

As I have recently changed the alternator on my 1998 XK8 i wanted to share this painful experience to anybody who is going ahead with this change. First get the JTIS repair instructions 86.10.02

This is what you have to do:

**1: The first thing is to remove parts so you can get clearance to the Alternator**

– These notes are complementary to the JTIS repair instructions 86.10.02.

And as a note to whoever designed this in Coventry, it's the worst I've ever seen.

- In addition I have seen comments on that is is possible to remove the alternator from the bottom of the car. I checked a couple of options and could not see a way of achieving this.
- First cover the wings/fenders with towels. You will be working over these for 5-6 hours.
- Remove all the plastic covers from the engine.
- Partially drain the cooling system.
- Remove all hoses on the front of the engine that go to the radiator. This gives you clearance to remove the cooling fan.



- Remove cooling fans
  - There are two screws
  - If you undo both of these and remove the two connectors from the bottom of the fans the unit will slide up and out of the engine bay.

*Note: The nuts and bolts are not captive and will fall in the engine bay if you do not capture these. In addition access to the driver side nut is extremely difficult. To replace this I had to use my son, who had smaller hands.*



Driver Side



Passenger Side

- Remove air scoops from underside of car.
- Remove serpentine belt, Just pull the tensioner back with a large wrench.
  - Don't Let the hood fall while you have the wrench still on the tensioner. It causes a lot of damage to the hood.
- Remove air box
  - This should have been simple but the rubber grommet that the nut is attached to is difficult to hold making it close to impossible to remove a 16 year old nut. I ended-up cutting the nut off.



- \*\*\*\* Open doors, and lower windows (if you don't do this before removing the battery the car loses the positions of the doors and windows in the computer)

- Remove Battery

Finally you have access to the Alternator.

## 2: Replace Alternator

- I purchased a reconditioned unit from Denso. It looked like a brand new alternator and was <\$200.

- Remove connectors from back of alternator.

- I could not remove the connector from the back of the Alternator. After an 1.5 hrs trying to remove the small connector, circled in red I cut the wires. (hopefully you can remove this connector on your car and do not have to do this.)



- Remove bolts and nuts from alternator.

- The bush at bottom mount is so tight you can't even move the unit.

- Have two people use brute force to remove the alternator.

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Open up the engine bay and look for the hose that is circled in red. It is the hose that connects the battery to the starter motor. It is a thick, black hose that is secured with a metal nut and washer. You will need to loosen the nut and remove the hose from the starter motor.



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The bush you have to push back is the one that is circled in red. It is the bush that holds the ball joint in place. You will need to push it back to the original position to complete the repair.

Once you have removed the hose from the starter motor, you will need to disconnect the battery. Disconnect the negative terminal first, followed by the positive terminal. This is to ensure that there is no electrical current flowing through the system while you are working. Once the battery is disconnected, you can proceed with the next steps of the repair.

### How to replace the bush

To replace the bush, you will need to remove the ball joint. This can be done by using a ball joint separator tool or a pry bar. Once the ball joint is removed, you can push the bush back into its original position. This can be done by using a hammer or a punch.

Once the bush is in place, you can reattach the ball joint. This can be done by using a ball joint separator tool or a pry bar. Once the ball joint is reattached, you can reconnect the battery and test the vehicle.