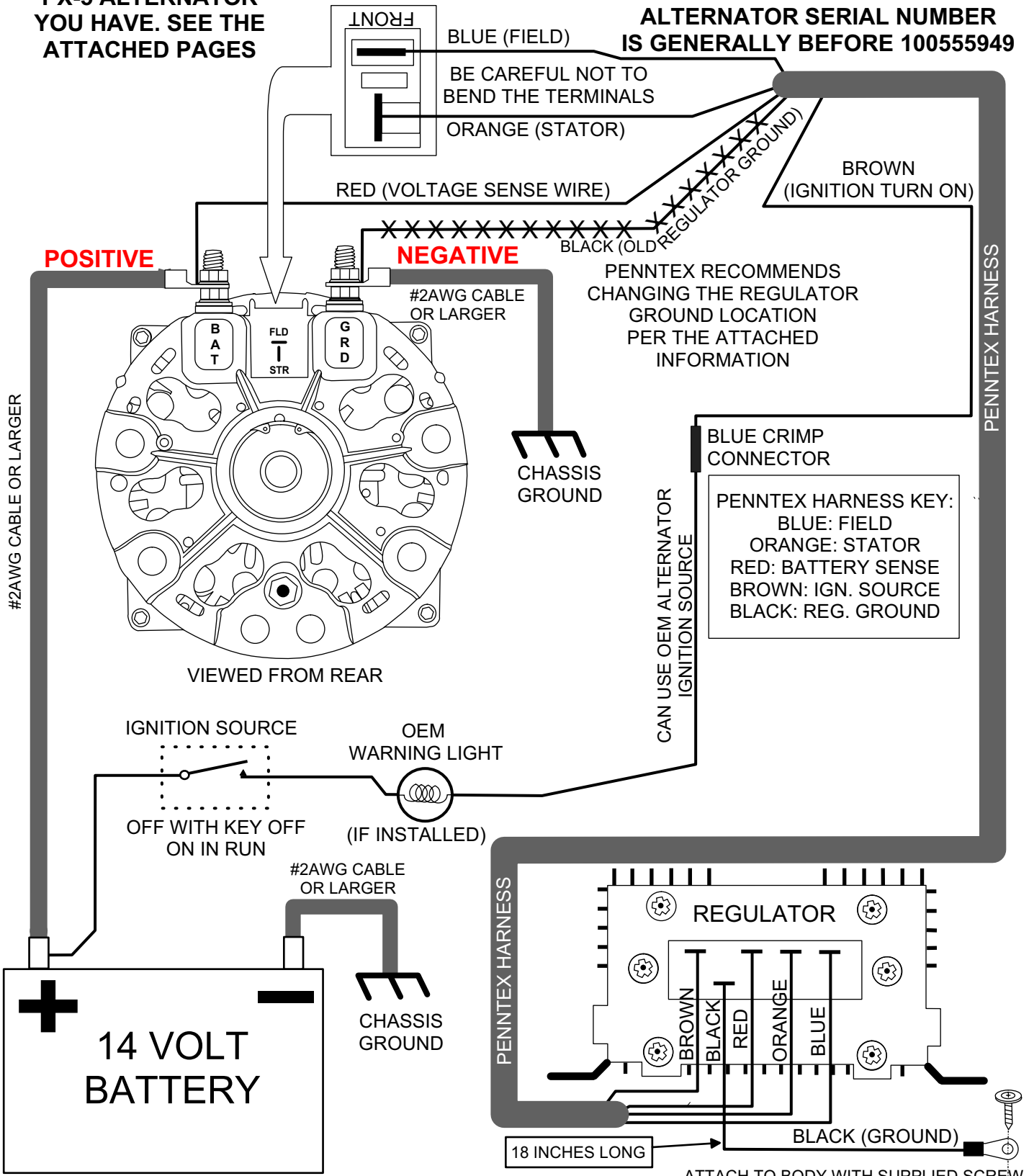


**BE SURE OF WHAT MODEL PX-5 ALTERNATOR YOU HAVE. SEE THE ATTACHED PAGES**

OVERHEAD VIEW OF BRUSH HOLDER

**PX-5 SINGLE POSITIVE POST CHARGING SYSTEM- ALTERNATOR SERIAL NUMBER IS GENERALLY BEFORE 100555949**



**NOTES:** THIS IS A GENERIC WIRING SCHEMATIC FOR **PX-5 SINGLE POSITIVE POST ALTERNATORS. BE SURE OF WHAT YOU HAVE.** THIS DIAGRAM IS NOT SPECIFIC TO ANY CERTAIN MAKE, MODEL, OR ENGINE. CHARGING CABLE SIZE: MINIMUM #2 AWG OR LARGER

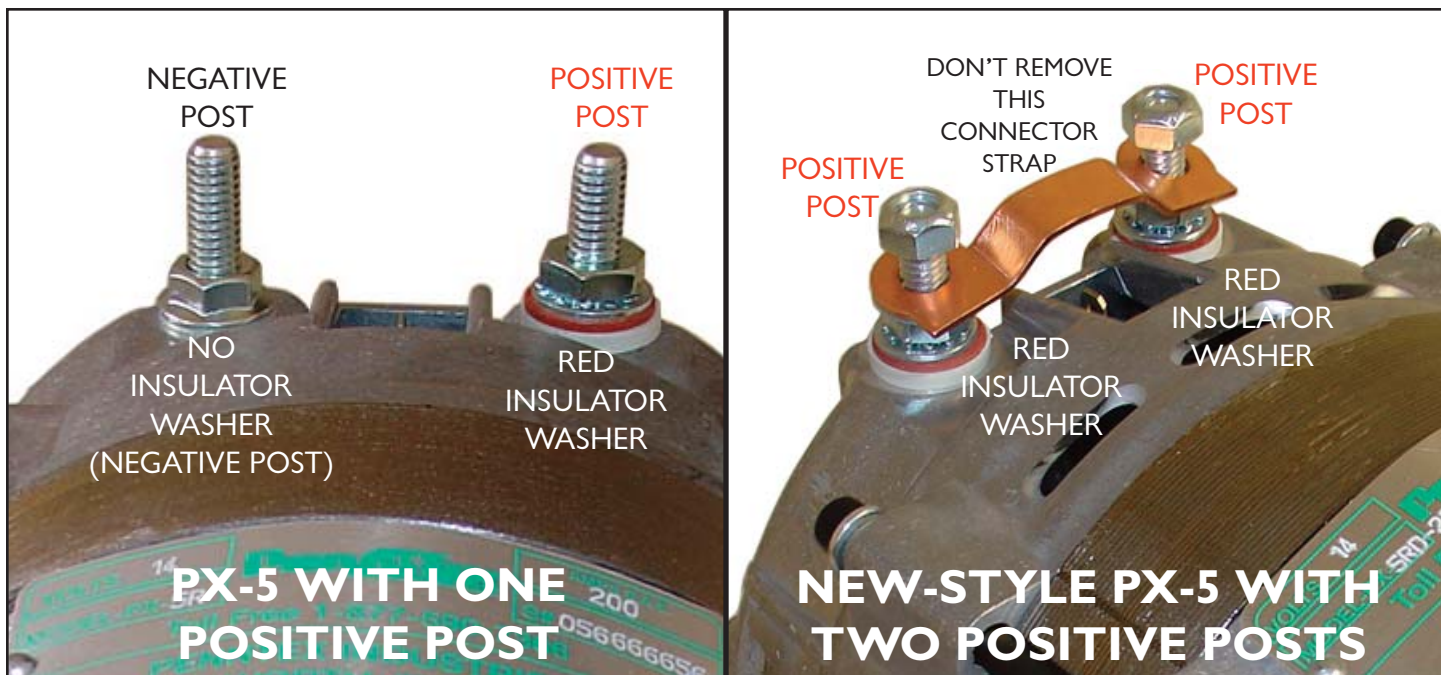
**Penntex INDUSTRIES, INC.**  
 FT. WORTH, TX MANCHESTER, PA  
 877-590-7366 www.penntexusa.com

TITLE/DESC. GENERIC WIRING DIAGRAM FOR A PX-5 ALTERNATOR WITH A PX-4000 REGULATOR		
DATE: 09-25-09	DRAWING NUMBER:	
DRAWN BY: DMc	UPDATED BY:	CHECKED BY:
SCALE: NONE		PAGE: 1 OF 1



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**PERFORMANCE, ENDURANCE AND SATISFACTION**

**REPLACING A SINGLE-POSITIVE-POST PX-5 WITH A DUAL-POSITIVE-POST PX-5**



**QUESTION:** this new PX-5 alternator has a connector strap between the two big posts on the top where the cables connect. The PX-5 alternator that I took off doesn't have that strap. **Do I have to connect the Positive & Negative cables up differently on this new PX-5 alternator?**

**ANSWER: Yes.** Older PX-5 alternators generally produced before October of 2005 had ONE POSITIVE POST and ONE NEGATIVE POST. Newer PX-5 alternators generally produced after serial number 100555949 have TWO POSITIVE POSTS. The 6 negative diodes are now in the rear housing with both internal heat sinks now holding a total of 12 Positive diodes. For links to wiring schematics click here.

**DO'S & DON'TS:**

**DO** hook the Positive cables to one of the Positive posts on the new PX-5 when making your connections.

**DON'T** remove the Connector Strap between the two posts.

**DO** install the new PX-5 alternator just like the old one EXCEPT FOR THE GROUND CABLE.

Connect the Ground cable to a good Ground on the engine. Make sure Ground cables are heavy enough in size.

**DON'T** connect the small Black PennTex harness Ground Wire to a Positive post. Cut the black regulator Ground wire to 18" at the regulator and attach to a good ground near the regulator. See the attached page for more info.

***PERFORMANCE, ENDURANCE AND SATISFACTION***

**PennTex**  
**INDUSTRIES, INC.**

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 High Efficiency Alternators and  
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[tech@penntexusa.com](mailto:tech@penntexusa.com)

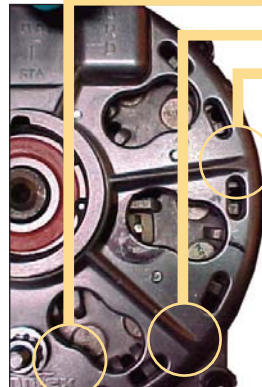
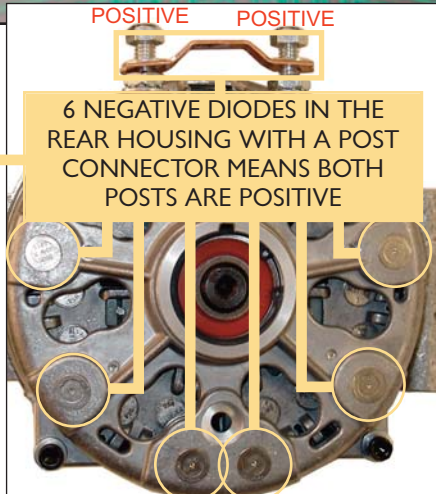
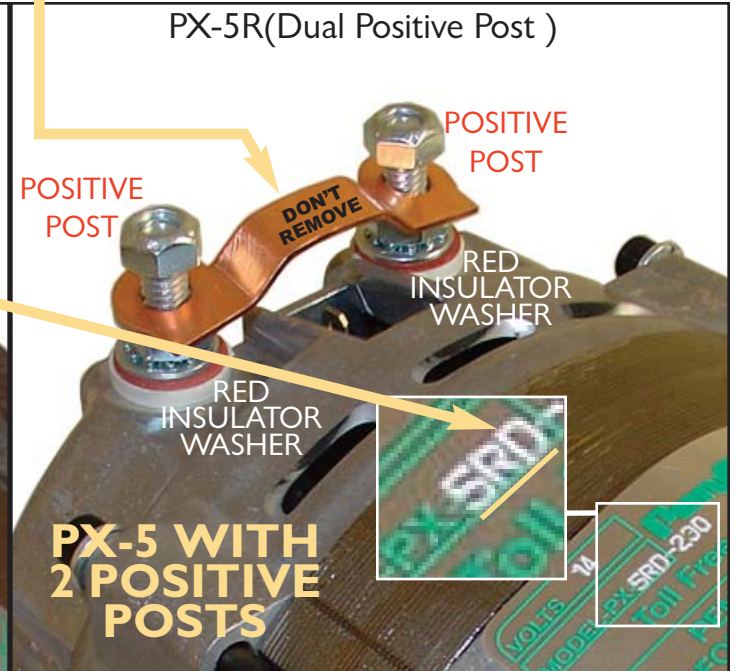


**HOW TO TELL A DOUBLE POSITIVE POST PENNTEX ALTERNATOR FROM A SINGLE POSITIVE POST PENNTEX ALTERNATOR**

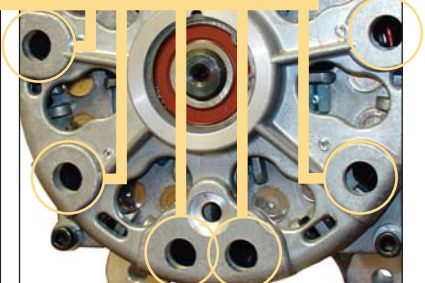
1) Look for the "D" in the Model Number

2) Look for the strap

3) Look for diodes in the rear housing



NO DIODES IN THE REAR HOUSING MEANS THESE ARE A PX-2, PX-4, OR AN ALTERNATOR SOMEONE REBUILT WITH ONE NEGATIVE & ONE POSITIVE POST



**PERFORMANCE, ENDURANCE AND SATISFACTION**

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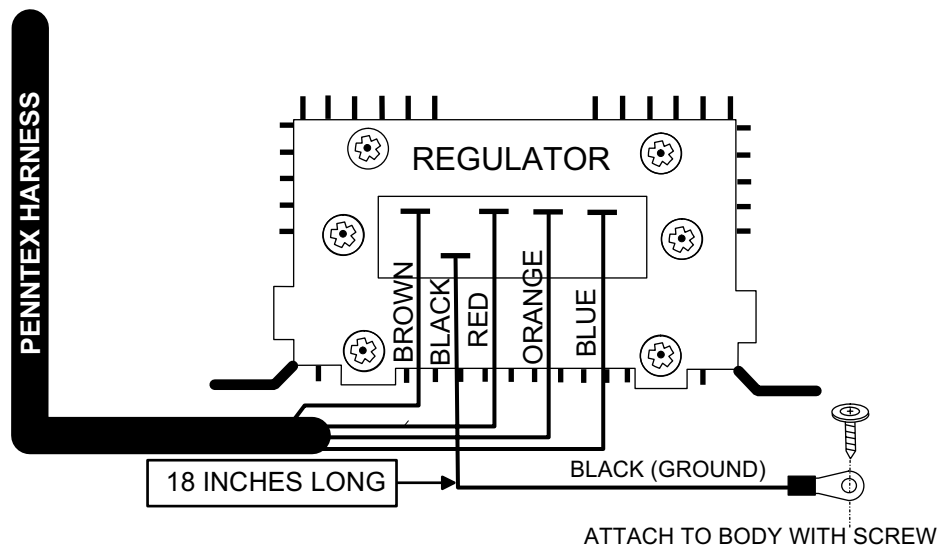
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# RECOMMENDED CHANGE ON ANY VEHICLE WITH A PENNTEX ALTERNATOR



## NOTE: PENNTEX REGULATOR GROUND WIRE ATTACHMENT LOCATION HAS CHANGED.

PennTex has changed the ground wire hook-up for our regulator harnesses, beginning May 10, 2007. We now use a shorter 18-inch ground wire for the regulator and a self-tapping screw is used for mounting. The grounding location is now intended to be a vehicle body ground, closer to the regulator and independent from the alternator ground.

This change is a result of continued difficulties with good alternator-to-chassis grounding on new OEM and Aftermarket installations, and especially on older buses that have developed poor cable connections from age or insufficient maintenance practices. Providing a separate ground connected to the vehicle body will help prevent regulation system damage or malfunction due to poor ground situations, which will decrease vehicle downtime.

If you have any questions, please contact our technical department toll free at 877-590-7366. Thank you for using PennTex products.