Tech Dept.
(630) 957-4019
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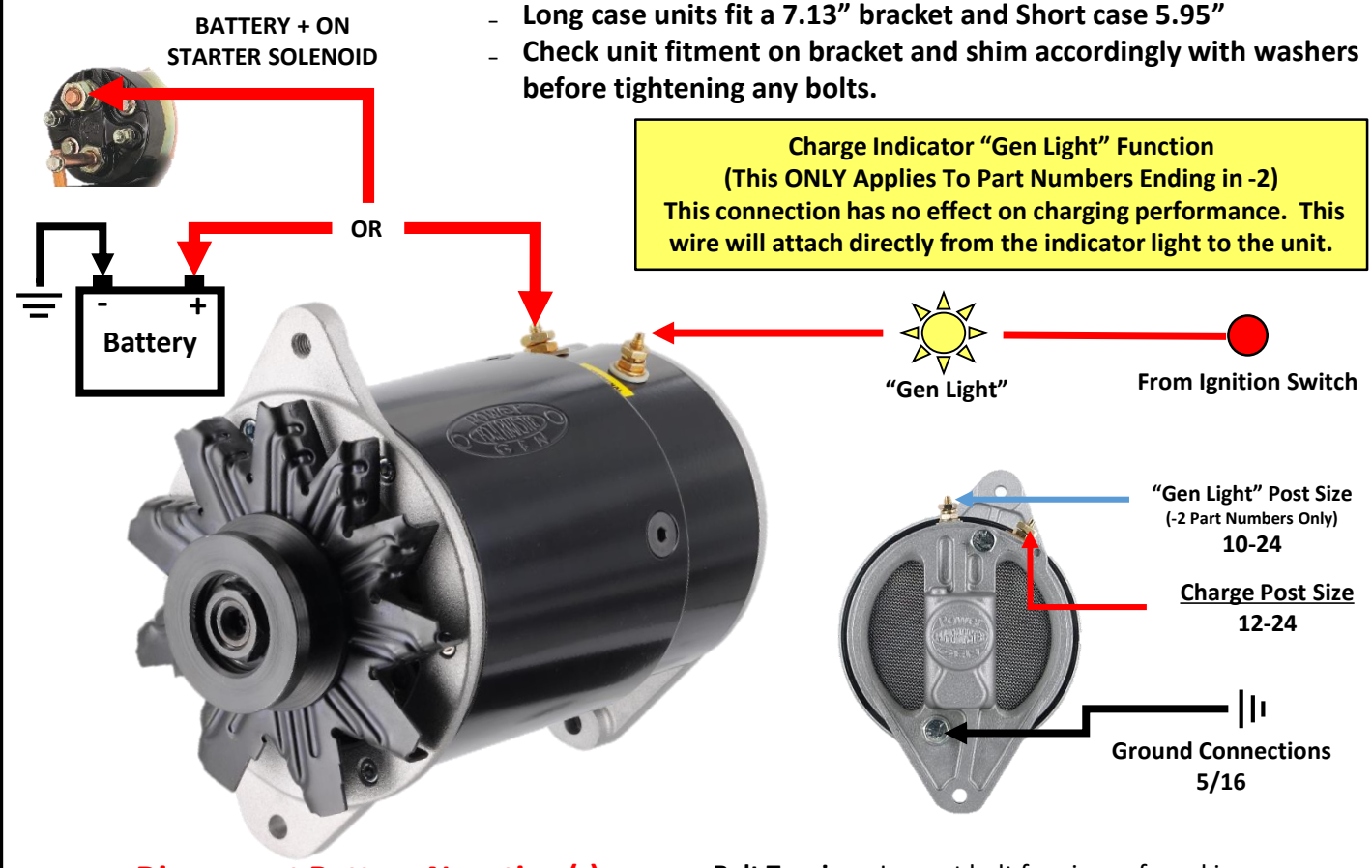
ALTERNATOR WIRING INSTRUCTIONS

Important Notes:

- These units are internally regulated and the OE external regulator must be bypassed, removed, or used for appearance only
- Units will not support power steering or tach drive attachments
- All units supplied with pulley for 3/8" V belt (Optional pulleys available)
- Long case units fit a 7.13" bracket and Short case 5.95"
- Check unit fitment on bracket and shim accordingly with washers before tightening any bolts.



Disconnect Battery Negative (-)

READ ALL INSTRUCTIONS IN BOX!

Charge Wires: Use 8 gauge power cable up to 6 ft.
Ammeters: Do not reconnect the factory ammeter when using these units. Factory ammeters are typically limited to 30 amps. Please consider a volt gauge to monitor your charging system.
Alternator Ground: The OE bracket will not supply a solid alternator ground. Always add an 8 gauge ground lead from the alternator housing to engine block. **Battery must have a clean ground to engine block.**
Wire Connections: Be sure all terminals are crimped securely, and connections are clean and tight.

Belt Tension: Inspect belt for signs of cracking or glazing. Replace if needed. **A loose belt will cause intermittent charging and generate excessive heat resulting in premature unit/bearing failure. Keep in mind "Alternator tight not generator loose".**

A fully charged battery is at least 12.6V, not 12.0V (6.4V for 6V system). A weak/defective battery will cause premature failure.
Never disconnect the battery with engine running! This causes voltage spikes that will damage the alternator. When working correctly 12V units will produce 14-14.8V and 6V units will produce 6.8-7.3V.

FAILURE TO FOLLOW THESE INSTRUCTIONS MAY VOID YOUR WARRANTY