

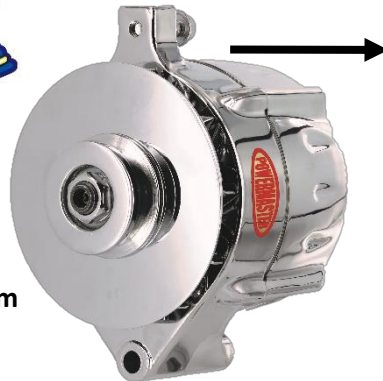


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WIRING INSTRUCTIONS

Ford Upgrade Alternator 100/150 Amp



Replaces these OEM Alternators

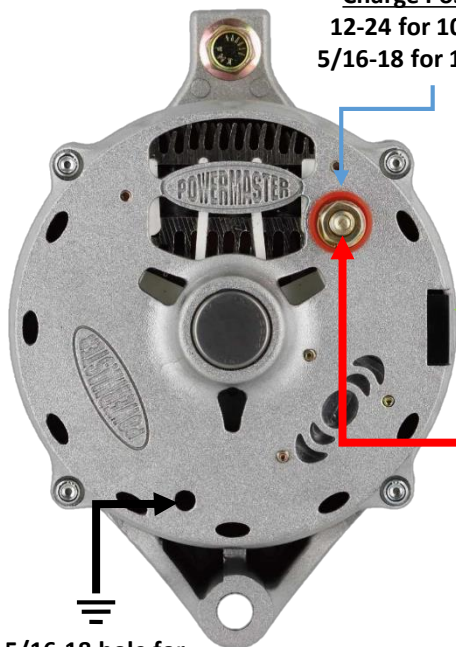


OEM Ford 2G
Int Regulator
1987-93



OEM Ford 1G
External Regulator
1965-86

Charge Post Size
12-24 for 100 Amp
5/16-18 for 150 Amp

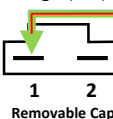


5/16-18 hole for
Ground Strap

BATTERY +

OR

GM 12SI Style Plug
(Ind. Light) (D)



Charge Ind. Light

From Ignition Switch

NOTE: On 1986-1993
vehicles with Plug in style
power cables use new 8-6
gauge charge wire in place.



BATTERY + ON
STARTER SOLENOID



Disconnect Battery Negative (-)

READ ALL INSTRUCTIONS IN BOX!

Charge Wires: (DO NOT Use OEM Battery Plug-in)

100 Amp Alt. use 8 gauge up to 6 ft.

150 Amp Alt. use 6 gauge up to 6 ft.

Alternator Ground: Many mounting brackets are powder/clear coated, painted, or plated. The alternator will not ground properly without a ground wire from the Alt. housing to the engine block. (This wire should match charge wire size)

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.**

For V belt units follow attached pulley tag.

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.

DO NOT EXCEED 18,000 ALTERNATOR SHAFT RPM

(See Catalog pg.45 for more info)

FAILURE TO FOLLOW THESE INSTRUCTIONS MAY VOID YOUR WARRANTY

Warranty void if unit is soaked in Oil or Mud