

## Installing the Powergen Alternator into your vehicle.

The PowerGen alternator is very unique in that it combines the looks of the original generator with the power and performance of an alternator and is very simple to connect and test in your vehicle electrical system. These alternators are internally regulated and do not require any external regulator.

The best way to route the connection wire from the back of the alternator is directly through the firewall and connect to the dash battery or ammeter then over to the battery connection. There is no reducers needed on the amp or battery gauges, these gauge read current flow and not voltage sensitive.

If you are changing from positive ground to negative ground, keep in mind that you are changing the direction of the current flow when you change polarity. If you hook up the ammeter gauge backwards, nothing bad will happen, just your gauge will try and read backwards, telling you to switch the wires on the back of the gauge.

***Make sure you have direct connection to the positive side of the battery in negative grounded vehicles and to the negative side of battery on positive grounded vehicles. Alternator unlike generators will not produce current unless connected to the battery.***

This wire routing will ensure that the gauge will work and you have a direct connection from the alternator to the battery. (use correct size wire from the alternator to the battery) recommend 10 AWG wire or larger)

Keep in mind, unlike a generator, an alternator will not charge a dead battery as the alternator takes current from the battery to excite the alternator internal components. Make sure you have a fully charged battery before testing the output voltage from the alternator.

Alternators also have a RPM cut out circuit, the regulator turns on around 1200 RPM, the reason for this cut our circuit is to keep the alternator out of the electrical circuit when your engine is off, otherwise the battery can drain overnight. You may need to rev your engine 1 time to kick in the internal regulator, once regulator is turned on the alternator will stay on at idle speeds and keep your battery charged.

See installation and proper belt tension on the Power Master Sheet.

**WARNING: WORKING AROUND ROTATING COMPONENTS CAN BE VERY HAZARDOUS, KEEP YOUR FINGERS, LOOSE CLOTHING AND HAIR AWAY FROM BELTS AND PULLEYS. DON'T NEED TO TELL YOU WHAT CAN HAPPEN.**