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444, 445, 544, PV
122, 122S, 122SW, 123GT, AMAZON
1800, P1800, 1800S, 1800E, 1800ES
142, 142S, 142E, 144, 144S, 144E, 145, 145S, 145E, 164, 164S, 164E

Alternator Bracket Kit



Is crossing your fingers part of the starting ritual for your old Swede?

The 35+ year old generator fitted to your 1960s era Volvo just barely keeps your battery charged under normal conditions. Once you add halogens, fog lights or a booming stereo (or just want to use the heater while the lights are on), it's only a matter of time before your Swede leaves you stranded.

We've got the fix! Our new alternator conversion bracket allows you to easily convert your Volvo from the tired old generator to the Bosch or Marchal alternators used on the later 140 and 1800 series. There's no substitute for quality.

If you can remove and replace your generator and know how to use wire crimpers, you can install this kit in a couple easy hours.

Adding an alternator increases available amperage and reliability - you'll be able to use the headlights, booming stereo, wipers and heater all at the same time without that annoying red glow from the Amp light. We installed the prototype over a year ago and have made several more installations since. Zero problems. Zero.

Instructions (120k)

Models	Years	Engines	Description	Part #	Price	Sale	lbs.	
544, 122, 1800	up through 1966	B18	alternator bracket	WSB1866	$43.50		1.2000	BUY

Dedicated to improving vehicle fun, safety & performance

Installation Instructions



Alternator Bracket Kit

ipd #B1866

PRE-INSTALLATION

This kit upgrades your B18 engine with generator to an alternator for increased amperage and reliability.

Before you begin, determine if you have an early or late engine. Beginning in 1967, the B18 casting has an extra threaded hole just in front of the generator mounting holes just like all B20s. If you determine your motor has this, you're more than halfway there. If you do not have this casting, this kit will adapt the generator mount to an alternator mount.

The easiest way to get the miscellaneous parts needed for the upgrade is from a wrecking yard. Most auto parts stores can get the correct Bosch alternator, but usually without the pulley. This is fine for a car already equipped with an alternator that needs a replacement, but you will need a pulley if you are converting.

At the wrecking yard look for a car with a B20 engine-(140 series 1968-74,1800 series 1969-73 or 240 series 1975). Buy the regulator, alternator (and its mounting hardware), and the wiring between the two. Don't worry if the parts don't work - ***ipd*** has replacement regulators and you now have the pulley and core that you need to give an auto parts store. Have them install the pulley from your old one onto the new one with an impact gun - don't try to swap it yourself with hand tools. When you place the order, ask for an alternator for a 1974 140 series with air conditioning - this will be the 55amp unit rather than the milder 35amp. Don't try to order an alternator for a 122 - they didn't come that way, and you'll confuse the average parts counter person.

INSTALLATION

With all the parts you've collected, you're ready for the actual conversion.

1. Disconnect the battery, remove the generator
2. Mount the alternator to the engine if the engine has the threaded mount cast in the block using the single bolt.
3. If you are using our bracket kit, use the three washers supplied under the bracket to space the bracket slightly away from the block.

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INSTALLATION

4. The very thick wire connected to the B+ terminal of your (old) voltage regulator, (this wire leads to your starter's larger terminal) needs to be re-routed (the regulator end of the wire) to the back of the alternator. It will need to be lengthened. Use some 8 or 10 gauge wire and good connectors. Connect this to terminal B+ on the back of the alternator.

5. It is also a good idea to run an extra length of 10 gauge wire from B+ (at the alternator) directly to the positive terminal of the battery to help eliminate the glowing amp light when running many electrical accessories- lights, wipers, fan, etc.

6. The other wire in the vehicle's stock harness, usually red, is your amp light wire (there could be a third wire there on early (up through '66) 122's-black-that's for the windshield washer pump - ignore this). Lengthen the amp light wire and/or modify the connector on the thinner gauge red wire (it leads to the amp light) connect it to D+ on the regulator.

7. Run the second wire on D+ on the regulator to terminal 61 on the alternator.

8. Now run a wire from terminal DF (sometimes labeled as EXC.) on the back of the alternator to terminal DF on your new charging regulator.

9. Last, run a wire from Terminal D- on the regulator to a good ground.

If you are using the short wire harness (between alternator and regulator) from a wrecking yard system, there may be a black wire bolted to the body of the alternator. Simply run this to ground as well.

Remember: a Voltage Regulator (generator system) is not the same as a Charging Regulator (alternator system). We can provide you with a new Bosch charging regulator #30051. Or, an adjustable regulator #30051A. The adjustable regulator is a real good idea with the S.E.V. Motorola alternator as this unit will drop one volt to the battery if used with anything other than the correct and very hard to find S.E.V. regulator.

One Year Limited Warranty

ipd warrants to the original purchaser that the parts manufactured and/or sold by ***ipd*** (the Product) is free from defects in material and workmanship under normal use. ***ipd*** warrants that the Product will perform substantially in accordance with the specifications set forth in the documentation provided with it. The above express warranties are made for a period of the lesser of 12,000 miles or 12 months from the date the Product is installed in your vehicle.

Any improper use, operation beyond capacity, substitution of parts not approved by ***ipd*** in writing, any alteration or repair by others, or any removal, defacing or altering of the identification shall void this warranty. There is no warranty on high-performance or race related parts due to the nature of usage.

The purchaser shall notify ***ipd*** at 1-800-444-6473 of any defect within the warranty period no later than thirty (30) days after purchaser discovers the defect. Should any failure to conform to this warranty appear within the warranty period, ***ipd*** shall, on notification, correct the nonconformity at its option, either by repairing any defective part, or by making available, FOB ***ipd's*** plant, a repaired or replacement part. The purchaser must insure any defective item being returned because ***ipd*** does not assume risk of loss or damage while in transit. No payment or reimbursement shall be made for installation, removal, transportation or other charges. The remedies set forth in this instrument are exclusive, and the liability of ***ipd*** with respect to any sale shall not exceed the price of the product on which the liability is based.

EXCEPT AS STATED OTHERWISE IN THIS WARRANTY, ***ipd*** MAKES NO WARRANTIES, EXPRESS OR IMPLIED, INCLUDING WITHOUT LIMITATION, ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you. ***ipd*** shall not in any case be liable for special, incidental, consequential, indirect, or other similar damages arising from any breach of these warranties even if ***ipd*** or its agent has been advised of the possibility of such damages. Some states do not allow the exclusion or limitation of incidental or consequential damages so the above limitation or exclusion may not apply to you.

This warranty is governed by the laws of the State of Oregon.

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