

2010-2018 Citroen C4 Picasso | Moderate | 2-3 hours | \$430 DIY

TOOLS

10mm Socket 13mm Socket 17mm Socket
Socket Wrench Torque Wrench Flathead
Screwdriver Phillips Head Screwdriver
Jack Stands Wheel Chocks Fender Cover

PARTS

Alternator \$300.00
Serpentine Belt \$50.00
Alternator Belt Tensioner \$80.00

STEPS

- 1 Disconnect the battery - Park on level ground and set the parking brake. Open the hood** and disconnect the negative (-) battery cable first so the charging circuit cannot short while you work. Wear gloves and eye protection.
- 2 Relieve belt tension and remove the belt - Locate the serpentine-belt tensioner. Use a** belt-tensioner tool or the correct socket/breaker bar to rotate the tensioner and slip the belt off the alternator pulley. Note the belt routing (photo or diagram) before removal.
- 3 Unplug connectors and B+ cable - Unplug the alternator electrical connector(s). Remove** the nut on the main B+ output stud and free the heavy cable. Cap or tape the cable end so it cannot touch ground while dangling.
- 4 Unbolt and remove the alternator - Remove the mounting bolts/brackets that hold the** alternator. Support its weight as the last bolt comes out - units are heavy and the pulley can catch on hoses or the fan shroud. Maneuver it out of the engine bay.
- 5 Compare and transfer fittings - Compare the new alternator to the old one: pulley type,** amperage rating, plug shape, and mounting ears. Transfer any brackets, spacers, or isolation bushings that did not come on the reman/new unit.
- 6 Install the new alternator - Position the new alternator and start all mounting bolts by** hand. Tighten to the specified torque. Reattach the B+ cable and torque the nut, then reconnect the harness plug until it clicks.
- 7 Refit the serpentine belt - Route the belt exactly per the diagram. Rotate the tensioner** and seat the belt on every pulley, especially the smooth tensioner/idler faces. Double-check rib alignment before releasing the tensioner.
- 8 Reconnect battery and verify charging - Reconnect the negative battery cable. Start the** engine and confirm no belt squeal. Measure charging voltage at the battery - typically about 13.5-14.7 V with the engine running. Clear any charging-system codes if needed.