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Instructions for XK140 and XK150 model Jaguar

The existing dynamo circuit is shown opposite.

To modify the circuit for use with an alternator is quite straight forward.

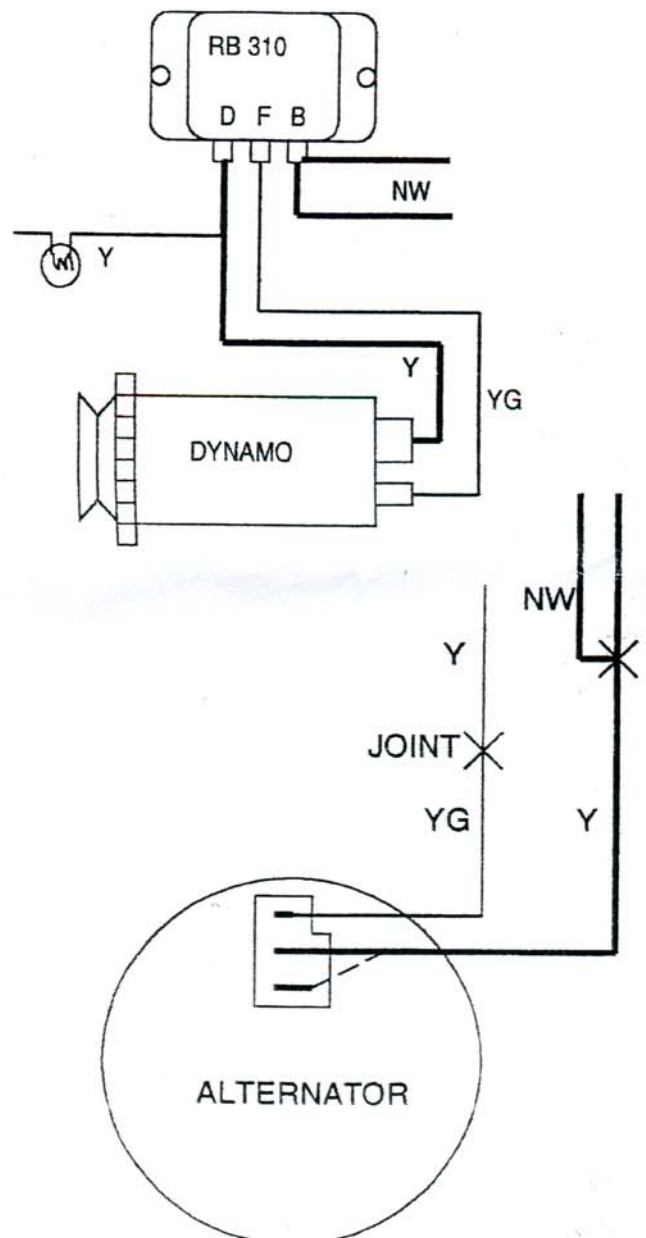
Remove the two thick brown/white wires from the terminal marked 'B' on the voltage regulator and the thick yellow wire from terminal marked 'D'. Join all three wires together. Make sure that all joints made are a good solid connection either by soldering or with a screw type connector.

Remove the thin yellow/green wire from the terminal marked 'F' on the voltage regulator and the thin yellow wire on the terminal marked 'D' and join together. The RB 310 voltage regulator can now be discarded.

The wiring from the dynamo is now connected to the alternator as shown opposite.

There are two large terminals on the back of the alternator and either of these can be used as they are connected together internally.

STANDARD CIRCUIT WITH DYNAMO



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Procedure for changing polarity to negative earth:

1. Switch off ignition
2. Disconnect the battery and turn it round the other way.
3. Replace the two terminals on the battery leads (the positive and negative terminals are different sizes). New ones are available from any good car shop.
4. Connect the earth connection to the battery negative terminal.
5. Disconnect both dynamo leads and use a long length of wire to connect the small dynamo terminal to the battery positive for five to ten seconds. This removes any magnetic memory that the dynamo has so it charges the correct way.
6. Re-connect the dynamo.
7. Connect the positive lead to the battery.
8. Swap the 2 small wires on the coil over. These just pull off and slide back on. If in doubt you should end up with the black and white wire connected to the terminal marked minus (-) or neg.
9. If the red light on the dash goes out when the engine is running all is well. If not repeat sections five onwards.
10. If you have a car with an ammeter you will need to reverse this as well or it will read backwards. Some cars have heaters that run in reverse as well, so check this out.

Please note if you have fitted any positive earth 'Solid State' modifications such as fuel pump or time clock, these should be sent back to the respective specialist for alteration as they will NOT convert over as original equipment points do.

XK140/150 alternator conversion kit

This kit has evolved over the years with input from our many friends in the Classic XK trade to fit all standard XK engine blocks and also to not exceed the original looms 35amp maximum draw. It will not blow out the standard BM4 ammeter nor exceed the wiring looms maximum capability. (New manufactured looms are still constructed to the period British Standards.)

This kit includes:

- 1x NEW Lucas LRA100 Design Alternator
- 1x SE335P Modified XK140/150 x 10 mm wide pulley
- 1x 9GEC3940 Electrical Jack Plug Connector Kit
- 1x Special Design XK Alternator Bracket to block.
- 2x NB131/14 (5/16" UNF x 1 3/4") fitting bolts
- 2x 5/16" split washers
- 2x NN 131 (5/16") Nylock nuts
- 1x Stepped Alternator Adjuster Arm
- 1x RB310 Regulator re-wiring data sheet.
- 1x Negative Earth Polarity change sheet. (All XK's were Positive Earth.)

Correct alignment is important

The lugs and adjuster may require use of additional packing washers to ensure the belt pulley is correctly aligned to the two other engine pulleys to prevent the fan belt failing prematurely.

The rear top mount of this Lucas alternator has a moveable tube (collet) for alignment purposes.

In some cases longer bolts may be required.

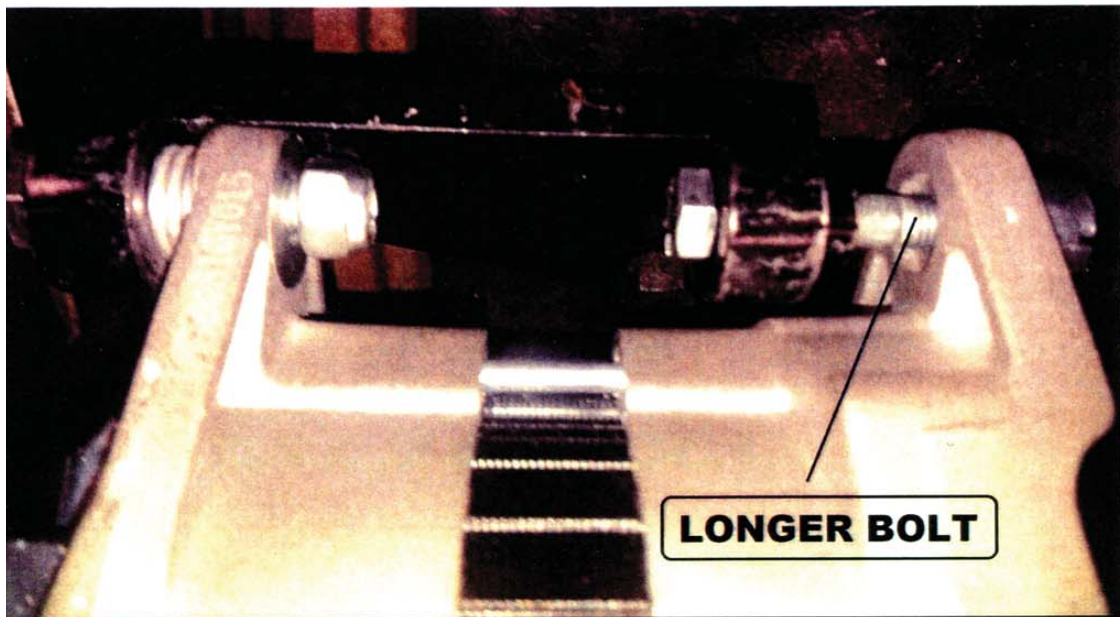
PLEASE PRE-ASSEMBLE THIS KIT TO ENSURE ALL PARTS ARE COMPATIBLE AND PRESENT AS LISTED ABOVE BEFORE STARTING WORK ON YOUR VEHICLE.

Please refer back to your retailer for exchange if you have later XK150 13mm wide belt & pulley.

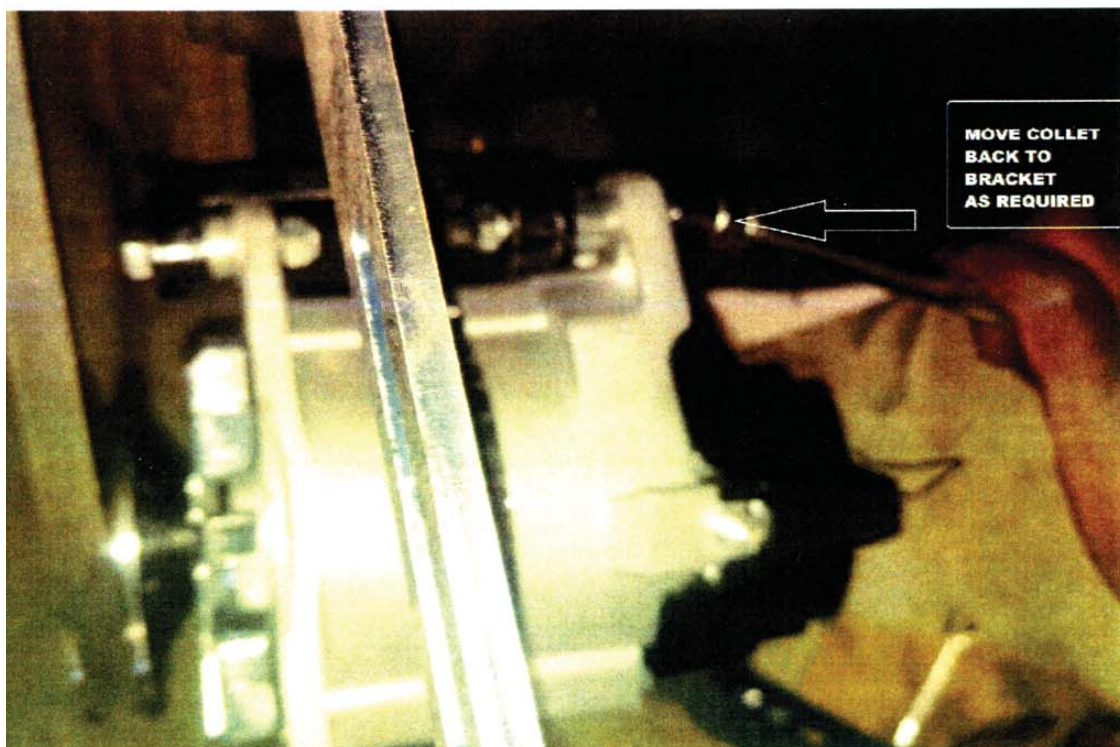
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ALTERNATOR FITTING ADVICE 2



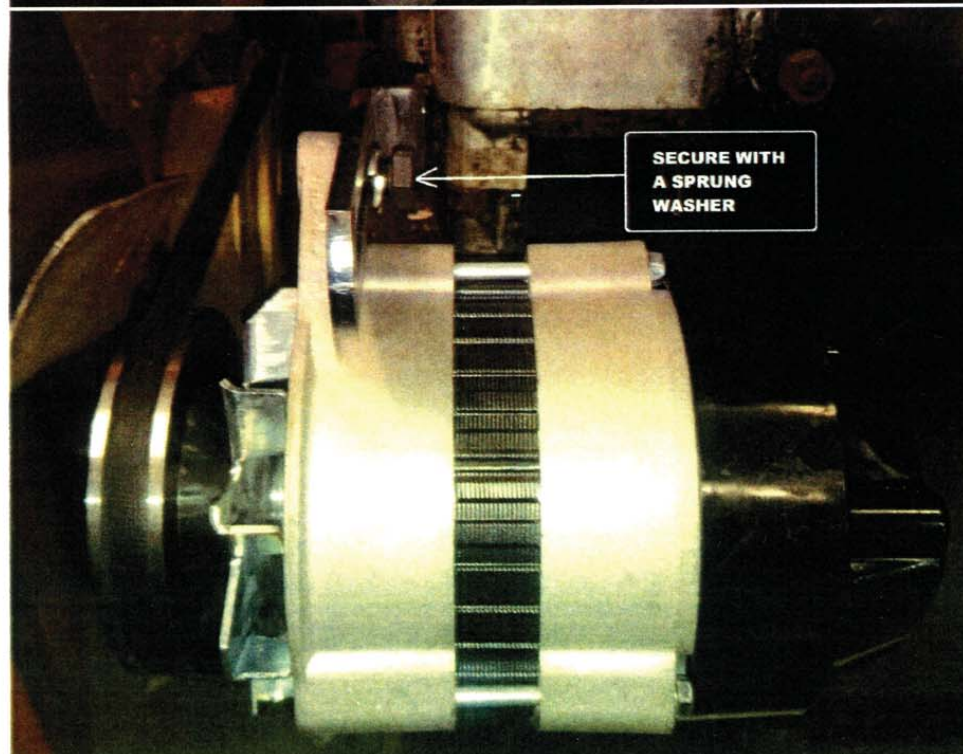
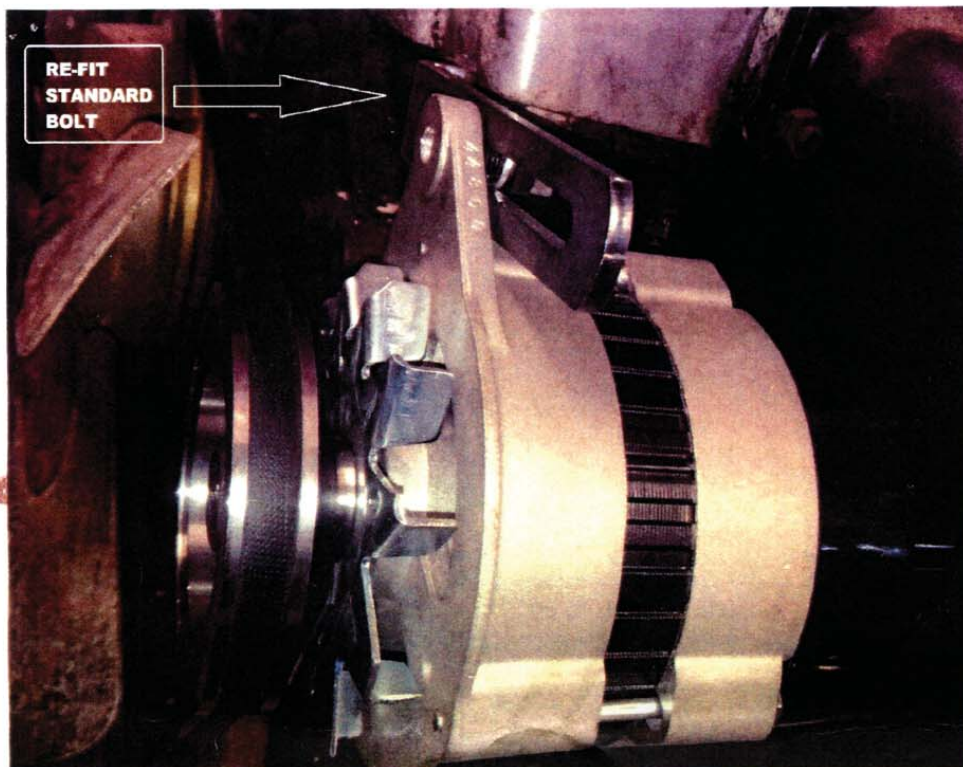
ADJUST POSITION OF UNIT ON BRACKET FOR BEST ALIGNMENT OF THE ALT. PULLEY TO WATERPUMP



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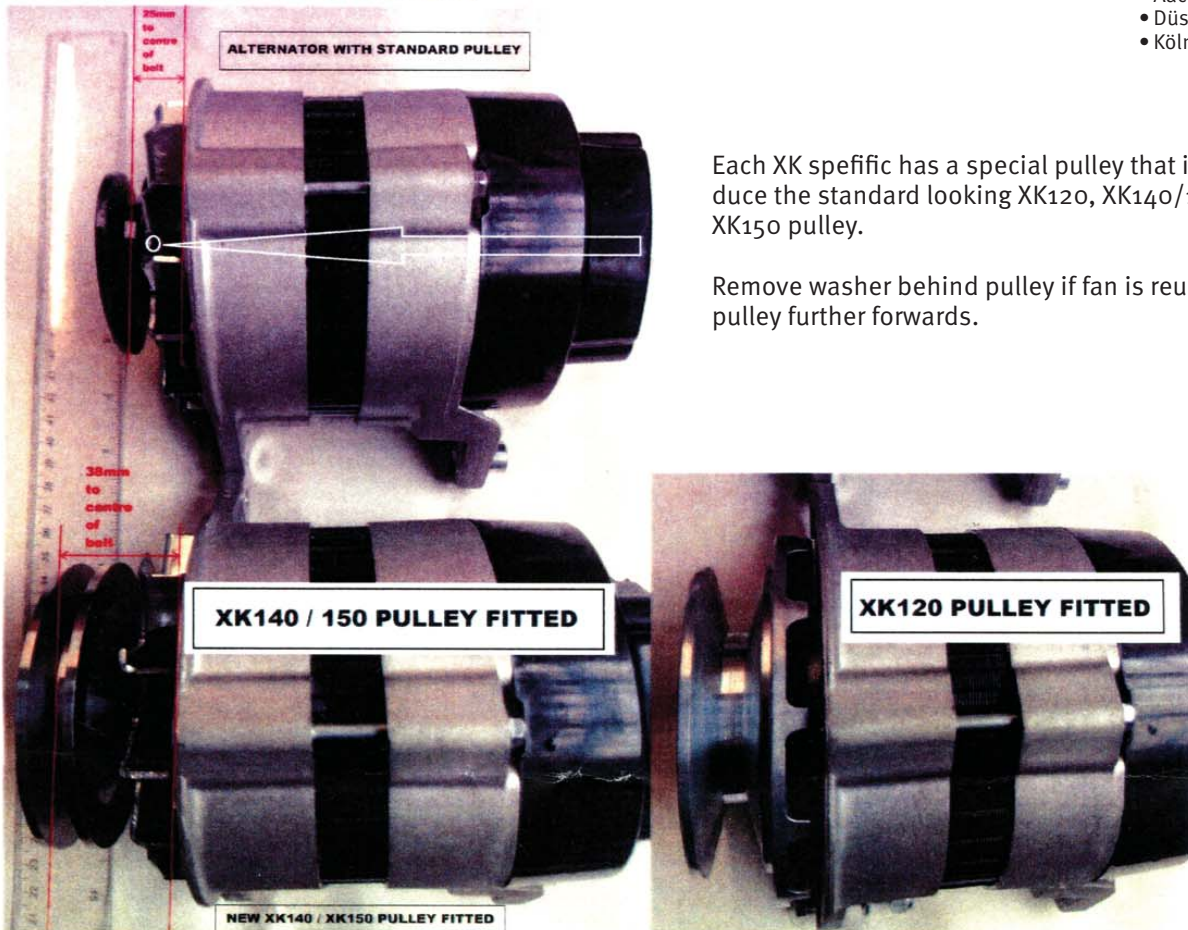
ALTERNATOR FITTING ADVICE 3



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ALTERNATOR FITTING ADVICE 1



Each XK specific has a special pulley that is made to reproduce the standard looking XK120, XK140/150 early or late XK150 pulley.

Remove washer behind pulley if fan is reused as it will shim pulley further forwards.

