

CAREFULLY READ THESE INSTRUCTIONS BEFORE ATTEMPTING INSTALLATION!

INSTALLATION: To install an alternator, disconnect the positive battery cable, unbolt and remove the original alternator, install the alternator and re-tension the drive belts. Then run a single wire of the proper gauge from the alternator 'Battery' terminal to the positive terminal on the battery or to the starter solenoid main lug (connects to the positive battery post). Adjust belt tension so that the belt has approximately 1/2" of deflection and tighten belt tension bolt. Tension belt with hand pressure on alternator (do not use pry bars or anything similar on alternator). Reconnect the positive battery cable, start the engine and using a multi-meter, verify that the alternator is charging at least 13.8 volts at 1000 RPM's.

GROUNDING REQUIREMENTS: In order for an alternator to charge properly, the alternator must be grounded to the engine block. If an alternator has paint or clear-coat on the mounting surfaces, it may not be grounded and will not charge.

CORRECT WIRE SIZE IS CRITICAL: It is very important to use the correct wire size to connect the alternator to the battery. A wire size too small can allow the wire to overheat, melt the insulation and cause a fire or worse. Depending upon the maximum output of the alternator, use the following chart as a minimum wire size guide. Wire size is based on 4' battery cables. Trunk mounted batteries require heavier gauge battery cables - contact Tech Service for recommendation. One wire alternators eliminate the unsightly factory wiring harness and simplifies installation by using only one wire for charging.

AMPERAGE	UP TO 4 FT.	4-7 FT.	7-10 FT.	10-13 FT.	13-16 FT.
35-50	12	12	10	10	10
50-65	10	8	8	6	6
65-85	10	8	8	6	6
85-105	8	8	6	4	4
105-125	6	6	4	4	2
125-150	6	6	4	2	2
150-175	4	4	4	2	2
175-200	4	4	2	2	0