Heavy Duty Alternators

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Load Boss Alternator Instructions

1. Disconnect negative battery cable from battery (or batteries).
2. Remove original equipment alternator. Original charge wire terminal must be insulated with tape and secured aside. Original charge wire must not be used with high output alternator.
3. Make sure original negative battery cable is min. 4 gauge. New negative cable may be required for proper ground. Most auto applications already have 4 gauge ground from battery to engine.
4. Install Load Boss alternator.
5. Note: Any time you install or remove power cables from alternator use the appropriate back-up wrench on alternator terminals. Insulators are breakable.
6. Install new 4 gauge power cable from alternator b+ terminal to battery side of starter solenoid or to battery positive terminal at the main starting battery. New power cable is recommended for on all 105-250 amp installations. When a battery isolator is used make sure you have the correct alternator type and connect power cable to the alternator terminal on the multi-battery isolator.
7. Caution: If original equipment charge wire is used with the high output alternator, serious damage to system electronic components may occur. Do not install circuit breaker or fusible link between Load Boss alternator and starting battery.
8. If alternator is supplied with a wire adapter harness, use as applicable. Most Load Boss alternators replace original equipment alternators without modification of wire harness.
9. When installing internal voltage regulator type alternator. In most cases the original molded wire harness plug will snap into place on the Load Boss alternator. Please feel free to call Customer Service if assistance is required. Phone 214-330-5900.
10. If the alternator is equipped with an external voltage regulator. Mount the regulator on a flat surface away from extreme heat.
11. When installing external voltage regulator type alternator. Connect the modular regulator plug to the alternator. Connect battery sense wire (red) to positive connection at the alternator b+ or to battery positive terminal at starting battery. Connect the ignition wire usually (brown) to a keyed 12 volt source. Two types of harnesses exist, the three wire and the four wire harness. Refer to the proper instructions to determine how to connect the ignition (brown) wire with your particular harness.
    3-Wire installation for use with volt meter, brown wire must connect to 12 volt ignition.
    4-Wire installation for use with dash warning lamp. Brown wire must connect to original "L" terminal in the original harness. This wire CANNOT go to 12 volt ignition.
12. Belt tightness is critical, especially on high output alternators. The alternator drive belt must be tight. A loose alternator drive belt will allow the belt to slip. The heat created will go directly to the alternator front bearing. This heat causes bearing grease to evaporate which will result in premature alternator bearing failure. This is not a warranty problem. Defective belt tensioner may cause the same premature bearing failure. Please check belt tensioner system during alternator installation if applicable.
13. A slight whistle or whine from the alternator is normal when the alternator is under load.
14. Original dash AMP METER, if applicable, is not operative with high output alternator. Install a new voltmeter to monitor alternator.
15. Re: Ford 3g alternators. 3g alternator conversion instructions may be obtained at www.racesystems.com/3gproj or www.mustangcentral.net/tech/alternator.html