

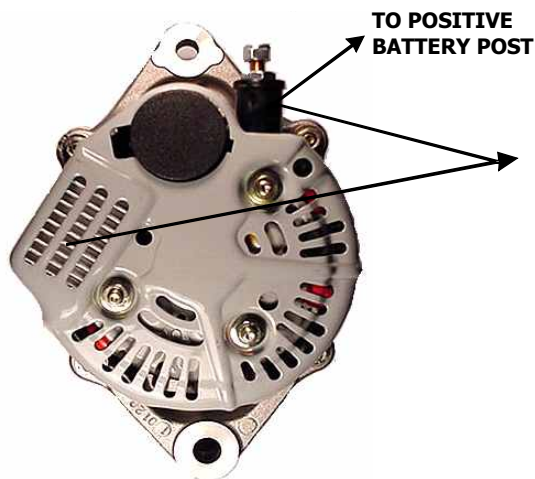


**ISO**  
9001-2000  
**CERTIFIED**  
By Moody  
International

**RACEPROVEN.COM**

Professional racing **Starters & alternators**

Please follow these few steps in order to assure good installation results and long alternator life.



## CAUTION • CAUTION

**NEVER unhook the battery to test the output of the alternator. This will damage your REGULATOR.**

Make sure you have the correct pulley ratio and that the pulley doesn't exceed 4.75" diameter. **If you have an anodize bracket, please install a ground lead from engine block to alternator.** The self excited unit has a Voltage Set Point of 14.9 Volts, which may read on your car voltmeter as 15.0 Volts.

Your unit comes with a serial number, which allows us to track the date of manufacture, unit specifications, owner and service records. This number appears on your invoice. Please use this number as a reference for any type of service and/or questions. If you need to do any type of machining to the housing of the alternator, **MAKE SURE** that no debris falls inside. This may damage the unit and void warranty.

In your initial installation, if your unit does not begin to charge, raise the engine speed to 4000 rpms for two seconds and your unit should start charging.

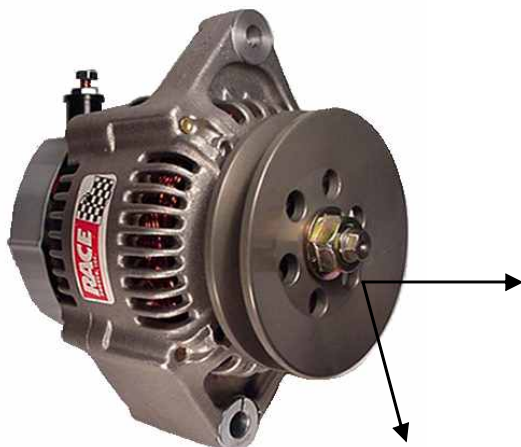
If the alternator is being tested on a Dyno or any other type of engine tester, the alternator **MUST BE** connected to a good battery in order to take the "load". Otherwise, the alternator belt should be taken off in order to avoid any type of alternator rotor rotation.

Make sure that there is good ventilation to the unit and a good alternator ground. Also inspect the ground connections to the battery, engine block and car chassis.

If your unit was ordered without a pulley, please install your pulley **FIRST** before "free spinning" the rotor. Torque the pulley nut to 70 ft pounds. Over torque may cause excessive pressure on bearing, resulting in the unit not spinning freely. If this happens, lightly tap the rotor shaft with a brass hammer to relieve any axial play.

Wire and Cable Gauge. Make sure to have the correct wire size based on the alternator output.

**PULLEY RATIOS: ALTERNATOR PULLEY SPEED MUST BE 2000 RPM MINIMUM AT ENGINE IDLE IN ORDER TO PRODUCE ENOUGH CURRENT TO MAINTAIN THE PRIMARY ELECTRICAL SYSTEM.** If you need help determining the correct pulley application, please contact tech support **912-285-9505**



**-Rotor Shaft-  
Tap lightly  
after installing  
your pulley**