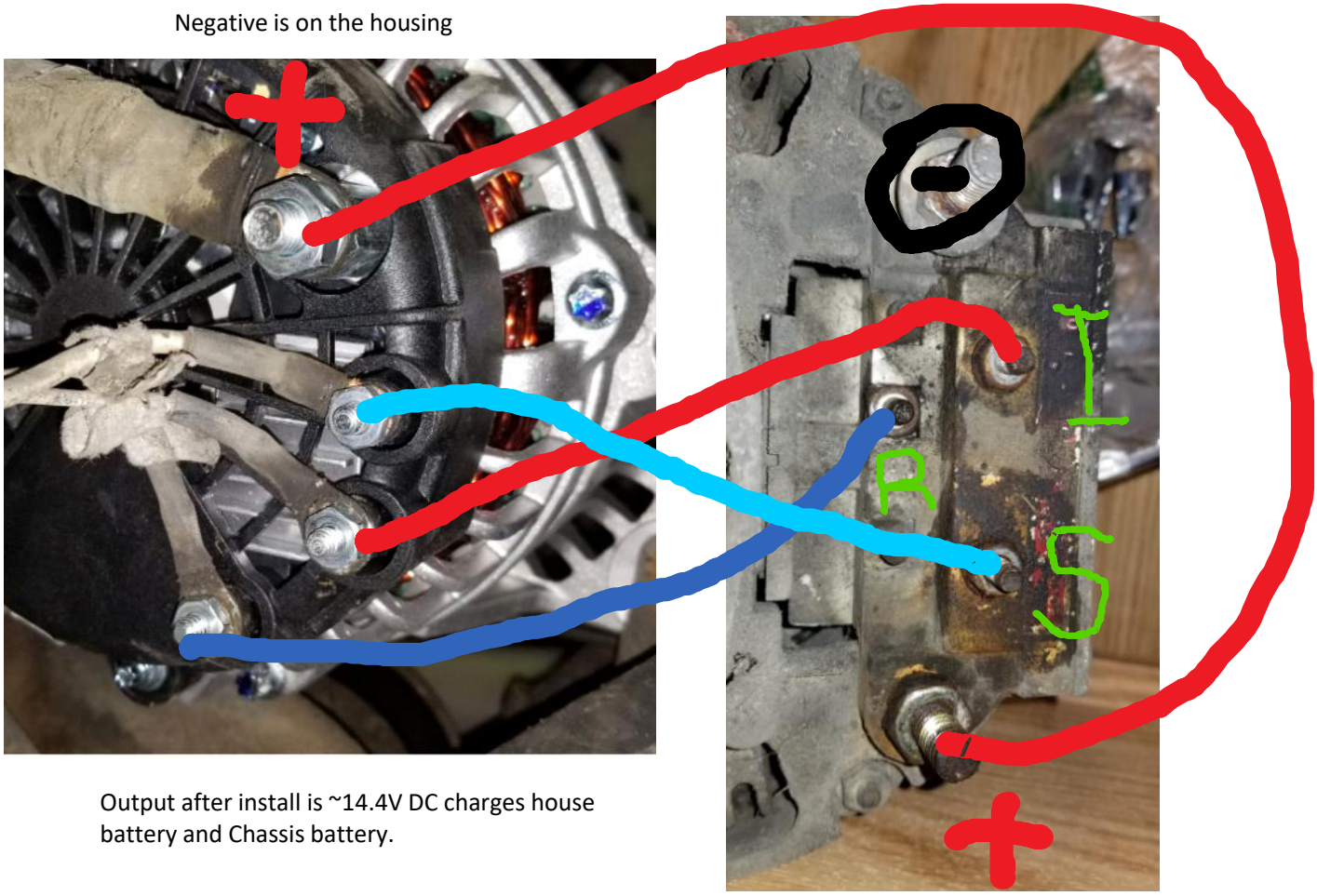
8.3 ISC Leece-Neville 4884JB to Delco 28Si R&R

Saturday, April 13, 2019 2:29 PM

Direct swap for the Leece-Neville to a Delco 28Si

L-N 488JB

Delco 28Si
Negative is on the housing



Output after install is ~14.4V DC charges house battery and Chassis battery.

Basic procedure:

- This was mostly performed from inside the coach through the engine access point.
- Disconnect the battery and turn the power cutoff switch off
- Remove the air intake for better access to the alternator
- Use a 1/2 ratchet to take the tension off of the belt from underneath the rig, I used a strap to hold the rachet down and the tensioner slack (like a 3rd hand)
- If you are changing the belt at the same time (recommended)
  - Loosen the A/C compressor tensioner and remove that belt
  - Remove the serpentine belt by carefully fishing around the fan blades.
- Label the wires with tape or color coded zip tie or something.
- Remove the wires from the back of the alternator
- Remove the two bolts from the mounts
  - Bottom bolt first, top through bolt last
  - Put a strap around the alternator or something to keep it from falling to the ground it is a bit heavy.
- Pull the alternator from the engine compartment
- Remove the pully from the shaft
  - I used an impact wrench to loosen the nut and a hammer and screwdriver to pry and

tap the pulls loose, alternatively a puller could be used

- Put the old pully on the new alternator, the old one had a woodruff key the new shaft does not, it relies completely on friction from the clinch nut on the new shaft (it appears to work on mine your mileage may vary).
- Put the new alternator in the mount leave the bottom bolt out so the alternator can be rotated for easier access to the wires
- Put the wires back on as indicated in the illustration
    - I = Ignition
    - R = Tach or indicator (I am not 100% sure what it's purpose is)
    - S = Sense or DUVAC
    - + = Mane wire to the battery
    - - = Negative to the engine block or chassis
- Put the bottom bolt back and tighten
- Tighten the top bolt
- Replace the air intake making sure there is a Clarence gap. On mine the old alternator had sawn a hole in the aluminum intake tube allowing unfiltered air in, I patched with aluminum tape and rotated the cut. If you find this has happened you might consider replacing the tube. I might at a later time.
- Replace the serpentine belt let the tensioner out carefully make sure the belt is aligned from the top and bottom, the new belt is stiff so a helper is nice to make sure it covers the water pump correctly I had to go back and forth underneath to inside a couple of times.
- Replace the A/C belt and tighten
- Put the battery wires back like they were
- Turn the cutoff switch to on (I listened and looked for smoke just in case I messed up somewhere (None))
- Pickup your tools and any loose stuff that can get sucked into the fan
- Turn on the ignition (I went back and gave it a visual as a sanity check)
- Fire it up and look for the Alt light to go out and the charge VM to show around the 14v mark and tachometer is working.
- That's it about 3-4 hour job for one person

Good luck

These instructions are for informational purposes only, if you choose to do this work yourself it is solely your responsibility and risk. I am not liable for injuries to you or damages to your systems or RV.