

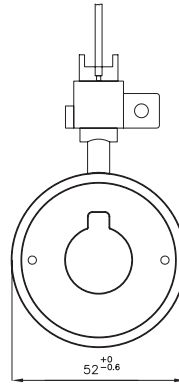
BRUSHES AND SLIPRING

Expected lifetime of brushes: 1000h
 The lifetime can shorten drastically in the presence of dusty environments and, especially, in the presence of sand. Check the brushes for wear every 250 hours and when changing the engine oil. When replacing worn brushes, always check the state of the Slipring.



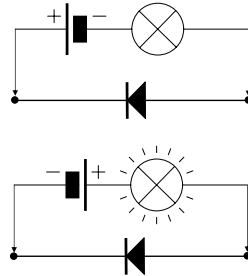
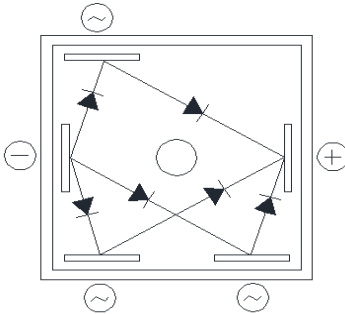
WARNING!

When replacing the Slipring, the surface of the two rings must be turned (after the collector has been mounted on the shaft) to make it smooth and prevent problems of concentricity. The external diameter of the two rings must be machined to 52 mm (tolerance +0, -0.6 mm).



CHECKING THE DIODES

Use an ohmmeter to check each individual diode. Diodes must show continuity in one direction only. This check can also be done using a battery and a light bulb. When inverting battery polarity, the light bulb must turn on and off, in one direction only, as shown in the figure below. When testing the Diode still connected to the Winding the Light will go Bright and Dim in the other Direction.



ADJUSTING THE AIR GAP OF THE COMPOUND

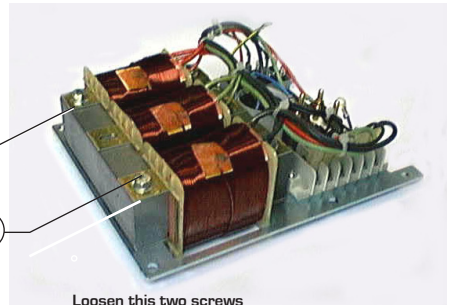


WARNING!

For safety reasons, the following operations must only be performed when the unit is shutdown.

Adjust the no load voltage of the alternator as follows:

- 1) Remove the cover.
 - 2) Slacken the screws (A).
 - 3) Adjust the air gap height by adding or removing insulator spacers, noting that:
 - increasing the air gap will increase the voltage
 - reducing the air gap will reduce the voltage.
 - 4) Tighten the screws (A).
 - 5) Replace the cover and fasten it with the screws.
- Start up the unit to check the no load voltage.



Loosen this two screws

