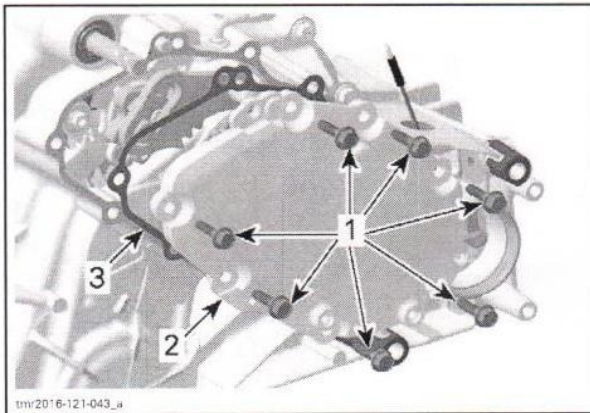
		CHARGE WIRE LENGTH (FT)		
		5-10	11-19	20-28
AMP LOAD (AMPS)	30-70	8 AWG	6 AWG	4 AWG
	70-100	6 AWG	4 AWG	2 AWG
	100-150	4 AWG	2 AWG	0 AWG

Index Lever, Index Washer and Parking Lock Lever

Set gearbox to PARK position.

Remove:

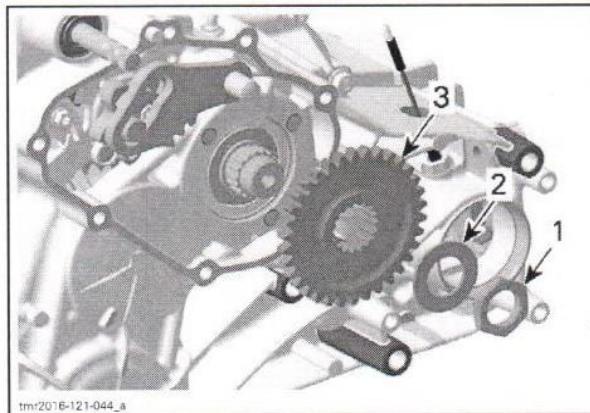
- Retaining screws
- Gearbox cover
- Gasket



1. Retaining screws
2. Gearbox cover
3. Gasket

Remove:

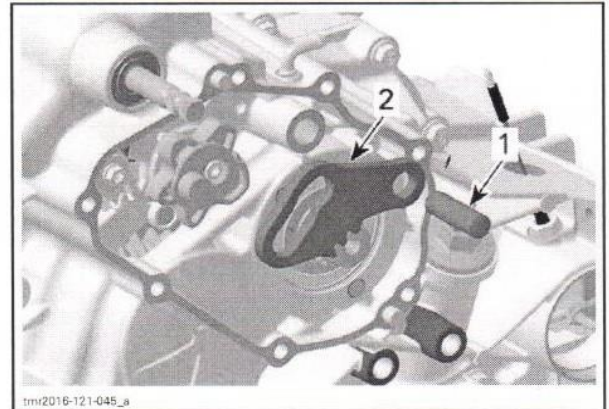
- Nut
- Spring washer
- Park locking gear.



1. Nut
2. Spring washer
3. Park locking gear

Remove:

- Pin
- Park locking lever.



1. Pin
2. Park locking lever