



Replacement alternators for an MGBGTV8

What are your options if your alternator on an MGBGTV8 is faulty or needs replacing? This is a question increasingly raised by fellow members.

Why was an AC DELCO fitted to Factory MGBGTV8s

Peter Beadle, former parts manager with University Motors in Epsom at the time the model was launched and then in production and later with Moss, recalls "it was shorter in the body than the ACR alternator which was then the standard unit used for the BL range of cars and also originally MG had hoped to sell the V8 in the USA where AC DELCO was a US product. The AC Delco was fitted to TR6s supplied to the US market but not fitted to home market TR6s".

Fitting alternative replacement alternators

A frequent question is "if I fit a replacement alternator, possibly larger both in size and in terms of its generating output, will I need to source different brackets?" Peter Beadle says "there are two brackets – the **lower bracket** (item 17 and part number **602369** above) is used to stop the alternator hitting the front of the offside rocker cover and **adjusting bracket** (item 18 and part number

BHH997 above) is used to adjust the tension on the alternator drive belt. The short alternative alternator offered by Moss, MGB Hive, Brown & Gammon plus Rimmer fits the alloy bracket 602369 and most larger replacement alternators will fit under the bonnet of an MGBGTV8 as clearance is not an issue". Peter adds "the part number **602369** is the original part number".

Specialist repairs of AC DELCO alternators

Often a fault with an alternator can be repaired by a specialist. See our note on [three specialists](#) who can service an AC DELCO.

Upated 75amp alternator for an MGBGTV8

Colin Goodey decided to go for an uprated 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. The unit Colin 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. [See his article](#)

Adjusting the alternator drive belt tension

The guidance on page 55 of the driver's handbook says:

Tension. When correctly tensioned, a total deflection of ½ in (12mm) should be possible at the midway point of the longest belt run between the pulleys.

Adjusting. Slacken the securing bolts and nut (on the lower body of the alternator) and the adjusting link bolts. Pivot the alternator upwards to the required position. Apply any leverage necessary to the alternator drive and frame only and not to any other part. To avoid damaging the drive and frame the lever should preferably be of wood or soft metal. Tighten the bolts and re-check the belt tension. **Do not overtighten** as this will impose an excess loading on the drive bearings.

Cleaning. Wipe the slip ring end frame (arrowed) clean and check the ventilating apertures are clear.

Replacement bracket (alternator adjusting) BHH997

The Brown & Gammons website has replacement alternator adjusting brackets available.



Source: image from the Brown & Gammons website

Part numbers check

The sources for the part numbers are:

MGBGTV8 Parts Supplement – Moss – MGL001B, page 34
MGBGTV8 Workshop Manual Supplement AKD8468, pages 12.65.01 Sheet 4 & 12.65.05 Sheet 1.

MGBGTV8 Driver's Handbook AKD8423, page 55

16	BHA5195	alternator
16	BHA5195E	alternator (exchange)
	BHA5195A	Brown & Gammons' part number
17	602369	Bracket (alternator)
18	BHH997	Bracket (alternator adjusting)