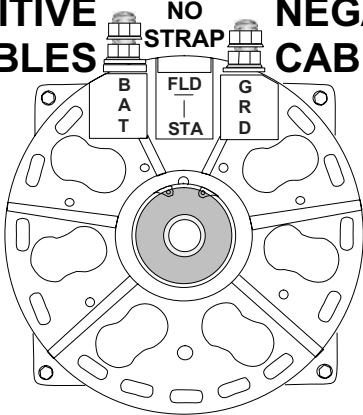


ATTENTION!!!!

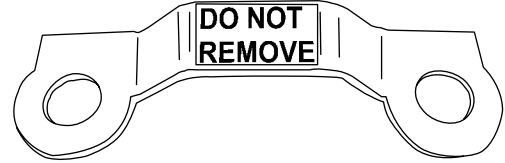
THE GROUND CONNECTION HAS CHANGED ON THE PX-5.

PX-5 OLD DESIGN

POSITIVE CABLES NO STRAP NEGATIVE CABLES



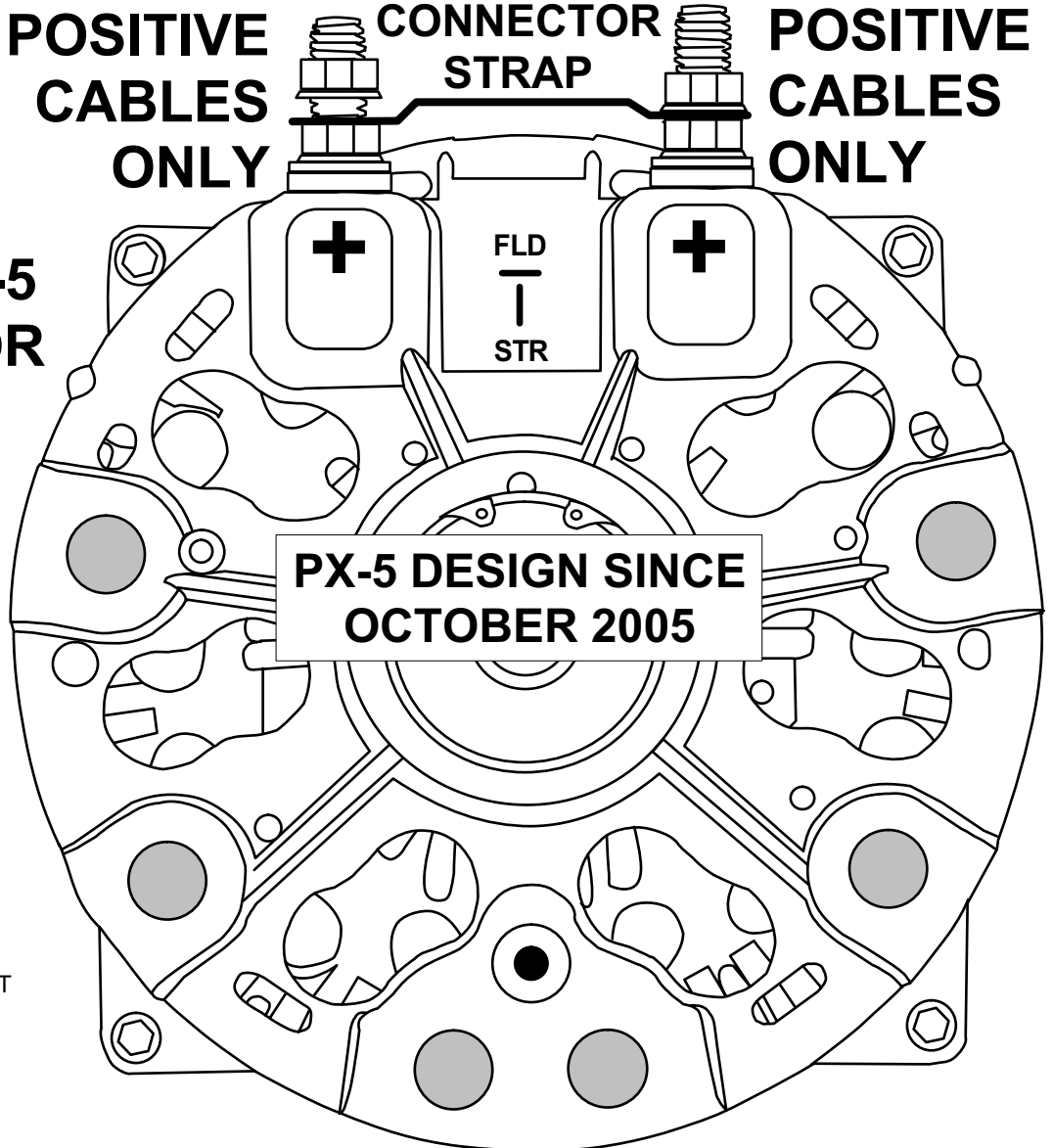
DO NOT REMOVE THIS STRAP



BOTH POSTS ARE NOW POSITIVE

DO NOT REMOVE CONNECTOR STRAP POSITIVE CABLES ONLY POSITIVE CABLES ONLY

ON NEW PX-5 ALTERNATOR CONNECT GROUND CABLES TO A MOUNT BOLT OR THE ENGINE.



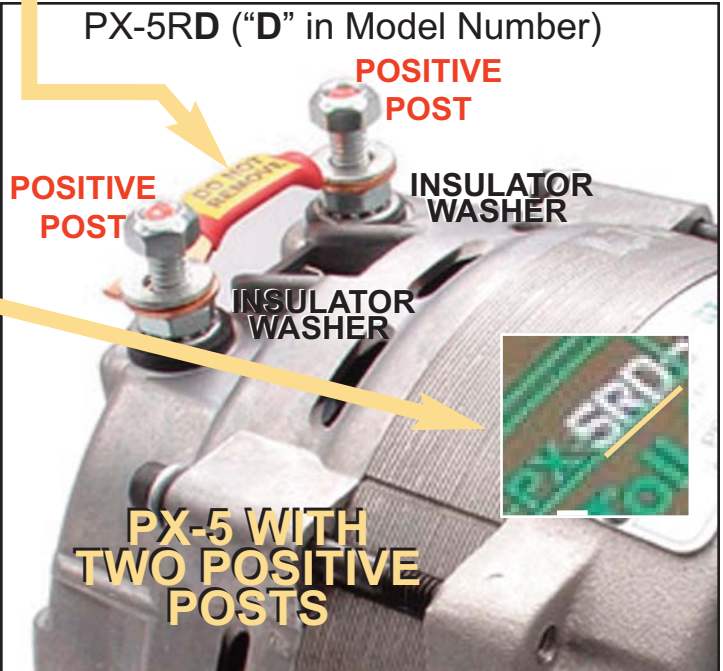
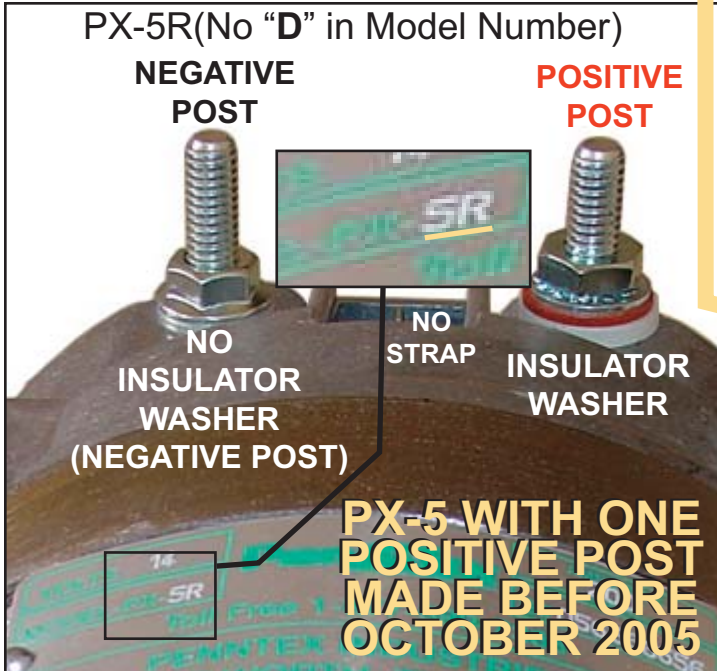
SEE MORE INFORMATION AT www.penntexusa.com/FAQ

DIFFERENCES BETWEEN THE SINGLE POSITIVE POST PX-5 AND THE DUAL POSITIVE POST PX-5 ALTERNATOR SOLD SINCE OCTOBER 2005

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

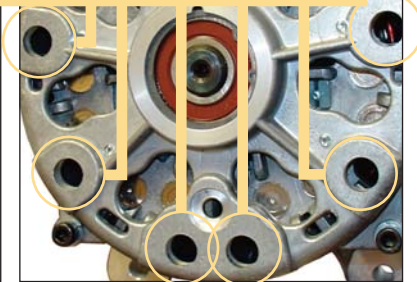
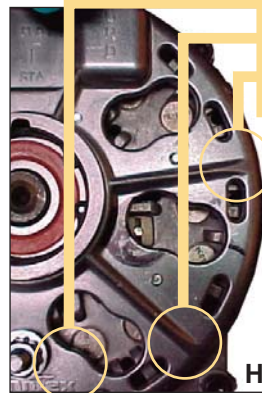
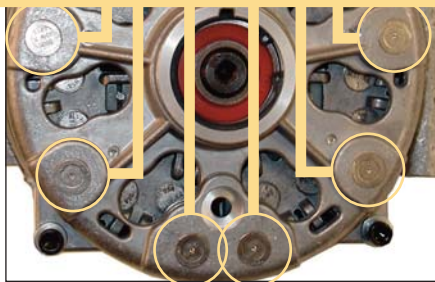
2) Look for the Connector Strap that only PX-5 Dual Positive Post Alternators have.

3) Look for diodes in the rear housing



ALL PX-5 DUAL POSITIVE POST ALTERNATORS HAVE 6 NEGATIVE DIODES IN THE REAR HOUSING WITH A OUTPUT POST CONNECTING STRAP

NO DIODES IN THE REAR HOUSING MEANS THIS IS A PX-2, A PX-4G-5, AN OLDER PX-5 (ON THE LEFT), OR AN ALTERNATOR SOMEONE REBUILT THAT HAS ONE NEGATIVE & ONE POSITIVE POST.



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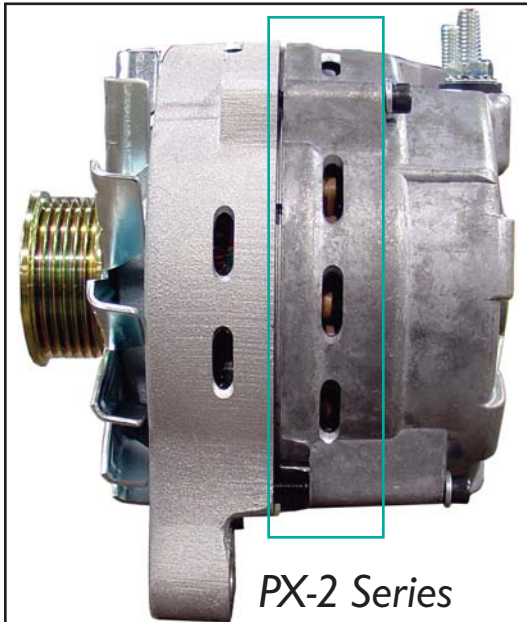
Corporate:
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 Ph: 717-266-8762
 Fax: 717-266-7803

Manufacturing/ Sales/ Tech/ Warranty:
 7620 Flagstone Drive
 Fort Worth, TX 76118
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 Toll Free: 877-590-7366
 Fax: 817-590-0505, Tech Fax: 817-590-0398

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 email: sales@penntexusa.com
tech@penntexusa.com

HOW TO TELL A PX-2 PENNTEX ALTERNATOR FROM A PX-5 DUAL POSITIVE POST PENNTEX ALTERNATOR

(LOOK AT THE STATOR)



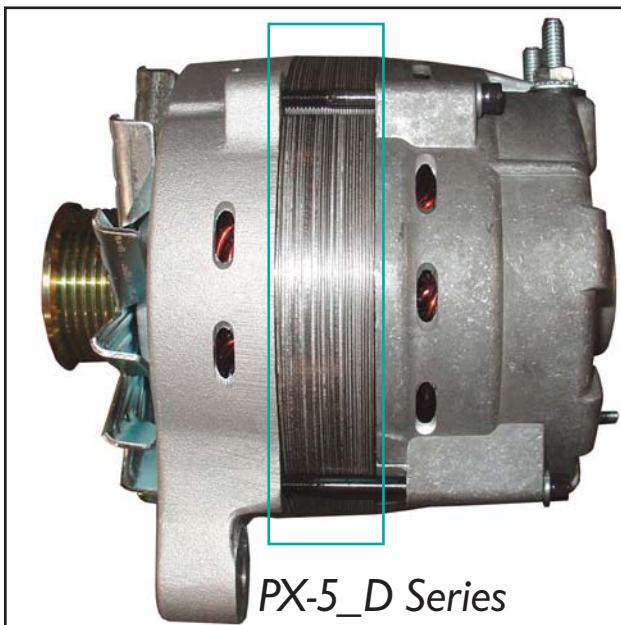
PX-2 Series Information

- 1) Note the very small space between the front and rear alternator housings. A PX-2 Series stator is not as wide as a PX-5 stator.
 - 2) A PX-2 Series rear housing is shorter in the rear bearing area because the PX-2 Series rear bearing is not as wide as a PX-5 Series rear bearing.
 - 3) A PX-2 Series alternator is approximately 1.5" shorter overall than a PX-5 Series.
 - 4) A PX-2 Series alternator has one positive and one negative battery post. Both posts are positive on a PX-5_D alternator.
- NOTE:** This same information can be applied to a PX-4G-5 series alternator vs. a PX-5 series alternator.

PX-5 Series Information

- 1) Note more than one inch of space between the front and rear alternator housings. A PX-5 Series stator is wider and the rotor is longer, so the PX-5 is longer than a PX-2.
- 2) A PX-5 Series rear housing is longer because of the wider rear bearing. PX-2 & PX-5 front housings usually are the same.
- 3) A PX-5_D Series alternator is approximately 1.5 inches longer overall than a PX-2 Series.
- 4) A PX-5_D Series alternator has 6 negative diodes in the rear housing and 12 positive diodes in heat sinks inside.
- 5) A PX-5_D Series alternator has two positive battery posts with a strap between the posts.
- 5) Because of the extra length of a PX-5, it might also require a bracket to fit some applications.
- 6) Because of the extra stator and rotor size, a PX-5 will put out more amperage than a PX-2. A 250-amp PX-5 is available.
- 7) PX-5 and PX-2 dimensions except for length are the same.
- 8) Because a PX-5 puts out more amperage, this model is recommended over a PX-2 for extreme-duty applications.

Scale: none



“_D” is a blank for the specific model like R, T, P, etc., followed by “D” for Dual Positive Posts on a PX-5 Series.

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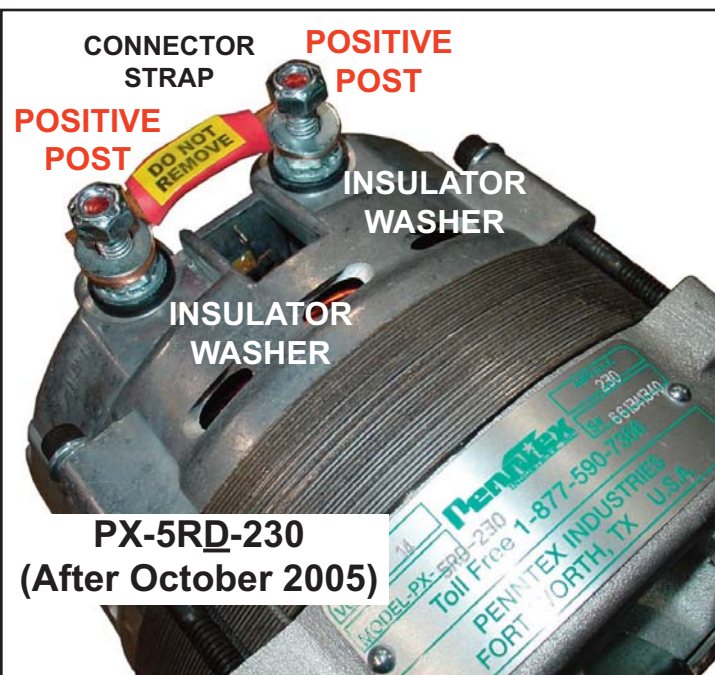
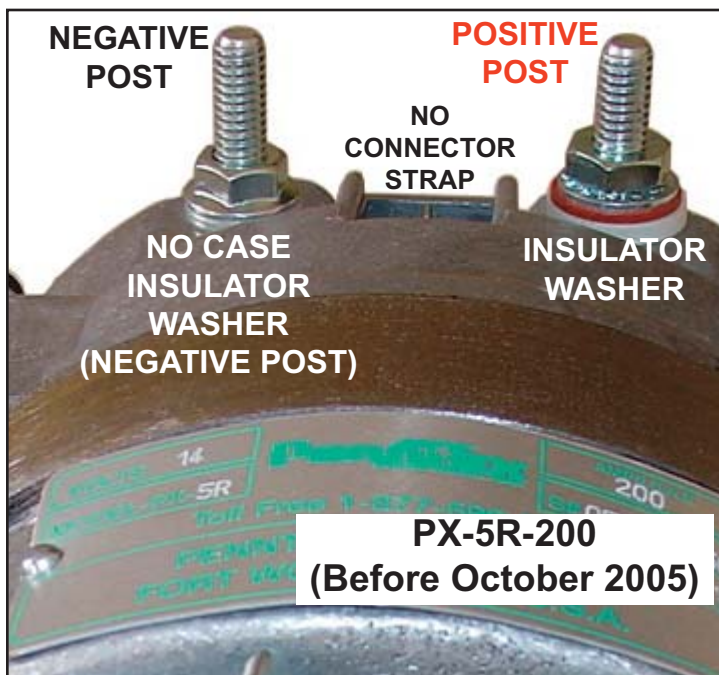
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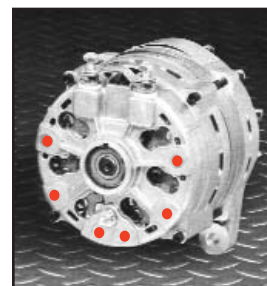


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REPLACE A SINGLE-POSITIVE-POST PX-5 WITH A DUAL-POSITIVE-POST PX-5



DO NOT REMOVE Older PX-5 alternators generally produced before October of 2005 had ONE Positive post and ONE Negative post. PX-5 alternators produced after serial number 100555949 have TWO Positive posts. There are six negative diodes in the rear housing. The Dual-Positive Post PX-5 is the only PennTex alternator of this case style that's set up this way. The internal heat sinks now hold a total of 12 Positive diodes for improved durability.



DO NOT REMOVE Install the new PX-5 alternator just like the old one except for Ground cables . Connect the Ground cable to a good ground on the engine. Make sure the Ground cables are heavy enough in size.

DO NOT REMOVE If there is a small Black wire with a ring terminal, that is the Voltage Regulator Ground connection. It needs to be modified.

DO NOT REMOVE Shorten the Black Regulator Ground Wire to 18" at the regulator and attach it to a good ground near the regulator.

DO NOT REMOVE Hook the Positive cables to one of the Positive posts on the new PX-5.

DO NOT REMOVE Do not remove the brass Post Connector Strap. The posts need to be connected together for proper alternator operation.

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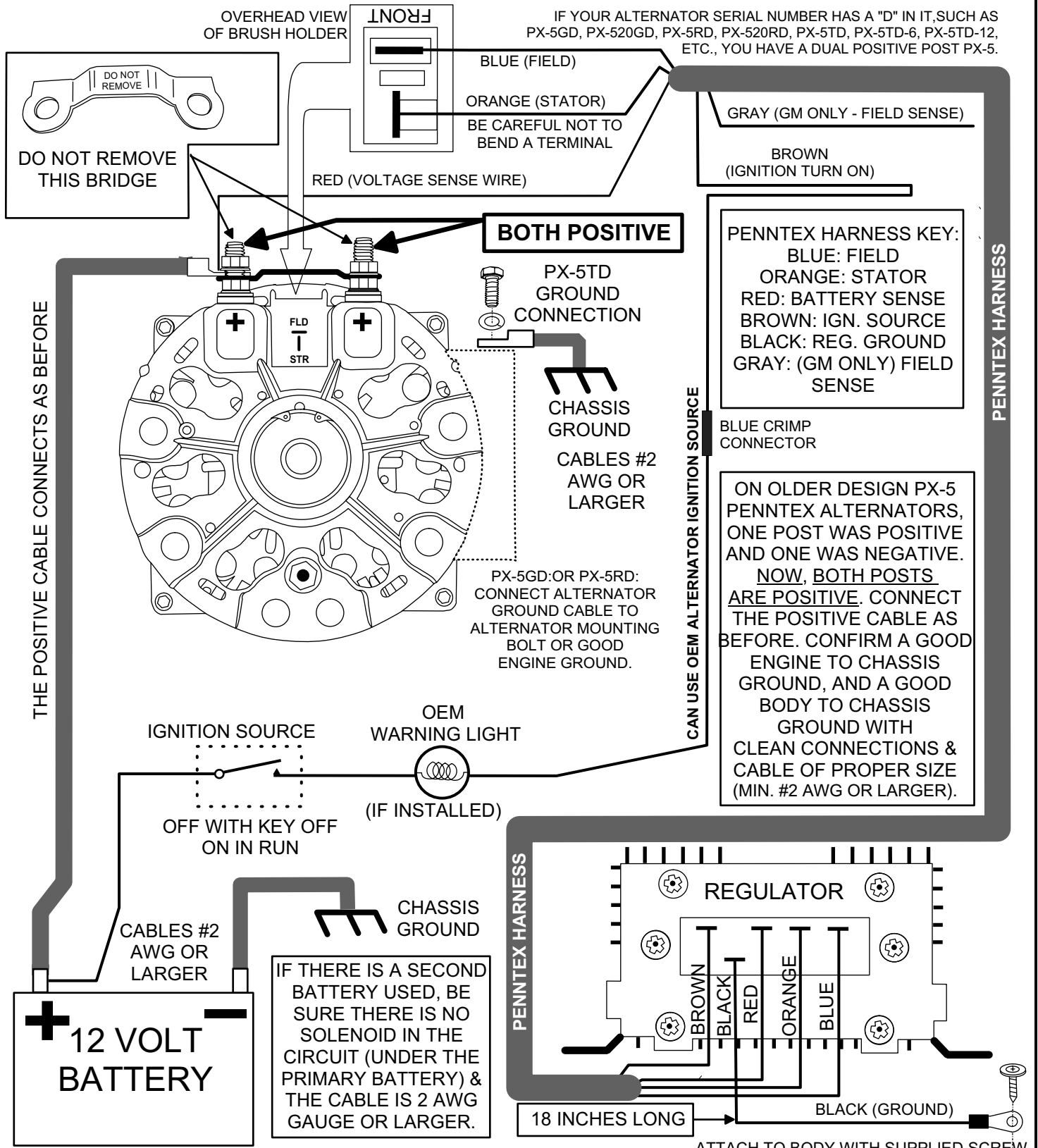
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tech@penntexusa.com

NOTICE: PX-5 ALTERNATORS HAVE BEEN CHANGED.
THE CONNECTIONS MAY BE DIFFERENT. BE SURE OF WHAT YOU HAVE.

PX-5
100555949-UP

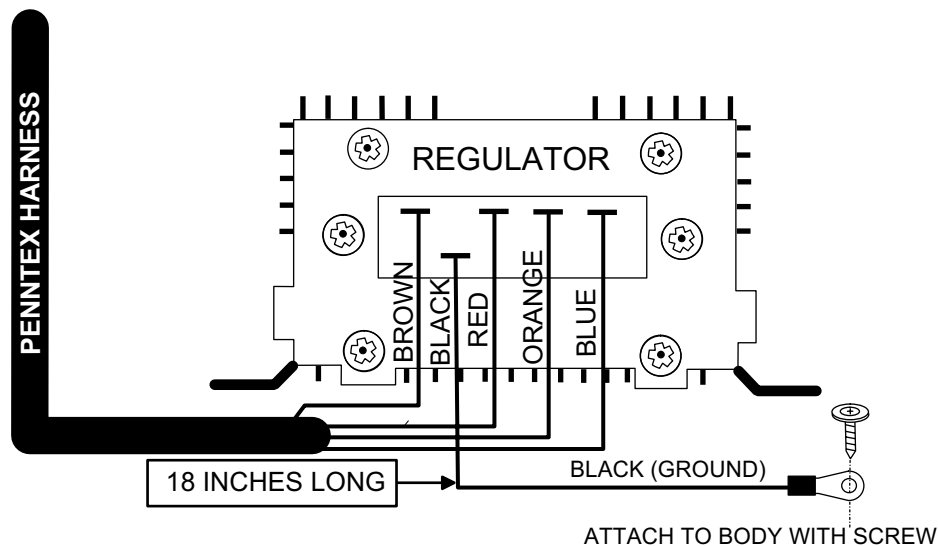


NOTES: THIS IS A GENERIC WIRING SCHEMATIC FOR THE PX-5 DUAL OUTPUT ALTERNATORS. THIS IS NOT SPECIFIC TO ANY CERTAIN MAKE, MODEL, OR ENGINE.
CHARGING CABLE SIZE:
MINIMUM #2 AWG OR LARGER

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

| | | |
|--|---------------------------|-----------------|
| TITLE/DESC. GENERIC WIRING DIAGRAM FOR PX-5-DO ALTERNATOR WITH PX-4000 REGULATOR | | |
| DATE: 07-09-07 | DRAWING NUMBER: PD-208 | |
| DRAWN BY: DMc | REVISION: | CHECKED BY: |
| SCALE: NONE | | PAGE: 1 OF 1 |

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.

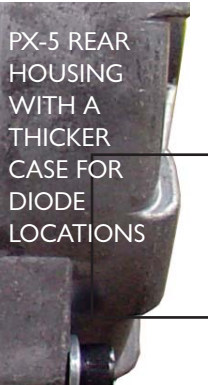
POSSIBLE PX-5TD / GLOW PLUG RELAY INTERFERENCE ON A FORD 7.3 DIESEL WITH A PX-520TD



An issue has come to our attention when a PX-5T PennTex alternator is replaced with a PennTex PX-5TD-230 or 250 on a Ford 7.3 diesel. Some vehicles may have a clearance problem between the PX-5TD alternator rear case and the front glow plug relay on 2000 and up Ford 7.3 diesel engines if our relocation bracket wasn't installed.

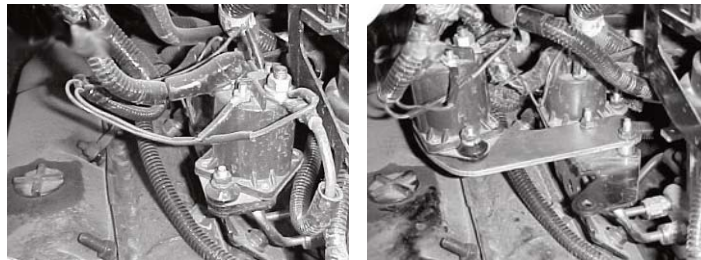


The PX-5TD-230/250 has the negative diodes installed in the rear case making the rear case thicker than the earlier design PX-5T.



Glow plug relay relocation brackets were sold as part of the earlier PX-520TO complete kit for this engine, but in some cases, the relocation brackets were not installed. Instead of relocating the relay, one of the relay cables was simply bent or "moved out of the way". This was not our suggested installation method. Also, a regular PX-520T kit may have been installed and the installer may not have been aware that a glow plug relay relocation bracket was available.

The part number for a PennTex glow plug relay relocation bracket kit is PX-5505. It is available from our Warehouse Distributors nationwide. Installation of this kit gives plenty of room behind the PX-5TD alternator.



Front Ford 7.3 diesel glow plug relay before and after relocation with a PX-5505 bracket kit.

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