1. Install alternator as shown in Figure 1:
   Slip bushing located in rear mounting foot must be securely tightened against alternator mounting bracket on engine. Failure to do so can result in broken mounting feet or broken upper mounting bracket.

   a. Use hardened washers between aluminum surfaces and bolt heads and nuts.
   b. OEM units are shipped with pulley, hardened washer and locknut installed. Locknut should be torqued to 163 Nm/120 lb. ft.
   c. Follow vehicle manufacturer’s recommendations for belt tension.

2. All cabling, wiring or conduit must be supported within 305 mm/12 in. of termination on alternator.

3. Choose wire gauge capable of handling maximum alternator output with no more than 0.4 V drop (28 V)/0.2 V drop (14 V) on each leg from alternator to battery.

4. Regulator is furnished with OEM units.

5. Make electrical connections to CEN regulator, using proper ring terminals.
   a. Make sure alternator-to-regulator harnesses are plugged securely in regulator receptacles.
   b. Connect IGN terminal on regulator to 28 V keyed ignition switch source. Torque #10-32 terminal nut to 3.4 Nm/30 lb. in.

6. Alternator electrical connections:
   a. Connect battery positive cables from vehicle to alternator 28 V B+ and 14 V B+ terminals. Torque both 0.50-18 UNC-2A terminal bolts on alternator to 23 Nm/17 lb. ft.

   b. Connect ground cable from vehicle to alternator B− terminal. Torque 0.3750-16 UNC-2A B− terminal bolt on alternator to 23 Nm/17 lb. ft.

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**Figure 1 - C725 Alternator Installation Details**

If you have questions about your alternator or any of these instructions, or if you need to locate a Factory Authorized Service Dealer, please contact us at:

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