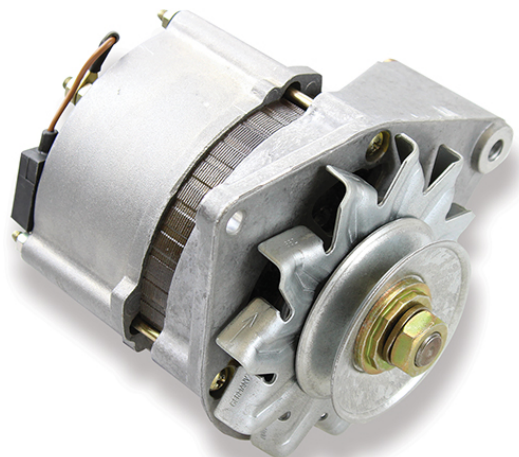


Alternator 80 A

www.bosch-motorsport.com



- ▶ For Mercedes Group C and others, Porsche GT, various prototypes and touring cars
- ▶ Delivery after test run and with test protocol

This alternator is modified for motorsport demand, splash protected and delivered without pulley and fan. Clockwise and anticlockwise versions are possible, modifications are available on request. According to Appendix K to the international sporting code for historic motorsport, the race / rally car must be equipped with parts, which comply to the corresponding Period Specification (see Appendix K section 3.3 and 3.3.3). This Bosch Motorsport generator is conform to these regulations for homologations from the 60th till the 90th.

Modifications

The modifications and reinforced constructions, for example on rectifiers or stators and rotors, resulted in improved robustness and higher speed. The current raised from 60 A to 80 A and the max. rotation is now 15.000 1/min.

Application

Ambient temperature range	-10 to 90°C
Vibration protection	High protection
Installation hints	Without rubber mounting

Technical Specifications

Mechanical Data

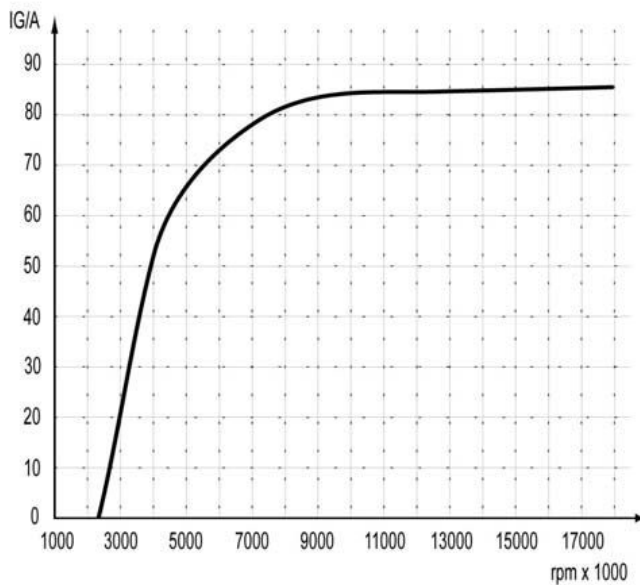
Case material	Aluminum
Weight	3,300 g
Current regulator unit	Integrated
Max. rotations	15,000 x 1/min
Diameter	108 mm
Length without shaft stub	116 mm
Distance between mounting points	144 mm

Electrical Data

Rated current	80 A
Supply voltage	13.5 V
Cut-in speed	2,800 1/min
Coupling	Screws
Battery B+	M6
Control lamp D+	M5

Characteristic 80 A

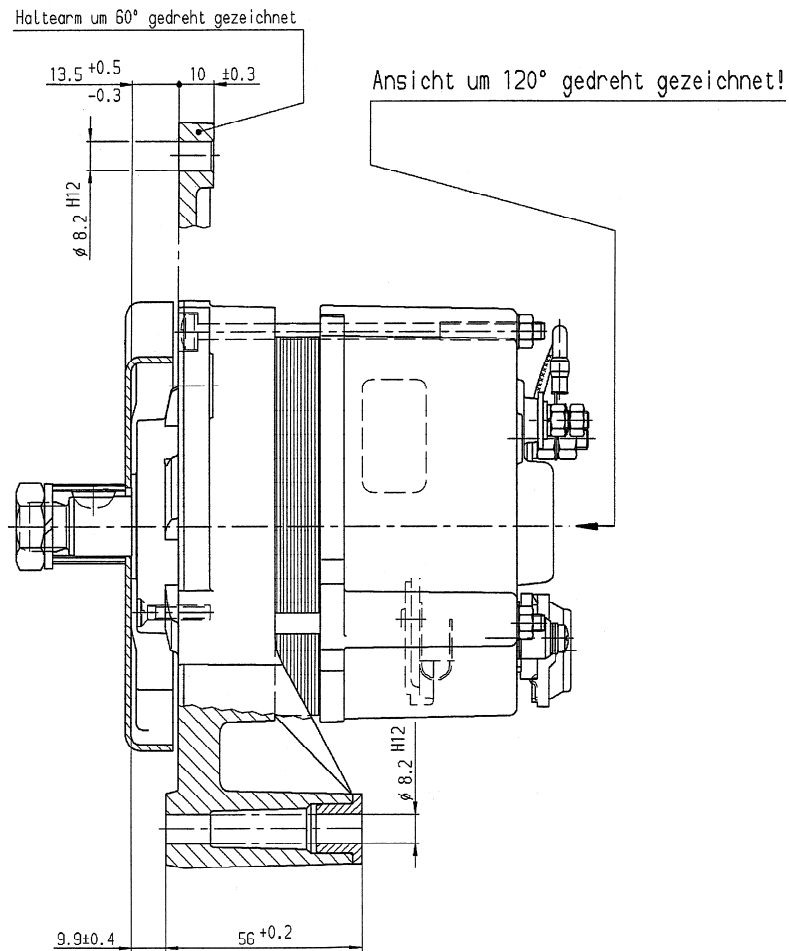
Rpm [1/min]	I_G [A] at °C
2,000	0
3,000	18
4,000	51
5,000	66
6,000	74
7,000	81
8,000	83
9,000	84
10,000	85
12,000	85
15,000	85
18,000	85

**Installation Notes**

The charge indication lamp is connected to terminal 15 and illuminates when the ignition is switched on. The cable of the charge indication lamp is connected to the alternator at "D+". At first it should be checked if the alternator is connected to ground. When the ignition is switched on, the charge indication lamp gets power (12 V PLUS) and "D+" is connected to ground. Now the charge indication lamp illuminates. When the engine is working (and therefore also the generator), the generator will generate power (12 V PLUS) and the charge indicator lamp will turn off because it gets 12 V PLUS from two sides and is not connected to ground.

Ordering Information**Alternator 80 A**Order number **B 120 300 023****Accessories****Pulley/fan anticlockwise**Order number **00 48****Pulley/fan clockwise**Order number **00 47**

Dimensions



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