

Part # LI-0072

## Instruction Sheet for Part Number 08-9010: One-Wire Alternator Conversion, E-Type Series I 4.2

**Note:** This kit fits Series I 4.2 E-Type and perhaps some early Series 1.5 cars. *The car must have the tachometer generator at the back of the cylinder head.*

### Kit Contents:

Alternator with custom pulley installed  
Adjustment Bracket  
Belt (standard 4.2 Series I)  
3/8" Pivot/mounting bolt  
3/8" Flat Washers (3)  
3/8" Lock Washer  
5/16" thin nut and washer for fixed end of adjustment bracket  
Zip Ties (2)  
Heat Shrink Tubing

### Installation Instructions:

Disconnect the battery negative (-) terminal.  
Disconnect the wiring harness from the back of the alternator.  
Disconnect the slotted adjustment arm from the alternator.  
Slacken belt and remove (save as a spare).  
Disconnect the fixed end of the slotted adjustment arm.  
Remove the pivot bolt from the bottom of the alternator and remove alternator.  
Return all hardware to the original alternator and retain.

Fit the new alternator to the alternator bracket. Place one flat 3/8" washer against the head of the mounting bolt, one between the mounting lug and the bracket (place either on right or left side of the lug depending upon best belt alignment) and one on the outside of the bracket. Place the 3/8" split washer and the 3/8" nut on the bolt. Do not fully tighten.

**Note:** Alternator mount brackets vary and may or may not require any spacer washers. The alternator must not rock in the bracket and the belt must be aligned.

Install the slotted adjustment arm with the washer and locking nut provided. Do not fully tighten. Remember, the slotted end is attached to the engine.

**Alternative Installation:** The slotted arm can also be installed "backwards" and to the water pump which allows use of the C25812 heat shield fitted to later cars and makes the arm far less prominent. To do so, attach the fixed end to the arm to top left water pump mount bolt (there are four bolts arranged in a rectangle on the right side of the pump as you face the front of the engine.) A longer bolt must be used and a spacer must be fabricated to maintain proper arm alignment. (These parts are not included with the kit.)

Install the new belt.

Slide the alternator back on its adjustment arm until the idler pulley is about half way through its travel and tighten the adjustment belt to retain the belt adjustment. Fully tighten the alternator pivot bolt and nut on the fixed end of the slotted adjustment arm.

Double check the belt alignment and add or remove washers from the alternator mounting lug as required.

Install the shunt to the back of the ammeter by bridging the two posts. The shunt must be bent in the middle to arrive at the proper dimension. (The shunt protects the ammeter from the higher amperage of the new alternator.)

Identify the large alternator wire (often white and brown) and attach to the screw post on the alternator. Tighten the screw fully. Place heat-shrink tubing on the remaining wires and tuck them into the rubber boot or use the included zip ties to route the unused wires away from the alternator. Be careful not to burn the wires when attaching the heat shrink tubing.

Re-connect the battery negative terminal.

Start the car. The alternator warning light might not go out until the engine reaches 2,000 to 2,500 RPM.