

# TECHNICAL SERVICE BULLETIN

NO. 71 B 9



April, 1971

SUBJECT:

Alternator/Regulator  
Repairs

MODELS:

Austin America  
MGB

In the interests of efficiency and to ensure that sufficient replacement materials are available for alternator/regulator repairs, Joseph Lucas North America Inc., have recently introduced a common rebuilt alternator Part #23566/R and replacement regulator Part #37565 for both Models, and these replace all other Part Numbers.

Wherever appropriate, it is intended that where only the regulator is at fault, then only the regulator should be replaced under warranty, quoting operation #J.507 + standard time .25 hrs.

List prices of these components are:-

23566/R	Alternator	- \$50.00
37565	Regulator	- \$11.80

and standard Lucas discount applies.

To facilitate these new arrangements, Lucas will exchange any new alternators currently in Distributor/Dealer stock for replacement rebuilt units, if these are shipped to their depots via Distributors, and appropriate credit for the price differences will be issued.

Warranty application on these units are as per new car warranty, with the exception that any rebuilt alternators fitted after normal new car warranty, are guaranteed for ninety days from date of installation for parts only.

The following are simplified check and replacement instructions for these repairs.

#### TEST PROCEDURE

1. Check condition and tension of fan belt.
2. Ensure warning light works by removing All leads from alternator, ground brown and yellow lead and with ignition on bulb should light. If not check bulb and connections.
3. Ensure alternator delivers maximum output @ 2500 rpm. 34 to 36 amps - by inserting an ammeter in the main output cable at alternator or solenoid (leave ammeter connected throughout all tests) and partially discharging battery by leaving headlights on or loading with carbon pile.
4. If readings below maximum and depending on battery condition and meter accuracy install new alternator Part #23566/R.
5. If No charge, regulator must be checked, (using same ammeter connections) by removing plastic cover from alternator (2 bolts  $\frac{1}{4}$ " socket) and reconnecting leads (ignition on, engine not running) then connect a test light between battery positive + and the green wire terminal of brush box. If no light - Replace regulator only, Part #37565.

#### REPLACING REGULATOR

Remove alternator and detach faulty regulator. Attach new regulator using both mounting screws and connect leads to the same positions as previous.

Regulator Part #37565 may have fewer leads than the regulator it is replacing. This is due to advanced internal construction and will function without problem. It is important that the regulator case is grounded properly at the point where it is mounted on the alternator.

#### REGULATOR SETTING

Ensure battery in fully charged condition by connecting voltmeter across battery, (ammeter still connected) and run engine at fast idle until output reads less than 10 amps when voltmeter should read between 14.0 - 14.4 volts.

If voltmeter is unstable or figures outside limits, replace regulator.