

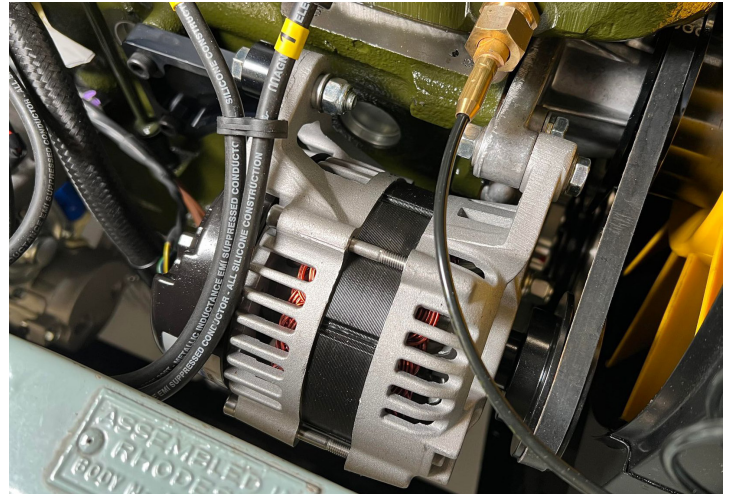
The 60-amp high performance racing alternator is a standard-fitment replacement for Lucas units on the Mini/Sprite/MGB, but smaller, lighter and more powerful. It's supplied with a 2.7-inch (68mm) V-pulley that should align with

the original water pump and crankshaft pulleys. The small compact design leaves plenty of room in the engine bay, while the sturdy brackets maintain excellent reliability, even on high RPM applications.

High RPM Applications -

For installation on a competition engine with sustained high RPM levels, we would highly recommend installing an MED 4-inch (101.1mm) V-pulley. This reduces shaft speed to avoid overcharging, which can damage the alternator and electrical system.

We also produce a heavy-duty fixing bracket, to suit either A-Series or A-plus blocks. Reducing vibration through the alternator will considerably increase the unit's service life.



Wiring Advice

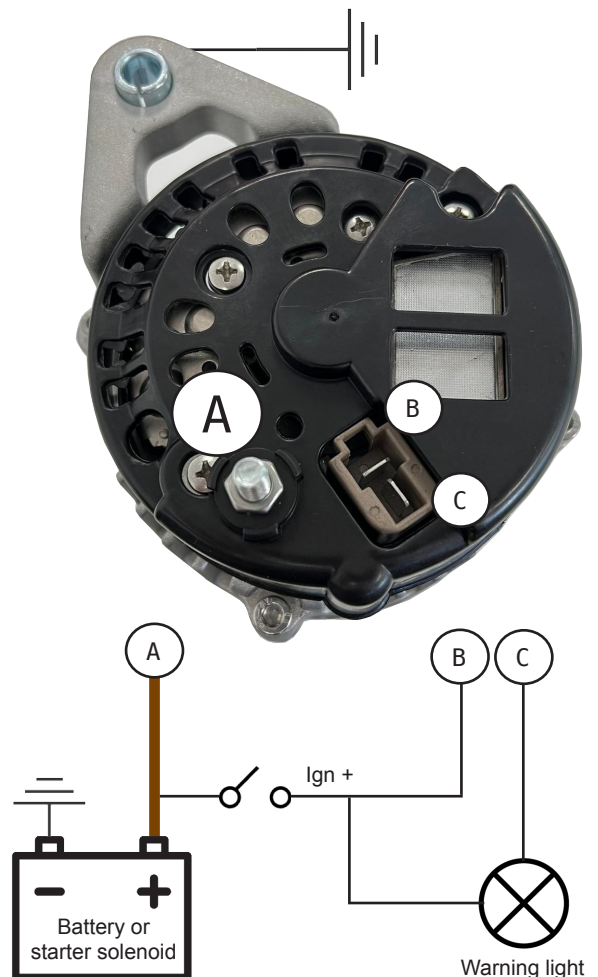
Firstly, **if you are not suitably experienced with vehicle wiring, do not attempt to modify your wiring loom** to install this alternator. Seek the assistance of a qualified auto electrician. MED cannot be held accountable for any damage or injury caused by incorrect fitment.

The standard wiring loom will usually include a black plastic plug to the Lucas alternator, containing the main charge lead(s) (Brown) to the starter solenoid, an ignition live feed (Brown/Blue) and a connection to the dashboard charge light (Brown/Yellow).

You will need to install a suitably sized and insulated ring terminal to the main charging lead(s) and fit to the main post (A). The lead(s) must be 25mm² minimum.

Connect a 12-volt ignition live feed to the supplied plug (B). The loom colours may vary on this plug, depending on availability.

Connect the dashboard warning light connection to the supplied plug (C).



If you are in any doubt, please speak to your local specialist or contact us direct for technical assistance. Phone +44(0)1455 618464 or email sales@med-engineering.co.uk