

A-10002 12 Volt 100 Amp Alternator

INSTALLATION AND OPERATING INSTRUCTIONS

These units are 12 volt negative ground. To install, first disconnect both battery cables and remove the generator or alternator to be replaced.

Install the new alternator mounting bracket with the offset towards the front of the car using the half inch generator bolt, nut and lock washer. The bracket should extend outward and upward at approximately a 45 degree angle. Tighten this bolt securely.

Now install the alternator using the 3/8" grade 8 bolt nut and lock washer provided. Tension the fan belt by pulling on the top of the alternator and tighten the pivot bolt securely.

Note: This alternator has a specially designed pulley and will not run properly with anything other than an actual 5/8" Model A belt. The belt can be tensioned by hand and need only be tight enough to prevent slippage. Check belt tension frequently. If the belt is slipping you will see the ammeter fluctuate.

Reinstall the two wires removed from the generator, or alternator on the new alternator output post. Now reconnect the battery cables, and then start the engine. These are "self-exciting" alternators, which means that they rely on residual magnetism in the alternator rotor to excite the voltage regulator and cause the alternator to charge.

This means that the engine must be revved up to about 1500 rpm before it kicks in, or energizes. Once it is energized, it will charge at any rpm, even a slow idle, but, when you shut it off and stop the engine, you have to start over.

As this alternator is used it will continue to increase the magnetism in the rotor and will "kick-in" at lower rpm's. The alternator will charge at 20 amps plus when you first start the engine, but will drop down to about 5 amps very quickly. This is a normal charge rate.