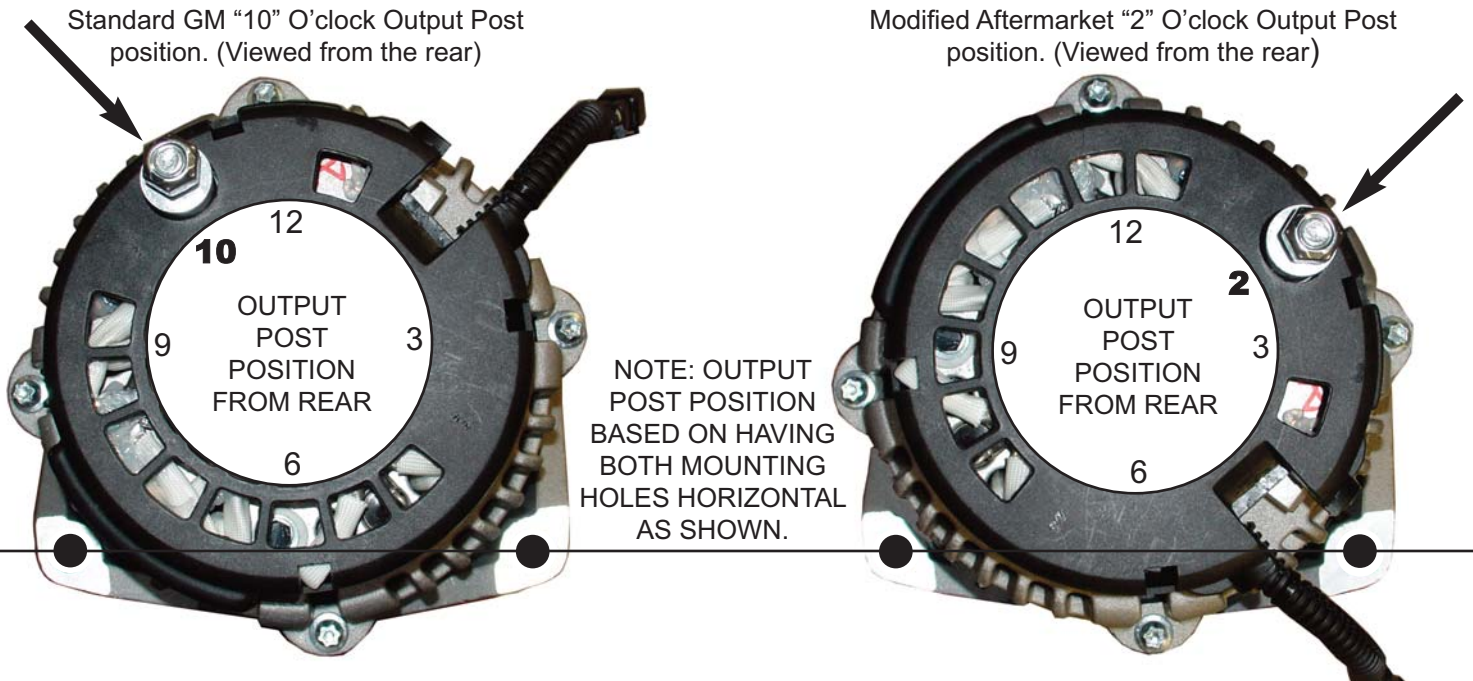


## PX-4V-220 Output Post Clocking

(The two main alternator Output Post positions are shown below.)



**Determining the Output Post position  
For Special Shuttle Bus applications**  
(Utilizing either 6.0L gas or 6.6L diesel engines.)

photos not to scale

Please note that the straight line drawn through the two mounting feet of the alternators in the above illustration refers to table top alignment for viewing and identifying the Output Post clocking position. This reference is always taken from the rear view of the alternator with the main mounting feet at the "6" O'clock position. The alternators actual mounting feet position on the vehicles engine is different.

If the PennTex alternator is to be used in the original OEM alternator location, then the Output Post clocking will be the same as the original alternator - "10" O'clock.

If the PennTex alternator is being relocated to an aftermarket bracket due to the installation of a secondary A/C compressor, the Output Post clocking will need to be at "2" O'clock for clearance reasons required by the new bracket. *(This change will affect all alternators, including the OEM unit, if such add-on bracketry is being utilized.)*

It is very important that your alternator orders reflect 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 P/O's or given at the time of order.

Reclocking of alternators in the field and even on the assembly line is difficult and most likely will 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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