

# RetroAir

## JAGUAR 3.4-3.8

ALTERNATOR WITHOUT POWER STEERING PUMP ADAPTER  
(55 amp-8 spline-#14648)

### INSTALLATION INSTRUCTIONS 12/13/2010

***Car must be converted to Negative Ground before proceeding!***

#### CONTENTS:

Wired Alternator; 1- 3/8" ID X 3/8" Spacer; 1- Adjustment Arm; 1- 8.8 X 25 Bolt & Lock Washer; 1- 5/16" ID X 3/16" Spacer; 1- 5/16" ID X 1/8" Spacer; 4- 3/8" ID Spacer/Washers; 1- 5/16" X 3" Bolt; 1- 3/8" X 8" Bolt, Nut, Washer.

Upon receipt of your new RetroAir Alternator, you will find the wires already attached for hook-up. Before attempting installation, make sure that the Battery and Regulator are disconnected and the Generator, Generator Bracket is removed. The regulator is no longer needed **AND MUST BE DISCONNECTED** since the alternator is internally regulated.

Before installing the new Alternator, remove the Generator bracket to drill out the 5/16" Generator end mounting holes out to 3/8" on each end and re-attach. To mount the Alternator with included "V" pulley, a 3/8" ID X 3/8" spacer must be used between the Generator Bracket and the Alternator front mounting foot!

***To Mount the Original Split (Duplex) Pulley-remove both Pulleys and install the Original, using a shaft spacer, Fan and Nut already on the Alternator. Be sure to use Red Thread Locker" and an Impact Wrench to tighten the Nut. You may have to Mill the Base of the Original Pulley 1/8" to 1/4" to get the correct distance!***

#### Mounting Alternator:

The front mounting foot of the alternator is mounted forward of the original bracket with the included 3/8" ID X 3/8" spacer between the Alternator and the Generator Bracket. The Alternator and Generator bracket is bolted together with the enclosed 3/8" X 8" bolt, lock washer and nut. Assure that the pulleys line up prior to the adjustment arm being bolted to the inside bolt on the Water Pump with the enclosed, longer 5/16" X 3" bolt. Use one enclosed 5/16" ID X 3/16" spacer and one washer to clear the bolt head that obstructs the adjusting arm. Use one 5/16" ID X 1/8" spacer between the Alternator and Adjustment Arm

To retain the RB310 Lucas Regulator for esthetics, we suggest removing the "guts" which is accomplished by removing the 3 nuts on the bottom, snipping the ground wires at the plate and removing the wire tie on the bottom (save all the parts). Take the Regulator "F" wire and the thin "D" wire (the dash charging light) and connect together on the "F" Regulator post. Then take the remaining "D" wire and the "B" wire to connect on the "B" Regulator post. From the Alternator, attach the 12 Ga wire (attached to the Alt Post) to the original Large wire for the Generator and the 14 Ga wire from the Alternator Body to the smaller Generator wire. **It would be best to run 12 and 14 Ga wires directly back to the Regulator, since they are of a larger Gauge wire and can handle more load.** Be sure to confirm all connections prior to running. The Alternator will charge after the engine is above 1500 RPM. The dash light will light prior to starting the car and the ammeter will be showing "charge" if negative ground conversion was properly executed.

**PLEASE CALL IF ANY TECHNICAL HELP IS NEEDED: (972) 996-6687**