1-WIRE ALTERNATOR INSTALL INSTRUCTIONS

NOTE: DISCONNECT NEGATIVE CABLE FROM VEHICLE BATTERY

Before any installation takes place, disconnect the NEGATIVE cable from the vehicle battery. Not doing so could short out electrical equipment during installation.

Wire Sizing: Selecting the correct size wire is critical for proper operation. 1-Wire alternators are more sensitive to wire size than an externally regulated unit. If there is too much voltage drop from the alternator to the battery, it will give a false reading to the internal regulator and cause the alternator not to charge. In many cases, the OEM wiring will not be sufficient

RECOMMENDED WIRE SIZE

AMPS	Up to 10ft.	10 - 13ft.	13 - 16ft.	16 - 22ft.	22 - 28ft.
75 - 100	8	6	4	4	2
100 - 125	6	4	2	2	0
125 - 150	6	4	2	2	0
150 - 175	4	2	2	0	0
175 - 220	4	2	0	0	00

Fuse Protection: CVF Racing recommends that all 1-Wire alternators incorporate fuse protection between the battery and alternator. (See wiring diagram)

Ground: Your alternator must be properly grounded to operate correctly. Paint and corrosion can prevent an alternator from grounding through the "Alternator Housing -> Bracket -> Engine" ground path so we recommend a separate ground wire to make sure the alternator is properly grounded.

Torque: Do Not Over Torque Wiring Terminals - Recommended Torque is 65 in-lbs (5.4 ft-lbs).

1-WIRE ALTERNATOR INSTALL INSTRUCTIONS

Re-Clocking Alternator: Some brackets may require you to rotate the alternator housing so that the positive terminal is in a better location. CVF Racing alternators are designed to be clocked in several orientations. Carefully remove the 4 bolts holding the alternator together, loosen the rear housing and re-install the bolts. DO NOT REMOVE HOUSING COMPLETELY or you will have to re-install the brushes.

High Amp Wiring Kits: If you want to take the guess work out of wiring up your alternator, CVF Racing offers a wiring kit under part number 30700.