

**PULLEY INSTRUCTIONS:** Use pulley from old alternator if this alternator does not have a pulley or pulley supplied is different from the one on alternator being replaced. **NOTICE!** When changing the pulley, keep the alternator shaft in the horizontal position and do not apply any pressure to end of the shaft. Internal damage may occur if the shaft is pushed back and turned. If there were spacers when the fan and pulley were removed, make sure all spacers are replaced when installing the pulley on this alternator. Hold the shaft by placing a hex wrench in the hexagonal hole in the shaft while removing or installing the pulley. **Tighten the pulley nut to 95-108 N-m (70-80 lb ft).**

**NOTICE** - Only licensed Remy Inc. product and component parts should be used, and the use of other parts or modifications not approved by Remy Inc. will void all applicable warranties. The failure to carefully follow these Installation Instructions, set forth above, will void all applicable warranties. Delco Remy® is a registered trademark of General Motors Corporation, licensed to Remy Inc., Pendleton, IN 46064.

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**TERMINAL DESCRIPTIONS** (Alternator will function without connecting the S, I or R terminals):

“B+” Terminal - Output terminal connects to the positive (+) battery terminal.

“S” Remote Sense™ Terminal – Connect to system voltage at the battery or a common distribution point.

“R” Terminal – Relay / Phase terminal carries half system voltage and may be used for certain types of control relays, charge indicators, tachometers or similar devices. The current draw should not exceed four (4) amperes. Frequency = Alternator RPM/10. **Notice!** The “R” Terminal is not the Remote Sense™ terminal – do not connect to B+!

“I” Terminal - The Indicator lamp/ignition terminal can serve as a current source, sink or both, depending on how it is connected. The diagram above shows one configuration. Current capability is 1.0 Amp in either direction.

**Ground Screw** – Ground lead ensures alternator is grounded and is strongly recommended for optimum performance.

- ♦ If installing this alternator with Remote Sense™ terminal in a vehicle that does not have a sense line, connect a fused (5 Amp) insulated wire from the Alternator Voltage Sense terminal to the positive (+) battery terminal or the common distribution point at the starter solenoid battery (+) terminal. Connection of this terminal is best for optimum performance; however, the alternator will function without Remote Sense™ connected.

Use a #16 gauge red insulated wire, preferably with a 1/4" ID Convuluted Polyethylene Conduit. Also install a standard inline fuse holder with a protective cap. Use a low voltage automotive standard blade style fuse, 5 Amp.

- ♦ Only connect the Remote Sense™ terminal line to the Remote Sense™ terminal. **The “R” and “I” Terminals are not the Remote Sense™ Terminal!**

**FIGURE 1 - 28SI™ Alternator Torque Values**

