

1987-93 SVE 130 AMP ALTERNATOR INSTALL

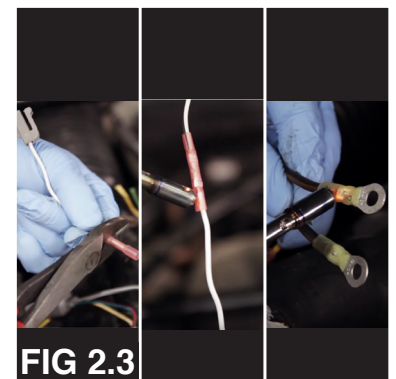
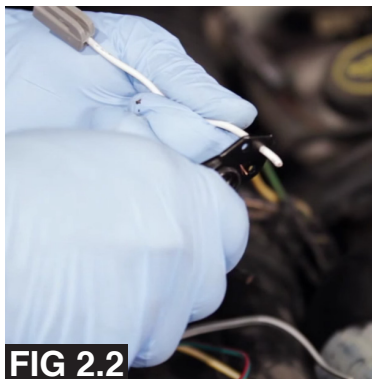
1. STOCK ALTERNATOR REMOVAL

- Disconnect the battery
- Remove the serpentine drive belt (Fig 1.1)
- Unplug the voltage regulator connector (Fig 1.2)
- Unplug the stator connector
- Remove the two attaching bolts that hold the alternator to the bracket
- Remove the stock alternator from your Mustang (Fig 1.3)



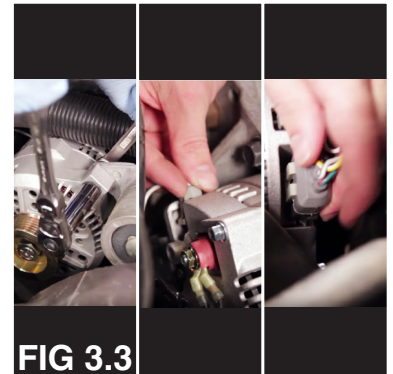
2. PREPARING WIRING FOR 130 AMP ALTERNATOR

- Trim back the harness tape and wire loom (Fig 2.1)
- Cut the two black with orange stripe wires from the stock stator plug (Fig 2.1)
- Cut the yellow wire and the green wire from the regulator plug (Fig 2.1)
- Discard the old regulator and stator plugs (Fig 2.1)
- Trim the new stator plug down and strip the wire end (Fig 2.2)
- Do the same to the white wire on the center of the new regulator plug
- Connect stator plug to the voltage regulator plug with one of the supplied butt crimp connectors (Fig 2.3)
- Heat the connector insulation to seal it off (Fig 2.3)
- Trim and strip the yellow wire and the green wire on the new regulator connector (Fig 2.3)
- Do the same on the harness side (Fig 2.3)
- Connect the yellow to yellow and green to green using the supplied butt crimp connectors (Fig 2.3)
- Heat the connector insulation to seal them off (Fig 2.3)
- Strip the ends of the two black with orange stripe wires (Fig 2.3)
- Crimp on the supplied ring terminals (Fig 2.3)
- Heat the connector insulation to seal them off (Fig 2.3)



3. INSTALLING THE SVE 130 AMP ALTERNATOR

- Slide the 130 amp alternator into the bracket and loosely install the lower retaining bolt (Fig 3.1)
- Rotate the alternator over and mark the bracket where the alternator is touching it (Fig 3.1)
- Remove the alternator and cut the bracket along your marks (Fig 3.2)
- Re-install the 130 amp alternator and lower bolt (Fig 3.3)
- Install the supplied new upper retaining bold and nut (Fig 3.3)
- Tighten both the upper and the lower bolts (Fig 3.3)
- Wrap the harness with quality tape like 3M super 33+
- Slide the two ring terminals onto the power lug of the alternator and install the retaining nut
- Connect the stator plug (Fig 3.3)
- Connect the regulator plug (Fig 3.3)
- Re-install the serpentine drive belt
- Re-connect the battery
- Test for operation



• At this point, you could call the installation done. However, our SVE alternator puts out over 60 amps at idle and up to 150 amps under load at 2000 RPM. **It is a strong recommendation to supplement your factory power wire with a 4 gauge Power Wire Upgrade**

4. INSTALLING THE 4 GAUGE POWER WIRE UPGRADE

- Disconnect the battery
- Remove your air box
- Remove your two upper radiator brackets
- Remove the retaining nut from the alternator power wires
- Lay out the upgrade power wire (Fig 4.1)
- Slide the 4 gauge ring eye over the alternator terminal and reattach the retaining nut
- Start zip tying the new power wire running along the old power wire harness (Fig 4.2)
- Position fuse holder right over the battery, and attach it using the two supplied retaining screws
- Remove the nut off the starter solenoid
- Connect the remaining ring terminal of the new power wire and re-install the nut (Fig 4.3)
- Reattach your upper radiator brackets
- Re-install your air box
- Reconnect your battery and test operation

