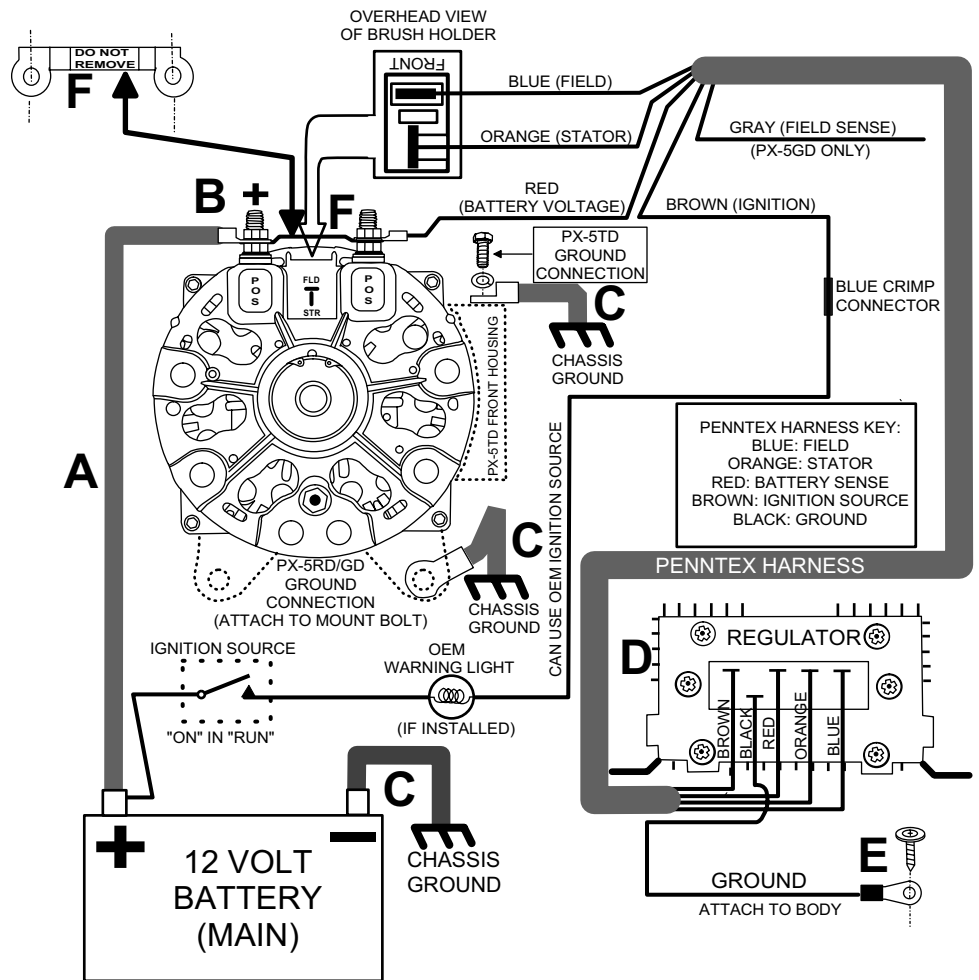


COMMON TROUBLE SPOTS FOR CHARGING SYSTEMS

INSTALLATION:
PX-5TD Series
PX-5RD Series
PX-5GD Series

THIS IS A GENERIC WIRING SCHEMATIC FOR THE PX-5TD, PX-5RD & PX-5GD WITH POSITIVE OUTPUT POSTS. IT IS NOT SPECIFIC TO ANY CERTAIN MAKE, MODEL, OR ENGINE.

CHARGING CABLE SIZE:
MINIMUM #2 AWG



A: Using OEM Output Cable instead of the recommended cable. Using a smaller gauge wire causes resistance that makes the alternator work less efficiently. See the PennTex Cable Chart for proper gauge wiring. Normally at least 2-gauge or larger is required, depending on the length of the cable.

B: Loose cables on the output post of the alternator. Poor connections can short out, melt, and cause false sensing by the regulator. They can also cause complete failure of the charging system. Most manufacturers, including PennTex, can void the warranty in this situation.

C: Improper grounding of the charging system. The OEM ground is sufficient for a 130-140 amp alternator. Upgrading to a higher output PennTex alternator also requires upgrading your ground wiring. Use the same gauge upgrade as you used on the positive cable.

D: Regulator location. Most OEM's mount the regulator inside the vehicle at the passenger side firewall, just underneath the dash area or on the floor. This is done to remove the regulator from the extreme engine compartment heat or pressure washing to provide maximum performance.

E: Improper grounding of regulator. Make sure the regulator is properly grounded. A poor ground will cause the regulator to shut off and stop the charging system from working. Many alternators have been replaced when all that was needed to be checked was the ground on the regulator.

F: Dual Output Post PX-5 alternators have a strap connecting both posts. This strap must remain in place. This ties the two (2) positive posts together allowing this series alternator to perform at its maximum in extreme situations. Only PennTex alternators with a "D" in the Model number such as PX-5TD/RD/GD will have this strap. They will also have the negative diodes in the rear housing as shown. Do not add this strap to a non-dual output alternator as it will cause a severe short. Know what model of PennTex alternator you have.