ALTERNATOR WIRING INSTRUCTIONS

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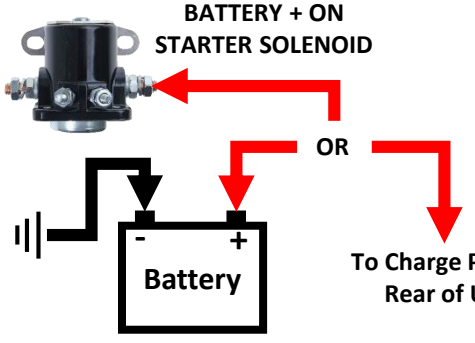
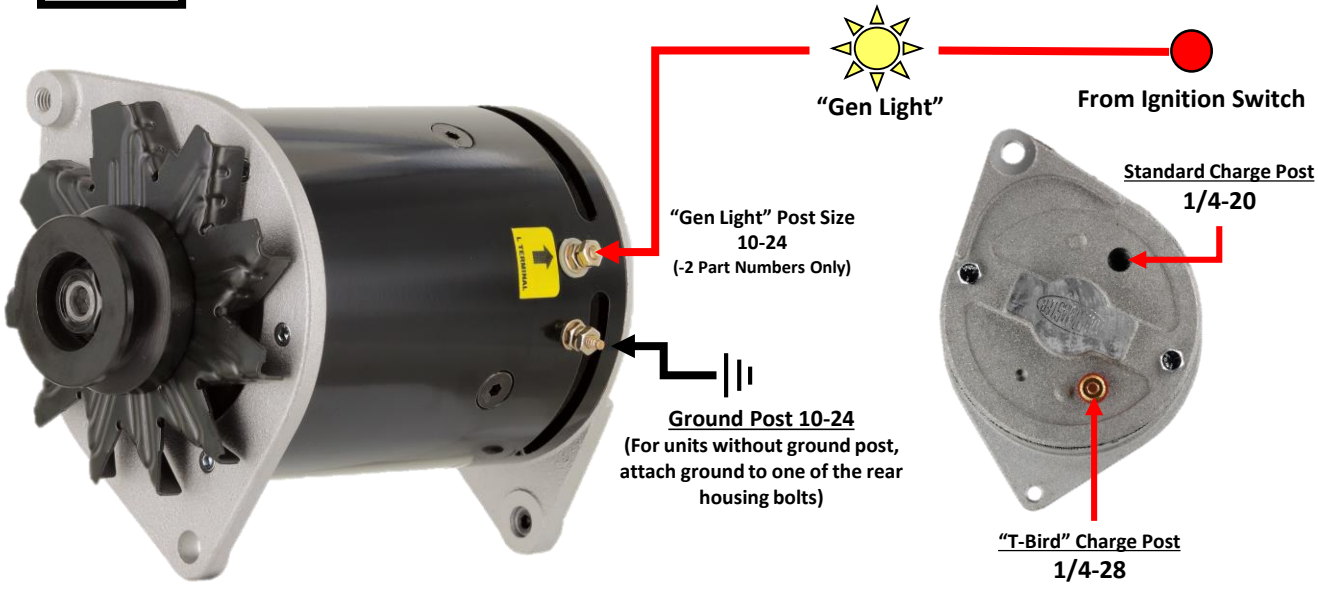
Important Notes:

- These units are internally regulated and the OE external regulator must be bypassed, removed, or used for appearance only
- All units supplied with pulley for 3/8" V belt (55-57 T-Bird units supplied with ½" V belt pulley)
- This unit is designed for 6.04" wide mounting bracket
- Check unit fitment on bracket and shim accordingly with washers before tightening any bolts.
- 1955-57 T Bird applications see additional mounting info



Charge Indicator "Gen Light" Function
(This ONLY Applies To Part Numbers Ending in -2)
This connection has no effect on charging performance. This wire will attach directly from the indicator light to the unit.



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. 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.

FAILURE TO FOLLOW THESE INSTRUCTIONS MAY VOID YOUR WARRANTY