

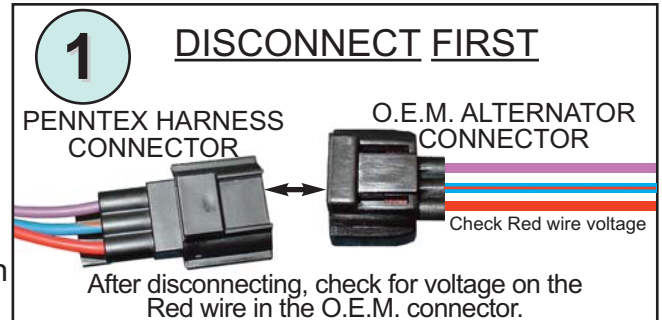
# PennTex INDUSTRIES, INC.

## PX-7000 VOLTAGE REGULATOR FULL-FIELD TEST

This test will tell you if the alternator will charge with the regulator bypassed.

NOTE: A PX-4000, PX-5000, OR PX-6000 REGULATOR USES A DIFFERENT TEST

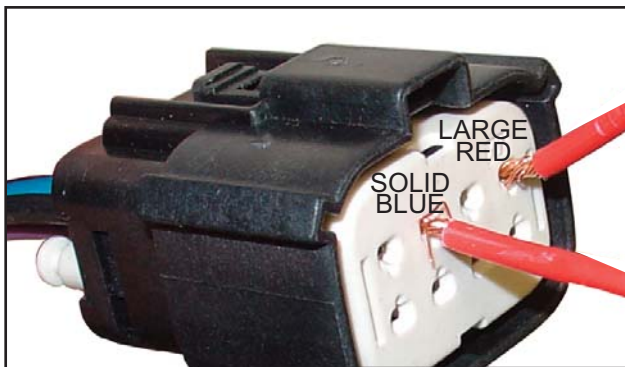
- 1) Disconnect the PennTex 3-Wire connector from the original alternator connector. **DO NOT** OMIT THAT STEP!
- 2) Turn off all accessories.
- 3) Check the Red wire voltage at the O.E.M. Connector. The voltage on the Red wire is \_\_\_\_\_ volts.
- 4) Disconnect the PennTex Regulator Connector (see below).
- 5) Using an insulated 16 to 18 gauge wire with insulation removed as shown below, jumper the Large Red wire terminal and the solid Blue wire terminals together. This may cause a spark.
- 6) Connect a digital voltmeter as shown below.
- 7) Start the vehicle and run at idle. The voltmeter reading is \_\_\_\_\_ volts.
- 8) Raise the engine RPM to 1000 RPM. The reading on the voltmeter is now \_\_\_\_\_ volts.
- 9) Shut the engine off. Remove the jumper wire. Do not run the engine in full-field mode more than 30 seconds. Damage to the vehicle electrical system could result.
- 10) Plug the PennTex 3-wire connector back into the O.E.M. alternator connector (see illustration # 1).



TO DISCONNECT REGULATOR, PUSH DOWN ON CIRCLED TAB AND PULL CONNECTOR AWAY FROM REGULATOR



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FULL-FIELD TEST JUMPER

USE A 16 TO 18 GAUGE JUMPER WIRE WITH 3/8" OF INSULATION REMOVED ON THE ENDS & MIDDLE

