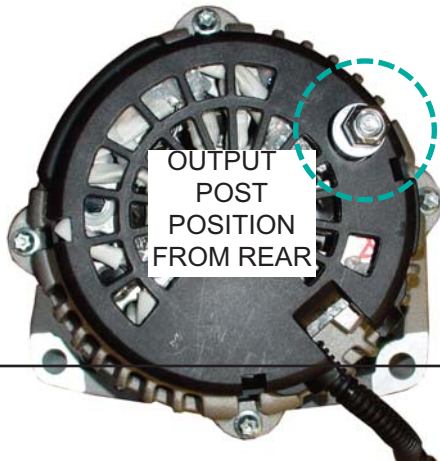
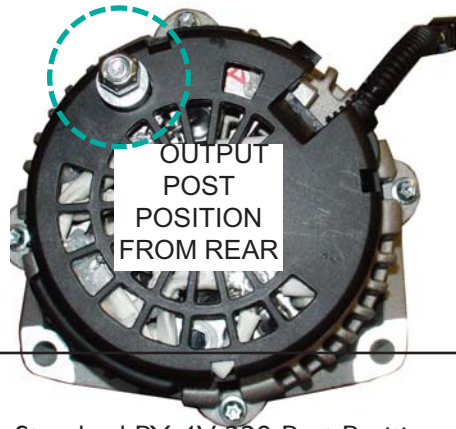


PX-4V-220 OUTPUT POST CLOCKING

PX-4V-220-2

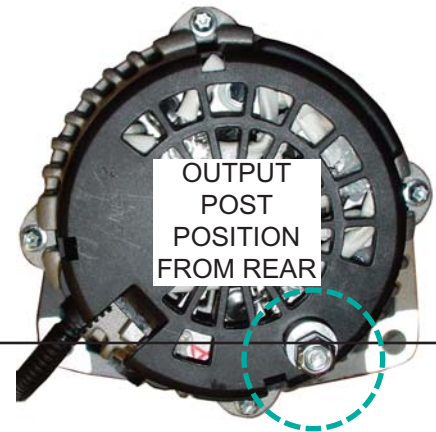


PX-4V-220-10



Standard PX-4V-220 Post Position

PX-4V-220-4 (or 5)



photos not to scale

Determining the PX-4V-220 Output Post Position For Special Shuttle Bus Applications Utilizing a Chevrolet 6.0L Gas or 6.6L Diesel Engine

The output post position is taken from the rear view of the alternator with the main mounting feet level. The actual mounting feet position on the engine can vary.

Several different manufacturers make brackets that relocate the PX-4V-220 alternator and they require the output post to be in a specific “clock” position other than “10” o’clock. These other positions are shown above and are reflected in the alternator part number (highlighted) as PX-4V-220-**2**, PX-4V-220-**10**, and PX-4V-220-**4**.

The PX-4V-220-**4** may be called a “PX-4V**5**” in some bracket instructions. PX-4V-220-**4** is correct.

If the PennTex alternator will be used in the original OEM alternator location, the output post clocking will be the same as the OEM alternator and a standard PX-4V-220: “10” o’clock.

It is very important that your alternator order reflects the correct output post clocking information. For aftermarket replacements, the part numbers on the alternators label will help ID the correct replacement. For new OEM installations like shuttle buses, the correct clocking information must be included on the PO’s or given at the time of order. If we can help with ordering information call us at 877-590-7366, email us at sales@penntexusa.com or fax us at 817-590-0505, attn: sales. For application information, click here.

Reclocking of alternators in the field and even on the assembly line is difficult and can possibly cause damage to the brushes and brush holder. Such damage will lead to a premature failure and may not be covered under warranty.

PERFORMANCE, ENDURANCE AND SATISFACTION

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