



Alternator Installation Instructions

- 1 Always disconnect the battery cables from all batteries in the vehicle before beginning the installation.
- 2 Remove the stock alternator .
- 3 Examine the OEM charge cable ring terminal. If the hole in the ring terminal is smaller than the stud on the MechMan alternator, it will be necessary to drill out the ring terminal to the correct size at this time.
- 4 Make up an additional heavy duty copper charge cable to run from the output stud of the alternator directly to the positive terminal of the battery. We recommend 2ga minimum for the 175 Amp and 1/0 gauge for the 200 through 340 amp models. This will work with the stock charge cable to ensure that there is sufficient cabling to carry the additional current to the battery.
- 5 Make up a supplemental ground cable of equal gauge size. This cable will run from one of the alternator mounting bolts, directly to the negative terminal of the battery. **DO NOT SKIP THIS STEP.**
- 6 Use proper size ring terminals on all supplemental cables. If the output stud of the alternator is 1/4" then use a 1/4" ring terminal or if the stud is 5/16" then use a 5/16" ring terminal. The more area of contact on the face of the ring terminal, the less resistance to current flow. Using a ring terminal with a larger hole than necessary, reduces the amount of contact surface area, and can result in poor charging performance, and in extreme circumstances may melt the output stud off of the alternator.
- 7 It is best to install a new alternator belt at the time of install. New belts have better gripping ability and high output alternators require more grip to prevent slippage. We recommend "Gates Green Stripe" belts when available. In V-belt applications, it is likely that the belt tension will need to be higher than normal to prevent slipping. In high mileage serpentine belt applications, it may be necessary to replace your spring tensioner if slippage occurs.
- 8 Re-tighten all bolts after installation. Many problems can be eliminated if the bolts are re-checked after installation so as to insure proper belt tension and alternator seating.
- 9 Be sure to charge all batteries with a battery charger, prior to starting the vehicle after installation. Starting a vehicle with discharged batteries will cause the alternator to run at 100% duty cycle until the battery is brought back up, which can result in alternator failure.

WARNING

- 1 **DON'T OPERATE THE ALTERNATOR AT ELECTRICAL LOADS THAT EXCEED THE ALTERNATORS MAX OUTPUT AT ANY GIVEN RPM. THIS IS ESPECIALLY TRUE AT IDLE. DOING SO CAN CAUSE THE ALTERNATOR TO OVERHEAT AND FAIL.**

Toll free Technical assistance available at 1-888-MECHMAN or 865-522-6166
Further assistance available online at: www.mechman.com

Insert the original stock plug into the adapter plug. If the alternator does not charge, the two wires need to be reversed. Just pull out the spade connectors and reconnect them in the reverse manner in which they came from the factory. The alternator will then charge properly.

