

Tech Questions Fielded by Industry Experts

Part II

One highlight of the Electrical Rebuilder's Association (ERA) Trade Show was the roundtable discussion where technical questions from attendees were answered by experts Joe Davis and Alan Melton, along with the help of audience members. Each question was then submitted for a \$100 cash drawing sponsored by the *Electrical Rebuilder's Exchange* newspaper. The lucky winner was Doug Edwards of Whatcom Electric in Bellingham, Wash. Here are a few of the questions and answers:

Is there a 6V alternator made? If so, by whom?

Tony Neisz, Philbin Mfg. Co., Portland, Ore.

Yes, components are made by a few vendors that will turn a 10SI alternator into a 6 volt. It will reduce the output by half of what it made at 12 volts.

Would like to know most probable causes of premature alternator failure on Ford power stroke 7796 6G series. Usually obvious signs of heat to stator and rectifier.

Mike Dietrich, Action Alternator & Starter, W. Bountiful, Utah.

Continuous excessive load is the most common reason for 6G alternator failures. On diesels the glow plug relay sticking is a common cause of excessive load.

When a sealed battery load tests OK why is the green eye not green?

Evan Wolfe, Starter Alternator Specialists, Inc., Billings, Mont.

The fluid level is too low in the battery for the green eye to activate.

How do you disassemble Penntex Ford type alternator with two ball bearings?

Joe Bradish, Kaestner Auto Electric, Waukesha, Wis.

They weren't designed to be taken apart. Look at the ERA Web site (www.electricalrebuilders.org) for some tips on breaking the bearing to get it apart.

The remaining questions stumped the panel and participants in Portland. Please let us know if you have any insights into the following problems:

I have had two 42 MT 12V starters in the last two weeks with no problem except solder melt out or burned wiring on the solenoid. Both were Delco rebuilds and had semi solid link solenoids.

Tom Pfeiffer, Pfeiffer's Alternator & Starter, Raton, N.M.

In the past six to eight months I've had three 17774 Toyota Camry starters come in completely burned up from staying engaged or over-cranked. Is this a common problem around the country? Should I be looking for fuel issues or ignition problems? Or am I the only one seeing this?

Jon Hemphill, Action Alternator & Starter, W. Bountiful, Utah

19SI alternators-problems with the rectifier blowing one positive diode after only very limited time in the field. The diode is furthest from the bat stud!

Harald Kober, Roko Service, Vernon, B.C., Canada

What is the best way to determine the quality of vendors' units and is it acceptable to ask who their supplier is?

Mark Zemba, JS Alternator/Starter Supply, Eugene, Ore.