



Non-Overhaul Repair and Replacement

4. Install the drive hub assembly (5), and new thrust washer (6) on the alternator shaft.
5. Install the castellated nut (4) on the shaft. Secure the drive hub with an Alternator Drive Hub Spanner Wrench (see Section 2-1, “Special Tools”.) and torque the castellated nut (4) to the minimum value specified in Appendix B.
6. If the slots of the nut do not align with the cotter pin hole in the alternator shaft, the castellated nut may be torqued up to the maximum value in Appendix B. If the cotter pin holes will not align with the nut slot within the torque range, replace the nut.
7. Install the new cotter pin (7) according to the “Cotter Pin Installation” instructions in Section C-7, cut and bend the cotter pin according to the illustration in Figure 10-4 to prevent it from touching the thrust washer and to attain clearance when installing the alternator on the engine.
8. Install the alternator according to “Gear Driven Alternator Installation” instructions in Section 10-4.1.5.

10-4.1.4. Alternator Drive Hub Slippage Inspection **FWD**

NOTE: There is no need to remove the drive hub from the alternator. The spanner wrench is designed to secure the drive hub without removing it from the shaft.

1. Secure the alternator in a shielded vise only tight enough to prevent movement.

CAUTION: Secure only the outer diameter of the drive hub assembly; allow the gear freedom of movement to prevent shearing the elastomer coupling.

2. Secure the alternator drive hub with an “Alternator Drive Hub Spanner Wrench (Table 2-1); adjust the bolts using finger pressure only - do not torque the bolts.

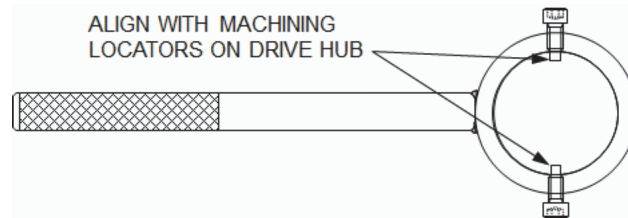


Figure 10-5. Alternator Drive Hub Spanner Wrench

3. Measure the drive hub assembly slippage using an “Alternator Drive Hub Torque Tool” (Figure 2-5) and a currently calibrated torque wrench set to value for the drive hub condition specified in Table 10-4. Turn the hub through a 45° arc at a rate of 1° to 2° per second. No slippage is permitted below the value specified in Table 10-4.
4. If the coupling slips with less torque applied than the value specified in Table 10-4, or the coupling exhibits physical damage, discard and replace the alternator elastomer drive coupling and repeat the slippage check on the new drive coupling.

Table 10-4. Alternator Drive Hub Slippage

Coupling Assembly Condition	Slippage Prohibited Below:
New coupling or coupling with less than 25 hours in service	180 in-lbs.
Coupling with more than 25 hours in service	140 in-lbs.

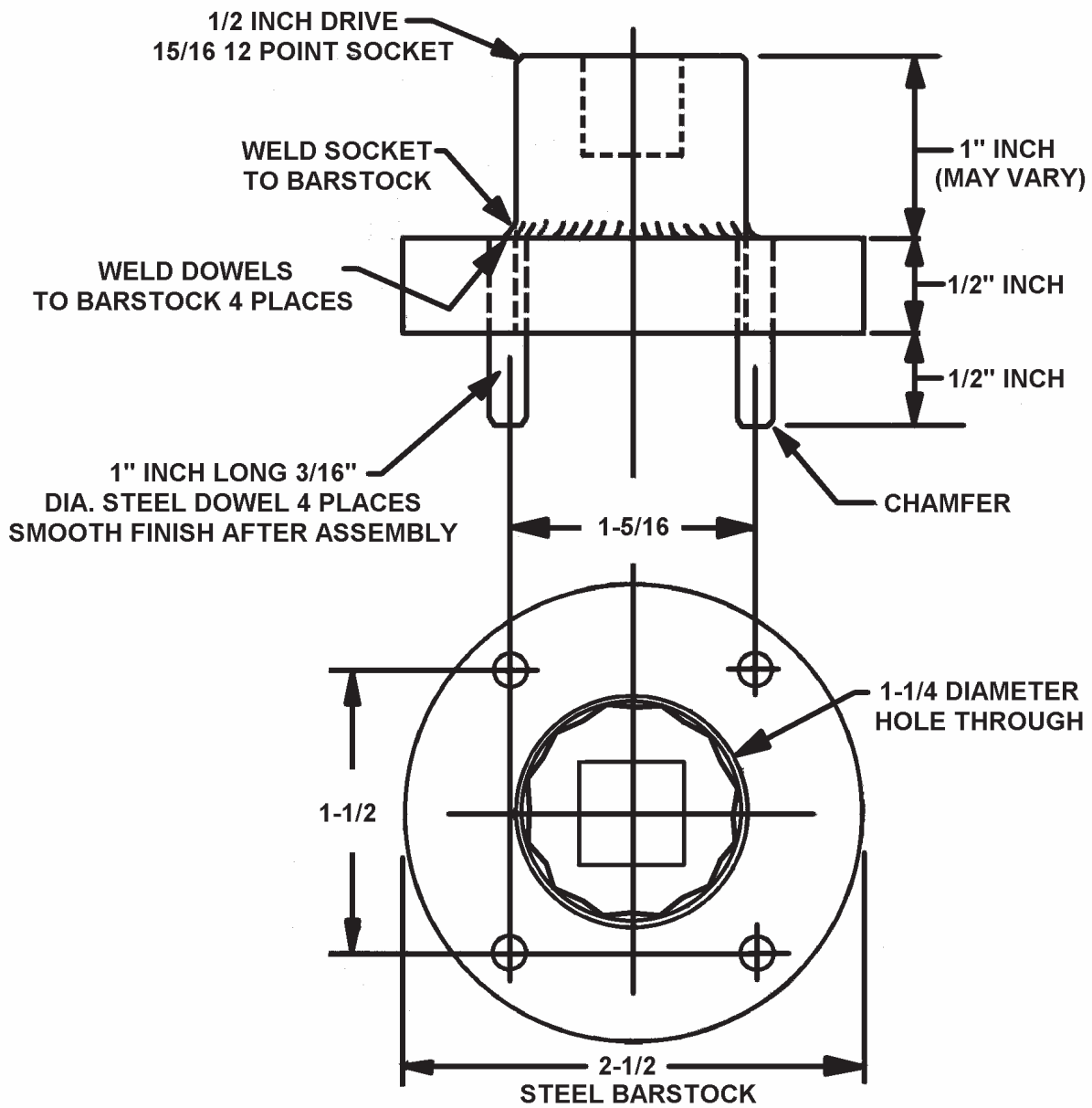


Figure 2-5. **Gear Driven Alternator Drive Hub Torque Tool**
Used on Permold 520/550 Permold Series Engines

