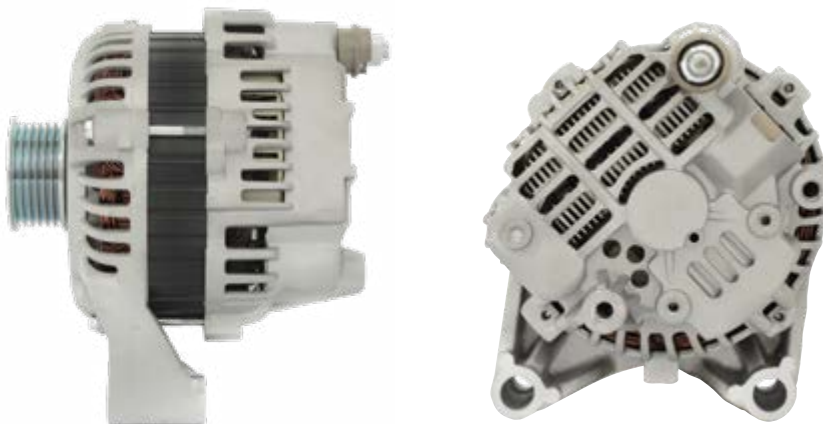


## ANJ087, ARJ204 - AU BA Ford Alternators



There are a number of potential issues with these Alternators

1. Early model AU Fords had an Autolite Alternator with a 3 pin plug. There would be very few of these left that have not been converted with adaptor lead E38-2019 to suit an ANJ087. Using this adaptor, there is only a need to find the warning light wire in the 3 pin plug on the vehicle – cut this wire out of the plug and crimp on a 6.3mm push on terminal and push this into the yellow wire in the adaptor. The green wire with ring terminal goes onto the battery stud on the Alternator as the battery sense wire.



2. Early Mitsubishi fitted AU's needed a battery sense wire in the 2 pin plug at the Alternator whereas the BA model only required a single warning light feed, even though there may be 2 wires in the plug the sense wire may not be connected to B+. Fitting an early early Mitsubishi Alternator or some other suppliers brand Alternators to a BA may not work until B+ is supplied to the S terminal in the Alternator. JAS ANJ087's only require W/L to operate correctly and suit AU and BA Mitsubishi fitted Alternators without modification.
3. JAS have had ANJ087, ARJ204, ANJ518, ANJ518GQ Alternators returned with power steering fluid contamination. This is either caused by a leaking power steering pump or leaking high pressure hose to the power steering pump which must be replaced before the Alternator is replaced. Slip Ring and brush damage results from this contamination, ultimately creating a copper paste from the slip rings as they wear and shorting out the Voltage regulator and in some instances where there has been a large amount of power steering fluid in the Alternator this has caught fire.

There is a Warning Sheet in the packaging with this Alternator to advise the fitter of this issue.

**Power Steering Fluid Damage in the Alternator is not a warrantable fault.**