1. Determine if alternator being repaired:
   a. Has new style field coil (red epoxy coating).
   b. Or old style field coil (blue epoxy coating).

2. If new style field coil (red epoxy coating), discard extra lead wire (loose red wire), which is packaged with stator and shell assembly and follow normal service manual procedures.

3. If old style field coil (blue epoxy coating) is being reused, connect the extra lead wire (loose red wire), packaged with stator and shell assembly, to the BATT+ stud on the inside of the stator and shell assembly.
   a. Loosen nut on BATT+ stud on the inside of the new stator and shell assembly.
   b. Slip flag spade terminal of extra lead wire (loose red wire) onto stud under flat metal washer.
   c. Retighten nut on BATT+ stud on the inside of the new stator and shell assembly. Torque nut to 26 lb. in.

4. Make sure sleeving is on lead. Bend bare end new field lead (red wire just connected to new stator and shell assembly) through the empty field coil terminal and solder wire to terminal.

5. Slide sleeve down wire until field coil terminal is covered. Use RTV silicone rubber to hold sleeving in place after assembly.

NOTE: See service manual for proper location of stator and shell assembly on alternator and other assembly steps.