



### Upgraded alternator for an MGBGTV8

Colin Goodey has a 1975 MGBGT Jubilee which he converted to full Factory V8 specification about five years ago. Although it ran problem free as a rubber bumper car, Colin was always conscious of the under bonnet temperature when he was driving in heavy traffic. He found the original specification twin cooling fans were almost permanently on during the summer months. Whilst the temperature gauge never got to a worryingly high level he wanted to see what could be done relieve the load on the fans and wiring without going down the normal route of an expensive hi-flow radiator and other upgrades. Here Colin explains what he did.

#### Upgraded 75amp alternator

I decided to go for an upgraded 75 amp alternator which delivers about **10% more power at tickover** which in real terms meant that the cooling fans on my car were spinning at over 200 rpm higher than with the standard AC Delco (45 amp) fans. In real terms, on the road, I have noticed that the fans now cool the engine sufficiently well enough so as cycle rather than being permanently on, plus once on the road the increased output from higher engine



Original AC Delco alternator with the cooling fans at 2,402rpm.

speeds cooled the engine considerably quicker.

The unit I chose is brand new and looks **very similar to the old Lucas 18ACR** unit and to my mind is totally in keeping with the MGBGTV8s engine bay. It is also a perfect fit without any need for any alteration to the fixings and has the standard 3 pin euro plug as the AC Delco unit, so is totally plug and play. It even has an extra live feed take-off post for those who want to fit an extra fuse box.

#### Where can you get one of these uprated alternators?

The unit is available as an outright sale, so you can keep hold of your valuable AC Delco unit, for just £80 including VAT plus £10 UK carriage to all normal postcodes. The supplier, **Just MGB**, can also ship them overseas well. See Just MGB via their Facebook page at [www.facebook.com/justmgb.co.uk](http://www.facebook.com/justmgb.co.uk) The 75amp alternator unit will suit all cars with the overhung set-up illustrated in the photo alongside (top left).

Nic Houslip feels "the cooling fans are running faster simply because the battery is being charged to a higher voltage level than it was with the original AC Delco unit. The cooling fan has a series wound motor, its speed is dependent on voltage and load. This fan speed may have been due to either the original alternator being faulty by its regulator being off or perhaps a suspect battery with a partially dead cell that recovered when the new alternator was fitted. I don't think that fans will suffer from running faster, rather anno domini may be the major cause of fan failure. I think fitting the uprated alternator is a good plan".

Colin Goodey adds "add that the original AC Delco alternator was working perfectly and the battery was in a state of normal charge when the alternators were swapped without any other changes to the electrical system. **The major benefit here is that the higher output alternator is able to produce over three quarters of the maximum output of the original AC Delco unit (45 amps) with the engine at idle**".

Victor Smith noted "my standard MGBGTV8 has a 12v battery upgrade and when the fans kick in the engine speed drops a little and the lights dim. As most V8 cooling problems are when the car is moving slowly or at a halt in traffic, then engine speeds are low. Occasionally I lift the engine speed to 1,500 rpm when I am at a halt in traffic to let the fans run a little faster. So if your upgrade unit has such a significantly higher output at idle, that is a real benefit".



Upgraded alternator with the cooling fans at 2,600rpm.