



C703/C703A/C703L Alternator Installation

CEN models C703/C703A/C703L are cradle mount, negative ground alternators rated at 28V/350A. Follow these instructions to ensure proper installation.

1. Remove Existing Alternator

- Turn off battery switch or disconnect battery ground.
- Remove alternator drive belt.
- Label wires for identification, then disconnect electrical connections on existing alternator.
- Remove alternator mounting bolts and remove alternator from mounting bracket.
- If replacing oil-cooled alternator, remove all oil lines and cap off ports at their sources.

2. Install C703/C703A/C703L Alternator

- Alternators not shipped with pulley are shipped with shaft collar, disc spring washer, and nut installed. Remove and discard shaft collar. Make sure Woodruff key is securely wedged in slot in shaft.
- Install pulley and furnished disc spring washer with beveled side facing pulley. Torque pulley nut to 163 Nm/120 lb. ft. See Figure 1.

- Mount alternator on engine bracket. Use hardened steel washers and 0.5-13 UNC-2B bolts, grade 5 bolts or higher. Torque mounting bolts to 88 Nm/65 lb. ft. or to engine manufacturer's specifications.

CAUTION *Minimum recommended thread engagement is 12.7 mm (0.5") into drive end mounting holes and 16.5 mm (0.65") into anti-drive end mounting holes. Maximum mounting screw depth into alternator mounting rail holes, regardless of washer and bracket stackup, is 25.4 mm (1.0 in.) for DE rail and 35.6 mm (1.4 in.) for ADE rail. See Figure 1 inset. EXCEEDING MAXIMUM DEPTH WILL RESULT IN IMMEDIATE ALTERNATOR FAILURE.*

- Tension belt to engine manufacturer's recommendation. If an automatic belt tensioner is used, 80-120 lbs. of tension is typical.
- Connect vehicle B+ cable to alternator B+ terminal. Install hardware on B+ terminal in stacking order shown in Figure 2. Torque to 30 Nm/22 lb. ft.
- Connect vehicle B- cable to alternator B- terminal. Install B- hardware in stacking order shown in Figure 3. Torque to 15 Nm/11 lb. ft.

NOTICE *All cables must be supported within 305 mm (12 in.) to prevent twisting, loosening, and damage to terminals.*

- Install regulator according to instructions on pages 2 and 3.

CAUTION *Do not hammer pulley when installing pulley on shaft. Carefully slip-fit pulley over shaft to prevent Woodruff key from moving out of place.*

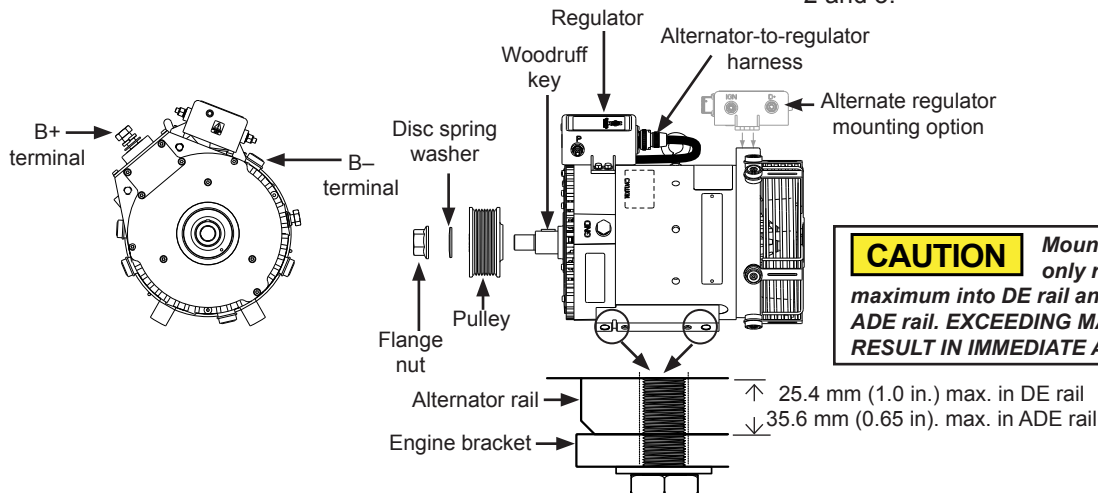


Figure 1: C703/C703A/C703L Alternator Installation

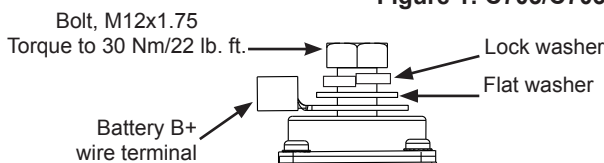


Figure 2: B+ Terminal Hardware Stacking Order

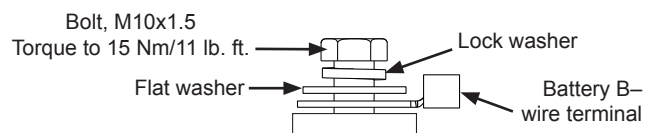


Figure 3: B- Terminal Hardware Stacking Order

Charging System Wiring

Adapting Existing Electrical Connections

- If replacing **Delco Remy** or similar regulator, perform the following steps to modify or reuse existing vehicle cabling to complete installation:
 - 50-VR regulators with Deutsch connector. See Figure 4: Unplug Deutsch harness from regulator and plug into a CEN A9-940 wiring adaptor. No other wiring modification is required. Secure harness as needed.
 - 50-VR regulator without Deutsch connector. See Figure 5: Disconnect IGN lead at regulator IGN terminal and reconnect to FLD terminal on regulator. Torque screw to 1.4–1.7 Nm/12–15 lb. in.
- If replacing **EMP** alternator: remove connectors from F1 and AC pigtails on alternator. See Figure 6.
 - Cut and extend F wire from vehicle and add ring terminal to feed CEN regulator IGN signal. Alternatively, use Aptiv connector P/N 12015791 or equivalent (and appropriate pin and seal for wire gauge) and ring terminal to create adapter to supply ignition voltage to IGN terminal.
 - Cut and extend AC (or R) wire from vehicle **if required** and add ring terminal to connect to CEN regulator P terminal. Alternatively, use Aptiv connector P/N 12010996 or equivalent (and appropriate pin and seal for wire gauge) and ring terminal to create adapter to connect to regulator P terminal.
- If replacing **Transtech** regulator: remove regulator harness connector and jumper pins 8 and 11. See Figure 7. Tape or cable tie jumper securely in place. Alternate method is to splice harness wires from pins 8 and 11 together.

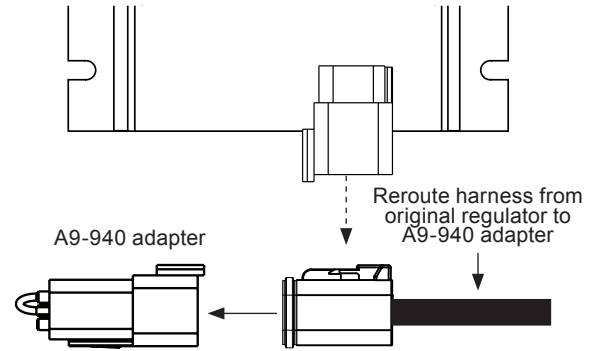


Figure 4: Reuse Existing FLD wire for IGN with A9-940 Adapter

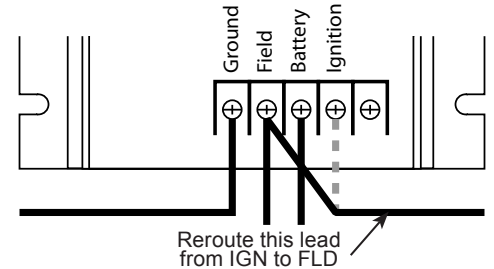


Figure 5: Reuse Existing FLD wire for IGN by Jumping Terminals

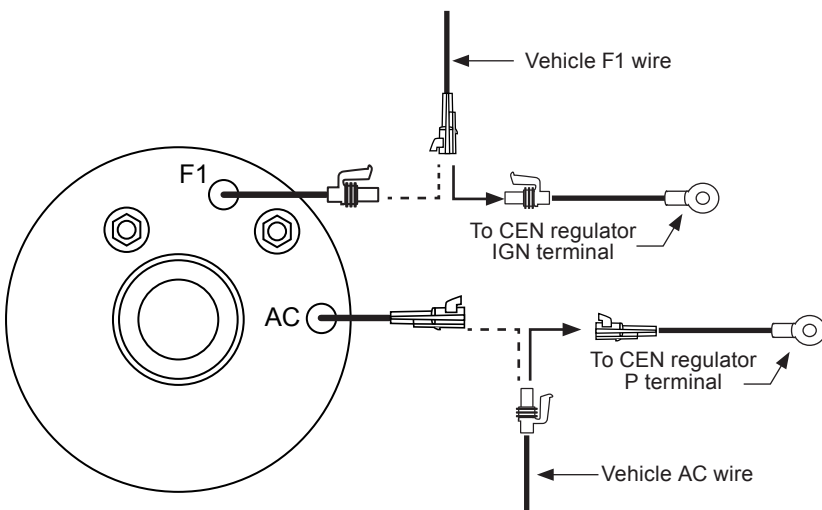


Figure 6: Reuse Existing FLD wire for IGN and AC wire from EMP

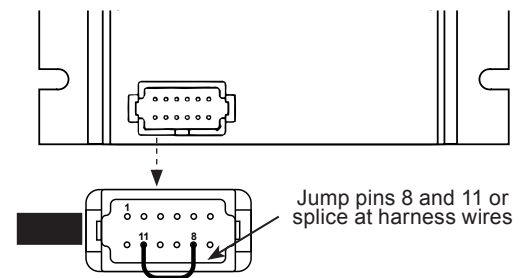


Figure 7: Reuse Existing FLD wire for IGN by Jumping Harness Sockets

Regulator Installation

1. Regulator has four selectable set points. Before installing regulator, verify appropriate switch setting (at bottom of regulator) for your application and change if necessary. See Figure 8 and Table 1 for fixed voltage set point options when used without battery sensor/harness. See Table 2 for battery chemistry-based charge profiles when used with compatible CEN battery sensor/harness. **Contact battery manufacturer or vehicle OEM for charging set point recommendations for your environment or application, if necessary.**
2. Mount regulator on alternator or remotely¹ and torque mounting screws to 8.5 Nm/75 lb. in.
3. Plug alternator-to-regulator harness into receptacle on regulator. See Figures 9 and 10 for receptacle location.

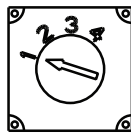


Figure 8: Regulator Voltage Selection Switch (Located on bottom of regulator)

Switch Position	Conventional Regulator Set Point or Smart Series with <i>no Sensor/Harness Connected</i>
1	27.5 V
2	28.0 V
3	28.5 V
4	29.0 V

4. Connect regulator terminals as required by vehicle. Refer to Figures 9 and 10 below:
 - **IGN terminal** (required) must receive voltage from vehicle DC ignition source, multiplex, or F wire if retrofit from a competitor's system (see page 2) in order to energize regulator. Torque to 4.5 Nm/40 lb. in.

NOTICE Voltage should be present at IGN terminal when ignition is on or engine is running. No voltage should be present when ignition is off or engine is not running.

- **D+ terminal** (if required) provides DC system battery voltage to vehicle (5A maximum) for charge indicator lamp, relay, or multiplex while alternator is producing output. Torque terminal hardware to 4.5 Nm/40 lb. in.
- **P/AC terminal** (if required) taps AC voltage from alternator, typically half the charge voltage (3A maximum). P/AC terminal provides alternator RPM frequency at 10:1 ratio for use with tachometer. Torque terminal hardware to 4.5 Nm/40 lb. in.

NOTICE If using relay for R/P/AC circuit, coil must be diode-protected and properly rated.

5. If using a J1939/temperature/voltage sense harness, plug harness into J1939 receptacle on regulator. See Figure 10 for receptacle location. Reference installation instructions included with harness for more information. Harness sold separately².

Switch Position	Battery profile for Smart Series Regulators with <i>Sensor/Harness Connected</i> ²
1	Maintenance (D category)
2	Maintenance-free (Group 31)
3	AGM
4	29.0 fixed

1. Contact CEN for regulator extension harness options.
2. Contact CEN for alternative sensor/harness options

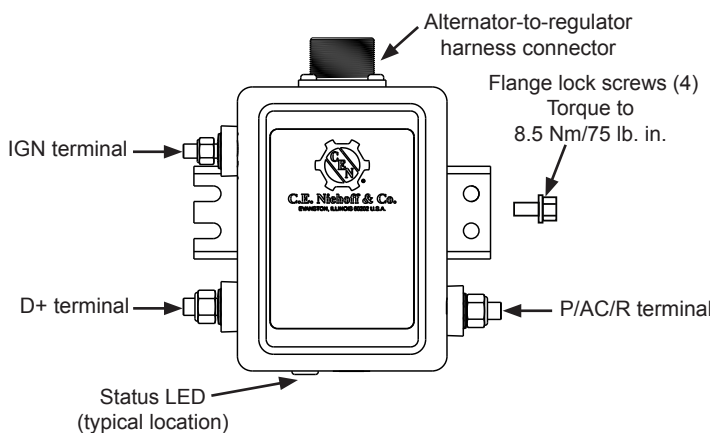


Figure 9: Typical Conventional Voltage Regulator Connections

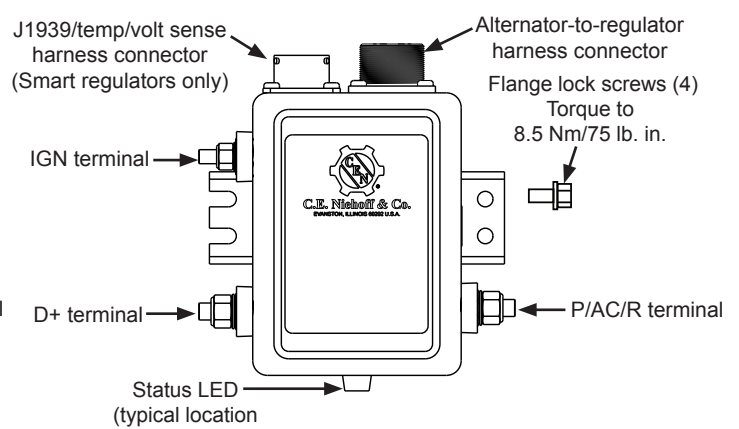


Figure 10: Typical Smart Voltage Regulator Connections

If you have questions about your alternator or any of these instructions, or if you need to locate a Factory authorized Service Distributor, please contact us at:
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