

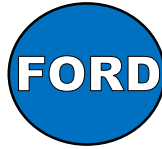


STARTERS & ALTERNATORS

Tech Dept.

(630) 957-4019

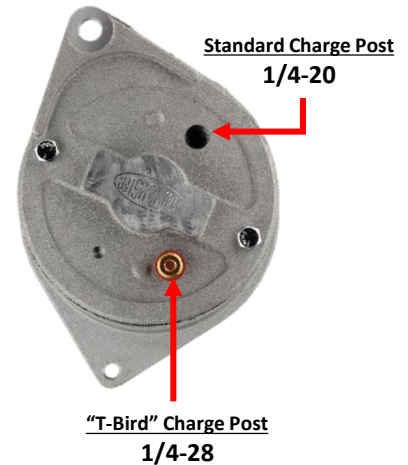
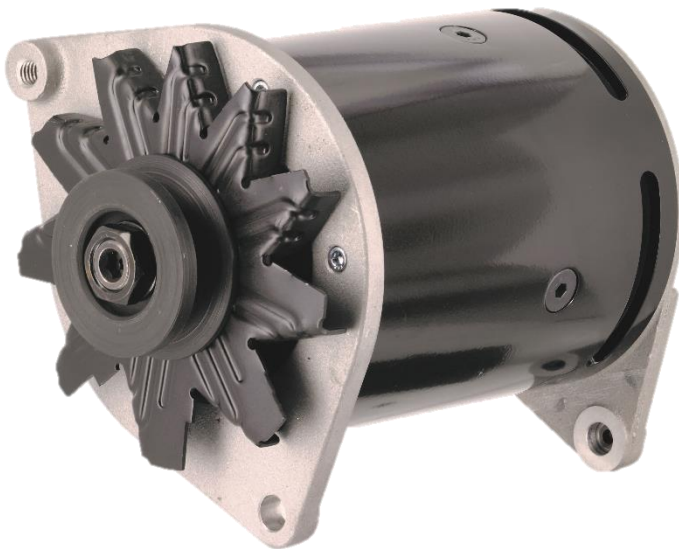
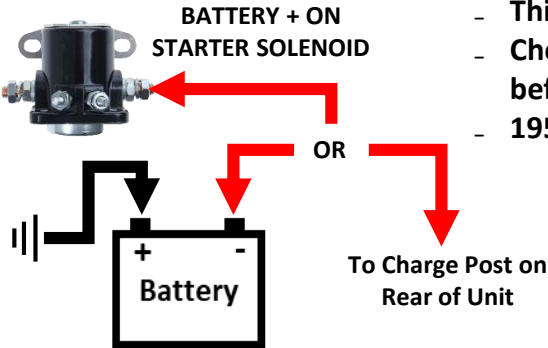
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
# ALTERNATOR WIRING INSTRUCTIONS

## Important Notes: (6V + Ground ONLY)

- 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 (55-56 T-Bird units supplied with 1/2" 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.
- 1955-56 T Bird applications see additional mounting info



**Grounds**  
Attach ground to one of the rear housing 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 6.4V, not 6V.** 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 6V units will produce 6.8-7.3V.

**FAILURE TO FOLLOW THESE INSTRUCTIONS MAY VOID YOUR WARRANTY**

## 1955-57 Ford Thunderbird

### Generator Removal & PowerGen installation

P/N's 82155, 182155, 28155, 82155-2, 182155-2, 28155-2,  
82156, 182156, 282156

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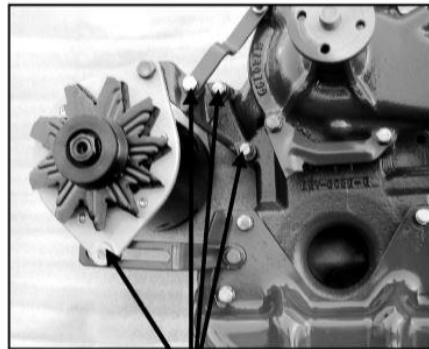
#### Generator Removal

Disconnect the battery by removing the ground cable from the negative post. Remove generator wiring. To remove the generator you will have to remove the generator and cast iron bracket together. Place a drain pan under the front of the engine. Once the bolts are removed, coolant will leak out of the water jacket. Remove generator and bracket assembly. Remove the generator mounting bolts and note the orientation of the rear mounting bolt. This bolt must be installed in the same orientation for proper block clearance.

#### PowerGen Installation IMPORTANT! "Use Extreme Caution to Protect the Unit's Finish"

Install PowerGen to mounting bracket, temporarily snug the bolts. If there is a gap between the PowerGen mount and engine mounting bracket use flat washers to shim until no gap is evident. Install the mounting bracket to engine. Thread sealant is recommended to ensure coolant will not leak by the threads. Torque to mfg specs. Install new 1/2" width V belt. A shorter belt may be required since the PowerGen pulley OD is smaller than the OE pulley. Follow the attached pulley tag for proper belt tension. Remember "Alternator tight, not generator loose".

Generator Mtg Bracket



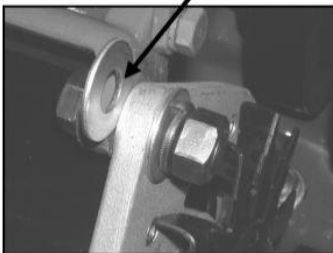
Mounting Bracket Bolts

Install Bolt from Rear

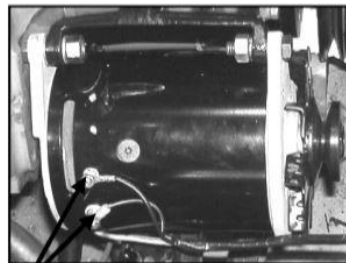
Install Bolt from Front



Check for Gap & Install Shim if Needed



Connect Wiring per Instructions on Page 2



Charge Lamp and Ground Terminals



Battery Output Terminal