REMY
POWER
PRODUCTS

Why Remy Products are Preferred

Light Duty Starters & Alternators

We start the world and keep it running.™

About Remy Power Products

Our History

When you install Remy starters and alternators, you are working with the company that invented them.

First electric automotive starter

In 1896, the Remy brothers developed the Remy Magneto to power the first vehicles.

By 1912, the Remy Magneto and Dynamos evolved to a self-starting cranking system and the Remy brothers began developing plans for other products.

More than 100 years later, the legendary product originally created by Remy lives on in the aftermarket world of rotating electrical products.

And now as Remy Power Products, our tradition of innovation continues as we apply our expertise to all new and remanufactured starters and alternators for the automotive aftermarket.

We are a leading remanufacturer of rotating electrics for the light duty aftermarket business.

We bring our OE heritage and experience to everything we do for professional technicians.

100% New Starters and Alternators:

Bringing OE Experience to the Aftermarket

New Remy light duty starters and alternators are made for the aftermarket with the same precision as the original equipment. Designed to fit perfectly and perform flawlessly, Remy rotating electrics are as good— or better—than the parts they replace.

- Manufactured to meet or exceed OE specifications for improved reliability and increased durability in all conditions
- 100% new premium components that offer the quality and performance you can count on

Remanufactured Starters and Alternators:

Lean, Green, High-Quality Machines

Professionals around the world have confidence in Remy remanufactured rotating electric products.
Our remanufactured light duty starters and alternators perform as well—or better—than original equipment. Every part is factory verified to deliver the power, reliability and durability customers demand.

- Innovative design improvements for increased performance and reduced warranty returns
- Superior components that are engineered for the extreme demands of today's vehicles
- Environmentally efficient to save time, money and natural resources
- Industry-leading testing that ensures every unit is verified with intensive computerized load and power testing
- Remanufactured, not rebuilt, to provide a reliable product ensuring full customer satisfaction

The Quality You Know and Trust

Our OE heritage, engineering expertise, remanufacturing capabilities and operational excellence achieve the highest standard of remanufacturing processes backed with a customer satisfaction warranty.

Engineering Powerhouse

Through the years, our engineering department has been granted patents for product improvements and test technology. Our engineers work closely with customers to integrate our designs into their platforms.

Testing Procedures & Quality Assurance

Our testing procedures and quality assurance processes meet and exceed the requirements of the largest international engine and vehicle manufacturers, with thousands of hours of validation and testing under extreme conditions. This validation and testing is performed using proprietary test equipment designed by Remy Power Products. It combines years of experience in creating and improving test profiles to ensure the product performance and quality surpasses what is demanded in the new market.

Competitive Comparison

STARTERS

Solenoid

 **Remy Starter**	• High quality copper contact terminals. • Coils are evenly wound to prevent movement and are varnish dipped. Benefit: Increased durability
 **Competition**	• Inferior metals used for contact terminals. • Coils are not evenly wound and not varnish dipped, resulting in possible wire to wire shorts.

Planetary Gears

 **Remy Starter**	• Needle bearings are used on all planetary gears. Needle bearings use less mechanical energy to perform its task. Lower friction loss = greater output and greater efficiency. Benefit: Needle bearings have longer life expectation.
 **Competition**	• Bushings are used on all planetary gears. Bushings have greater friction loss as compared to bearings, as well as shorter life expectancy.

ALTERNATORS

Rotor Assembly

 **Remy Alternator**	• Rotor field coils are insulated and varnish dipped to avoid movement and to also protect it from the elements. • Field coil is routed under the fan to the slip rings, protecting it from the elements. • Bearing slinger is used to protect bearing from outside elements resulting in longer bearing life. Benefit: Higher performance and service life
 **Competition**	• Rotor field coils are not varnish dipped, resulting in possible wire to wire shorts. • No bearing slinger is used resulting in shortened bearing life.

Stator Assembly

 **Remy Alternator**	• Stator leads are uniformed and routed to reduce movement, protecting the integrity of the leads from vehicle vibration. Benefit: Longer life , less susceptible to vibration related failures
 **Competition**	• Leads are not uniformed in it's routing. With severe vehicle vibrations this design can result in wire to wire shorts.

We've Got You Covered

We offer the most comprehensive light duty coverage available on domestic and import vehicles.

- All makes, all models
- 98% vehicle coverage for each model year
- Systematic product release process focused on being first-to-market on late model vehicle applications

Support You Can Count On

Easy to use, functional and loaded with the information at your fingertips.

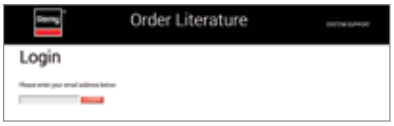
- **Catalog:** Immediately accessible when you visit our website - search for a part by number, make, year, model or engine
- **New Coverage:** Monthly product releases that include applications for current model year
- **Technical Service Bulletin:** Valuable technical service information to help you do your job right the first time
- **Where to Buy:** Find a distributor close to you from the industry's strongest distribution and service network available in the industry
- **Product Literature:** Download or order product literature
- **News & Announcements:** Sign up to keep up on our new product coverage and the latest service information
- **Mobile Friendly:** Easily navigate our website from any smart phone or tablet

Catalog

New Coverage

Technical Service Bulletin

Where to Buy



Product Literature

News & Announcements

Technical Support

Charging system complexity continues to rise as manufacturers look for ways to improve vehicle efficiencies and manage electrical/electronic systems. No one understands the vast array of systems in the marketplace better than our training and technical support team.

Certified Technical Trainers: All of our trainers are ASE Certified Technicians with hands-on experience. Our trainers also work hand-in-hand with engineering to understand the latest technologies and how to translate that knowledge into real-world applications that enables you to fix vehicles accurately and efficiently.

REMY
POWER
PRODUCTS

All-Inclusive Aftermarket Coverage
One Source for Domestic and Import

Light Duty Starters & Alternators

We start the world and keep it running.™

We start the world and keep it running.™

With so many types of vehicles on the road today,
it can be difficult to find the part you need for your application.
Fortunately, with the most comprehensive light duty coverage,

Remy products make it easy.

Whether you need a starter or alternator replacement for your domestic or import vehicle, Remy products are your source.

With an extensive portfolio, Remy products cover 98% of vehicles for each model year. We have a starter and an alternator for almost every light duty vehicle on the road.

Besides that, Remy products have long been recognized for the best quality in the market. Our aftermarket products are made with the same precision as the original equipment products.

We have the part you need with the quality you demand.

All-Inclusive Coverage

Remy products have long been recognized as the aftermarket leader in both domestic and import light duty coverage. Led by our product management and engineering teams, we develop products for every vehicle application, including well-known brands like Audi, Honda, Ford, GM, Hyundai, Nissan, Toyota and Volkswagen.

With monthly product releases - a strategic effort to be first to market on late model vehicle applications - we have built a comprehensive portfolio of starters and alternators.

100 Years of OE Heritage Drives Quality

We utilize cutting-edge OE design, engineering, manufacturing and testing to every aftermarket unit. When you replace your starter or alternator with Remy, you are placing a unit on your vehicle which has met the same rigorous requirements of the Original Equipment.

STARTER COVERAGE

Remy starters cover 250,560,153 vehicles on the road today.

ALTERNATOR COVERAGE

Remy alternators cover 248,886,855 vehicles on the road today.

Find a Part

We've put everything you need right at your fingertips. Simply visit remyautoparts.com and use our online parts catalog. You can search for a part by number, make, year, model or engine. It is easy to use and provides all the information you need.

Support You Can Count On

Remy products are backed with the strongest distribution and service network available in the industry. All our starters and alternators are fully supported by our customer service, technical support and training teams.

- The customer service team is available to help you with order status and tracking.
- The technical support group provides help with part number applications and troubleshooting for all light duty applications.
- We also offer on-site sales and technician training programs.

We start the world and keep it running.™

Whether you need a starter or alternator replacement for your domestic or import vehicle,

Remy products are your source.

Remy®

REMY POWER PRODUCTS

REMY POWER PRODUCTS

CHARGING & CRANKING PROBLEMS?

The alternator and starter must have a good battery

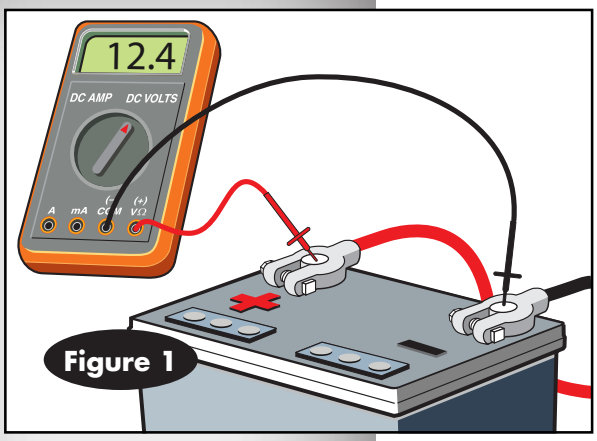


Figure 1

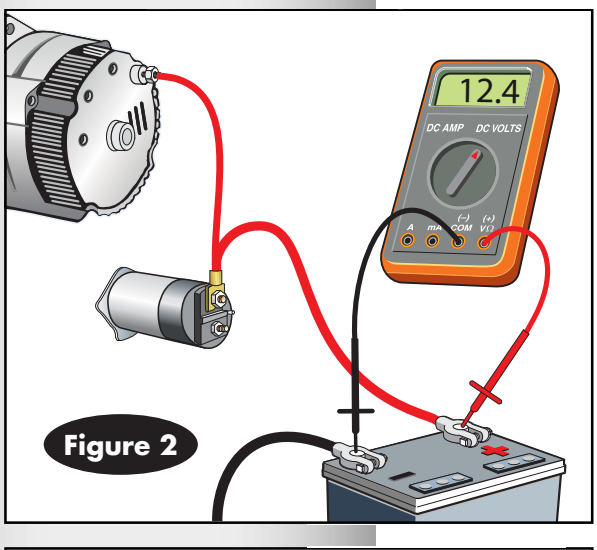


Figure 2

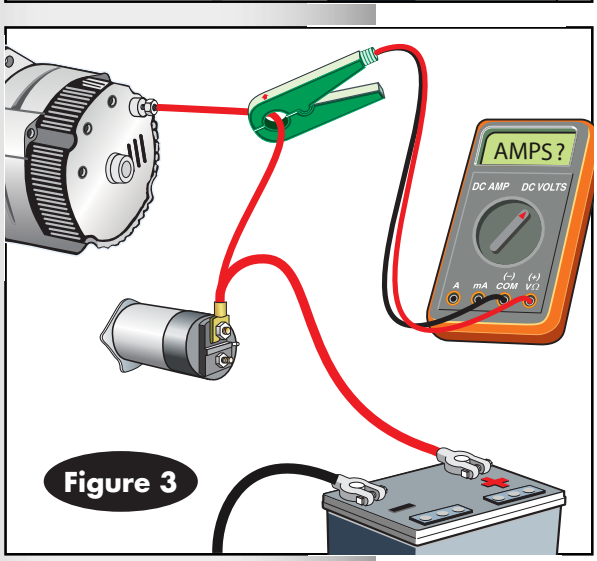


Figure 3

To determine if the battery is GOOD, check the following:

- Plates must be covered with water
- Terminal connections must be clean and tight
- Top of the battery must be clean
- Battery must be correct size for that engine

Battery Tests (Figure 1)

- Open circuit voltage must be tested with a voltmeter to determine state of charge
- Must be a minimum of 12.4 volts before load test
- If voltage is less than 12.4 volts, the battery must be charged before testing
- If voltage exceeds 12.6 volts, (surface charge) do this:
- Disable fuel or ignition
- Crank starter for 10 to 15 seconds
- Let battery stand for 5 minutes in order for voltage to stabilize, then re-check load test
- A carbon pile load test is recommended in order to determine battery plate condition
- A battery conductance test is also an acceptable procedure
- Extreme temperatures must be factored in when doing a battery load test

Checking the belts, belt tensioner, idler pulley

- The alternator is only as good as the belt
- If dash charging indicator light stays on or flickers, do this:
- Turn engine off, attempt to turn alternator pulley, fan, or belt by hand; if any component can be turned by hand, belt will slip under a load, causing dash lamp to flicker or discharge battery
- Check belt for oil contamination, cracks, glazing, squealing, etc.

Alternators are rated in AMPS, not Volts

Therefore, charging voltage and amperage output must both be tested

Voltage test (Figure 2)

- Voltmeter connected to battery, engine off, all loads off
- Measure & record 'base voltage reading'
- Should be a minimum of 12.4 volts (if below, battery must be recharged)
- With engine at normal operating temperature, at high engine RPM, turn on all electrical loads
- Record voltage reading. Charging voltage should be at least 0.5 volt above 'base voltage reading'. If not, clean & tighten all connections between battery and alternator; re-test

Amperage test (Figure 3)

- Place amp inductive clamp on heavy gauge wire at back of alternator
- With engine at normal operating temperature, high RPM, turn on all electrical loads
- Note & record amperage output. Alternator is good if amperage is within 70% - 100% of rated output
- If volts & amps are below specs, perform tests in Fig. 4 and 5

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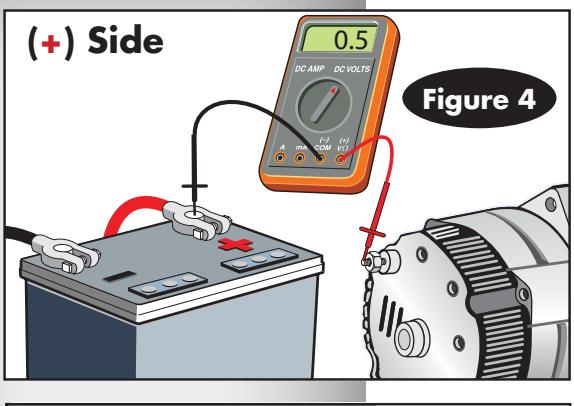

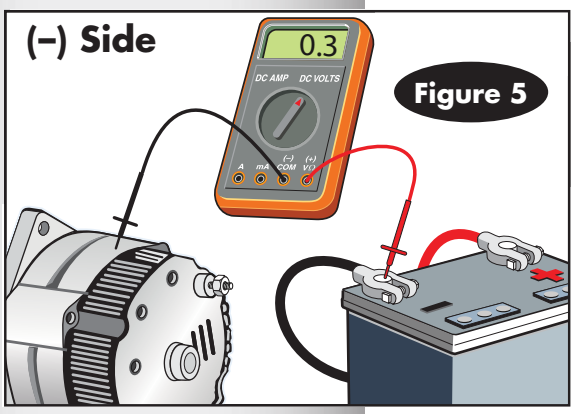

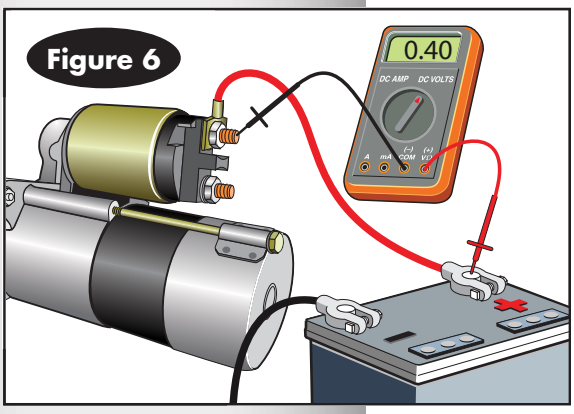

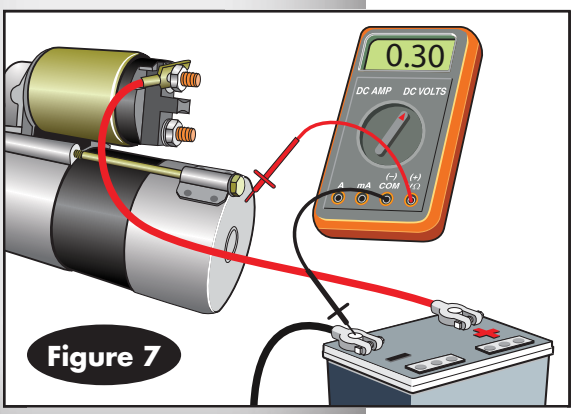

Volts low? Amps Low?
Could be a bad alternator or could be a problem in the charging ciruit. To test (+) and (–) side of charging circuit, do this:

(+) Side (Figure 4)
- Voltmeter (+) test lead to alternator B+ terminal
- Voltmeter (–) test lead to battery (+) post.
- With engine running at high rpm, all loads on, measure and record voltage drop

Note: Should not exceed 0.5 volt drop

(–) Side (Figure 5)
- Voltmeter (+) test lead to battery (–) post
- Voltmeter (–) test lead to alternator case
- With engine running at high rpm, all loads on, measure and record voltage drop

Note: Should not exceed 0.3 volt drop

Voltage Drop Readings Too High?
- Clean and tighten all connections between alternator and battery
- Battery cables may have to be replaced

In order for the starter motor to function, battery must be fully charged and load tested

To test (+) portion of cranking circuit: (Figure 6)
- Disable fuel or ignition
- Voltmeter (+) lead to battery (+) post
- Voltmeter (–) lead to battery stud on solenoid
- While engine is cranking, record volts
- If voltage reading exceeds 0.4 volt, all connections between starter motor and battery must be cleaned and tightened

Note: battery cables may have to be replaced

To test the (-) portion of the cranking circuit: (Figure 7)
- Disable fuel or ignition
- Voltmeter (+) lead to case of starter motor
- Voltmeter (–) lead to battery (–) post
- While engine is cranking, record volts
- If voltage exceeds 0.3 volt, all connections between battery and starter motor must be cleaned and tightened. Test again.

Note: battery cables may have to be replaced

REMY
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PRODUCTS

Critical power.

For crucial situations.

Today's emergency vehicles rely on high output alternators for the extreme conditions they encounter.

Whether it's responding to an emergency call or idling for hours, these vehicles demand alternators engineered to continuously produce up to 100 Amps at idle and 215 Amps at peak output.

Police & Emergency Vehicle Alternators

We start the world and keep it running.™

Critical power for crucial situations.

Alternators

CHEVROLET IMPALA				
Year	**Engine**	**Amp**	**Pulley**	**Part #**
2000-05	3.8L (231) V6	125	6S	12114
2007-08	3.9L (237) V6	150	6C	12798

FORD CROWN VICTORIA 4.6L (281) V8				
Year	**Option**	**Amp**	**Pulley**	**Part #**
2004-11	Mitsubishi Alt	215	6C	12622
2003-04	HO Upgrade	175	6S	23753
2002	HO Upgrade	175	6S	20079

FORD E AND F SERIES AMBULANCES				
Year	**Option**	**Amp**	**Pulley**	**Part #**
2003-07	Dual Alt System - Top Unit	135	8S	23815
2006-07	Dual Alt System - Bottom Unit	120	6S	23792
2003-06	Dual Alt System - Bottom Unit	120	6S	23814
1995-03	Single Alt System	215	8S	13370
1992-97	Leece Neville Alt w/Int Reg	165	Not Supplied	20005

DODGE CHARGER 5.7L (345) V8			
Year	**Amp**	**Pulley**	**Part #**
2008-10	160	6S	12857
2006-07	160	6S	12667

Starters

CHEVROLET IMPALA					
Year	**Engine**	**Options**	**Design**	**Reman**	**New**
2004-05	3.8L (231) V6 (K)		PMGR	26487	
2001-03	3.8L (231) V6 (K)		PMGR	26437	96216
2000	3.8L (231) V6 (K)		PMGR	27010	96211
2006-11	3.9 (237) V6		PMGR	26638	96237

FORD CROWN VICTORIA					
Year	**Engine**	**Options**	**Design**	**Reman**	**New**
1993-11	4.6L (281) V8		PMPGR	28662	97122

FORD E AND F SERIES AMBULANCES					
Year	**Engine**	**Options**	**Design**	**Reman**	**New**
2003-08	6.0L (363) Diesel		OGR	28727	
2002-03	7.3L (446) Diesel		OGR	28716	97147
2001	7.3L (446) Diesel	w/3 Bolt Mounting	PGR	17250	99402
2001	7.3L (446) Diesel	w/2 Bolt Mounting	OGR	28716	97147
1995-00	7.3L (446) Diesel		PGR	17250	99402
1994	7.3L (446) Diesel	wo/Nose cone	PGR	17263	
1994	7.3L (446) Diesel	w/Nose Cone	OGR	16561	99401
1992-93	7.3L (446) Diesel		OGR	16561	99401

DODGE CHARGER					
Year	**Engine**	**Options**	**Design**	**Reman**	**New**
2006-09	5.7L (345) V8	Rear Wheel Drive	PMGR	17477	

REMY®
POWER
PRODUCTS

Easy Hookup for Hardworking Machines.

One-Wire Self Exciting Alternators.

With this simple one wire hookup to your battery, you can replace most alternators and generators on tractors, industrial, and specialized equipment with 12 volt negative ground systems.

Chaff shield included for dirty & dusty conditions such as harvesting or construction sites.

We start the world and keep it running.™

One-Wire Self Exciting Alternators.

Low RPM regulator turn on makes the 53165 unit ideal for agricultural and industrial applications. Both the 53165 and 53170 have a chaff shield installed for use under extreme dirty and dusty conditions such as exposure to construction sites, harvesting cotton or soybeans, etc. The shield can be cleaned periodically by easily removing one bolt.

93062 is also a simple one-wire hook up and has a massive 100 amps of power for older vehicles like street rods and 60's muscle cars that have been upgraded with high-powered stereo systems, electric cooling fans and electric fuel pumps.

Note: Bracket modification may be required.

53165
Remy 10SI
42 AMP with R terminal
Remanufactured

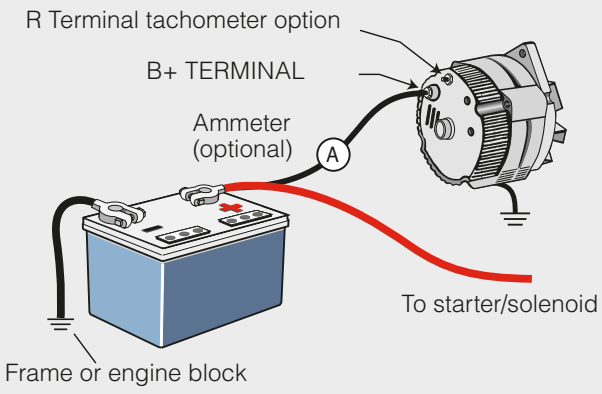
53170
Remy 10SI
63 AMP with R terminal
Remanufactured

93062
Remy 12SI
100 AMP with R terminal
100% New

53172
Remy CS130
105 AMP
Remanufactured

RA00100
Remy 10SI Marine
63 AMP
100% New Marine alternator

INSTALLATION INSTRUCTIONS



1. Identify ground system for the application by determining if the negative (–) connection from the battery goes to the engine block or frame of the equipment.
2. Attach the B+ wire of the alternator terminal to the B+ (positive) of the battery terminal as shown.