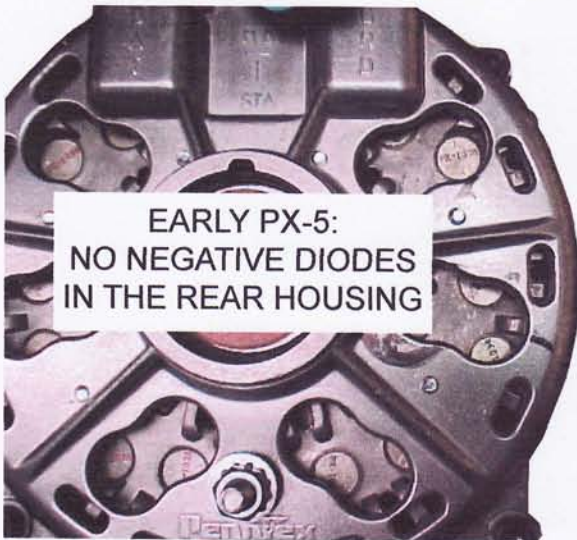
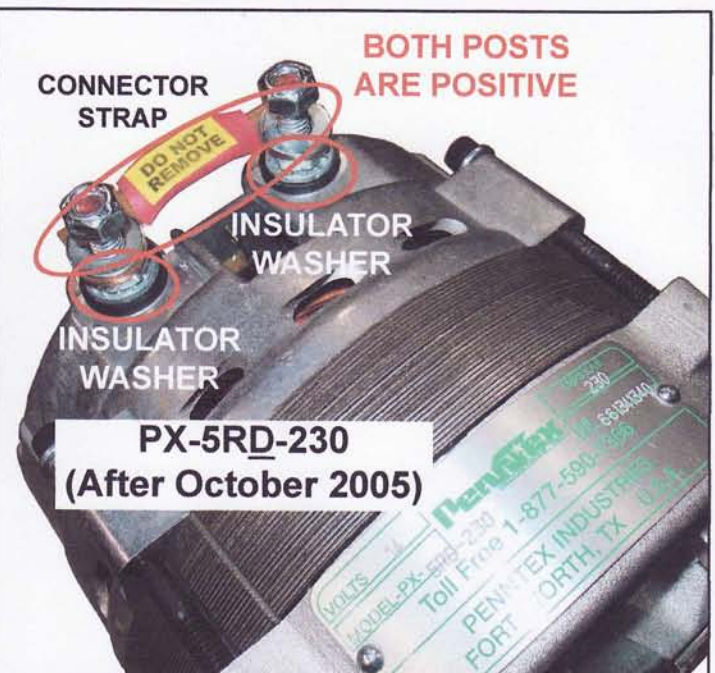
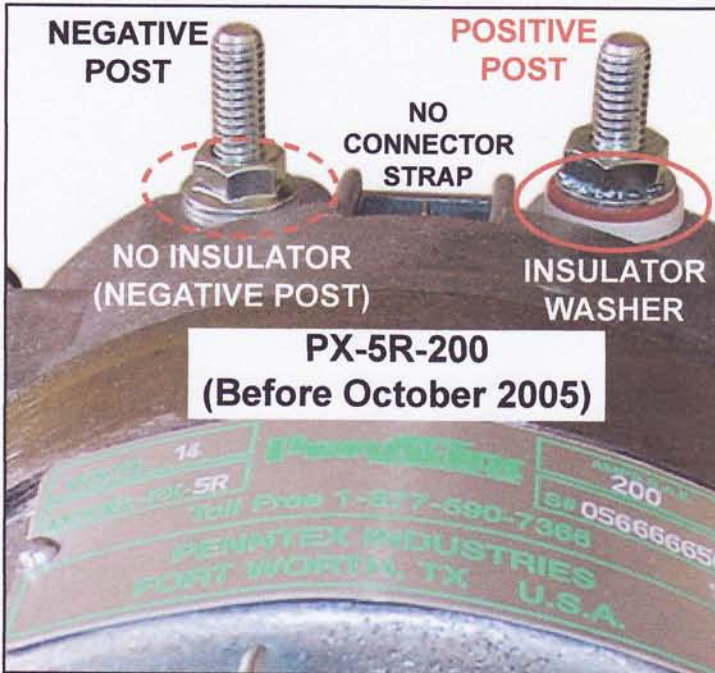


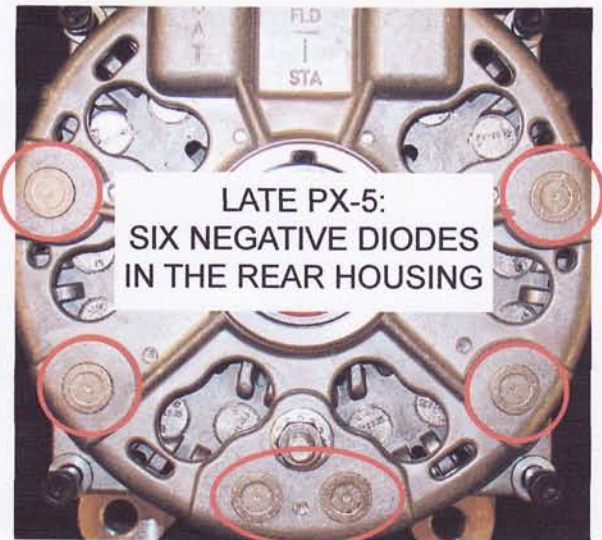


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DIFFERENCES BETWEEN EARLY PX-5 MODELS WITH ONE POSITIVE POST AND LATE PX-5 MODELS WITH TWO POSITIVE POSTS- INSTALLATION INFORMATION



PX-5 Models made before October of 2005 have six Negative diodes & six Positive diodes on two heat sinks inside. PX-5 Models made after October of 2005 have twelve Positive diodes inside & six Negative diodes in the rear housing.



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DIFFERENCES BETWEEN EARLY PX-5 MODELS WITH ONE POSITIVE POST AND LATE PX-5 MODELS WITH TWO POSITIVE POSTS- INSTALLATION INFORMATION

- The only difference between the PX-5 with Dual Positive Posts and the PX-5 with one Positive & one Negative Post will be where you connect any Ground cables. The two alternators are the same size with the same front housing, and they use the same brush holder connector & regulator.
- Disconnect all batteries before doing any work on the charging system.
- Remove the drive belt from the alternator.
- Disconnect the two-wire "T" connector from the brush holder. Disconnect and label cables & wires.
- Remove the PX-5 Alternator with one Positive Post from the engine.
- Inspect the alternator you are about to install. Some early PX-5 Alternators had an 8-groove pulley. The replacement PX-5 may have been shipped with a 6-groove pulley since that is more common. 6-groove and 8-groove pulleys can be swapped out along with the spacer or spacers being used. Usually there is just one Gold spacer located behind the fan, but this installation could be special.
- Spin test the alternator by hand to see if it will spin freely. It may be necessary to loosen the four Allen bolts holding the cases together to realign the housings and stator. Once the alternator spins, tighten the case bolts in a criss-cross pattern while spinning the alternator. Clearances are tight.
- The "T" Connector on the brush holder is a very tight fit. It can be difficult to install once the alternator is mounted on the engine. See attached information on how to "pre-install" the connector. This will make the "T" Connector much easier to install with the alternator mounted on the engine.
- The Dual Positive Post PX-5 can now be mounted on the engine and the belt can be installed.
- Positive post connections can be made as before. Do not remove the Bridge connecting the two posts together. 
- Any Ground connections must be reconnected on a clean connection point on the engine, such as a mount bolt or bracket mount bolt. Both posts on the PX-5 Alternator are now Positive, so no Ground connections can be made there. If this is a pre-2005 vehicle and there was a small-gauge Black wire originally connected to the Ground post on the alternator, that could be the original Ground wire for the regulator. The Regulator Ground wire needs to be no longer than 18 inches from the connection on the Regulator to a clean ground near the regulator. This wire was shortened in 2005 on all PennTex harnesses. See the attached page.
- Connect the batteries. Make sure that all cable connections throughout the charging system are clean and tight.
- Check the charging system for proper output.

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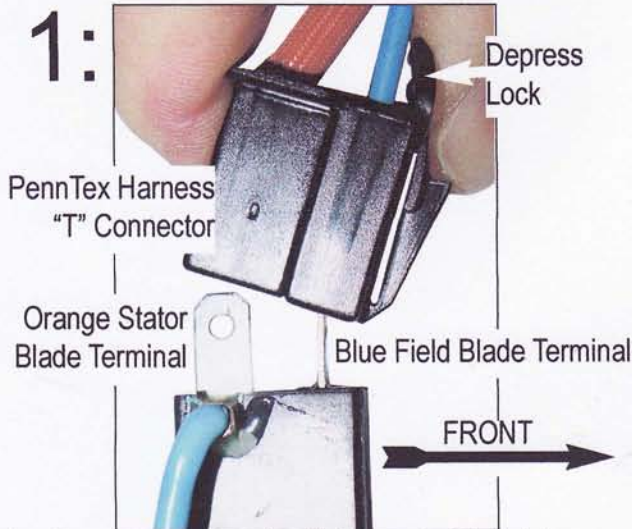
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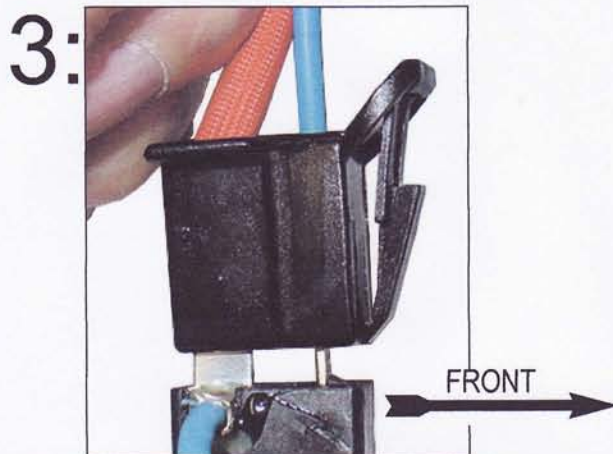
Tips For Installing the Brush Holder Connector on a PennTex PX-2, PX-4G-5, PX-5, & PX-7 Alternator

Due to close tolerances and Brush Holder terminals that are pinned in place, this connector can be difficult to install. We recommend installing it once or even several times while the alternator is more accessible to pre-seat the connector. For demonstration purposes, this procedure is shown on an uninstalled Brush Holder so that the terminals are more visible. Follow this sequence and the connection will be much easier when the less-visible alternator is installed on the engine.

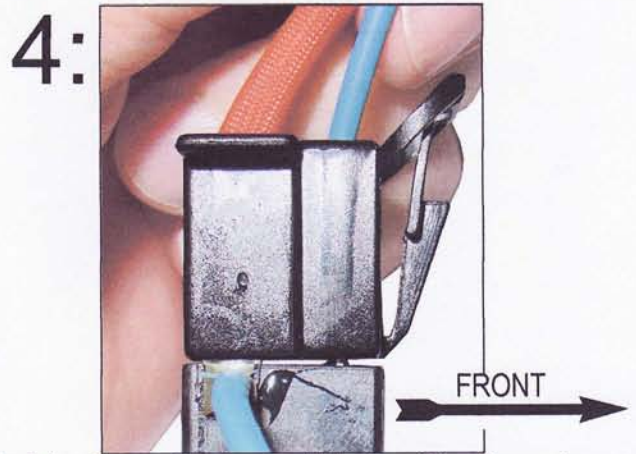


Start the Connector on the Blue Field terminal first while pressing the Connector Lock Tab. If you try to start on the Orange Stator terminal first, the Blue Field terminal might fold over.

Push the Connector slightly to the rear, and down. The Blue Field Blade terminal may bend slightly. The Orange Stator terminal in the Connector should center on the Orange Stator Blade terminal. Push the Connector down slightly on to the Brush Holder.



Wiggle the Connector slightly to be sure both Blade Terminals are engaged.



Push the Connector down until it stops. The Connector is now firmly installed on the Brush Holder.

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SHORTEN THE REGULATOR GROUND WIRE ON PRE-2005 VEHICLES WITH PENNTEX SYSTEM

Most PennTex Charging System harnesses made before 2005 had a Black Voltage Regulator Ground wire that ran from the Ground terminal on the Regulator all the way out to the Alternator. The wire was about six feet long. We discovered on older vehicles that the Regulator had a more consistent voltage when the Ground wire was shortened to less than 18 inches long. We recommend that the Black Regulator Ground wire on all PennTex Charging Systems be 18 inches or less for that reason.



Voltage Regulator Ground Terminal located below the Four-Wire Connector.

Black

Attach the shortened 18 inch-long Regulator Ground Wire to a clean Ground with a sheet metal screw.



Original 6 foot-long Black Regulator Ground Wire connected to the Alternator.

Drawing is not to Scale

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