CHRYSLER ALTERNATOR
Wiring Instructions

WARNING! Tuff Stuff 8509 and 9509 alternators are NOT TO BE USED with the factory relay (the relay between the alternator output terminal and battery) as Tuff Stuff alternators output is nearly double the factory amperage and the OE relay cannot handle the additional amperage.

<table>
<thead>
<tr>
<th>CORRECT WIRE SIZE IS CRITICAL!</th>
<th>AMPS@12V 60-100</th>
<th>1-5 FT 6 AWG</th>
<th>5-10 FT 4 AWG</th>
<th>10-15 FT 1 AWG</th>
<th>15-20 FT 0 AWG</th>
<th>20-25 FT 2/0 AWG</th>
<th>25-30 FT 3/0 AWG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chrysler Charging System Pre-1970</td>
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When used on a pre-1970 Chrysler charging system, the negative (-) Field terminal must be grounded as shown using the supplied jumper wire and screw.

Figure 1

1970 and up Chrysler Charging System

8509, 8509CSP, 8509DP, 8509RADP, 8509RAPDP, 8509RASP, 8509RCDP, 8509RCPD, 8509RCPS, 8509RCPD, 8509RFC, 8509RFSP, 8509RFDP, 8509RFDP, 8509RFSP

Figure 2
CHRYSLER ALTERNATOR
Wiring Instructions

Convert Pre-1970 Charging System to Electronic Voltage Regulator

8509, 8509CSP, 8509DP, 8509RADP, 8509RAPDP, 8509RASP, 8509RCDP, 8509RCPDP, 8509RCSP, 8509RDP, 8509RDPD, 8509RDPSP, 8509RGP, 8509RJSP, 8509SP, 9509CSP, 9509DP, 9509RCDP, 9509RCPDP, 9509RCSP, 9509RDP, 9509RDPD, 9509RDPSP, 9509RGP, 9509RJSP, 9509SP

Figure 3

1-Wire Alternator System

A Tuff Stuff 1-Wire alternator includes a 7530B custom voltage regulator that eliminates the need for an external voltage regulator.

8509DDP, 8509DSP, 8509RBDP, 8509RBPD7, 8509RBPD, 8509RBPSP, 8509RBSP, 8509RBDP7, 8509RDPD, 8509RDSP, 8509RDSP, 8509RDSP7, 8509RDSP, 8509RDSP, 8509RDSP, 8509RDSP, 8509RDSP, 8509RDSP, 8509RDSP, 8509RDSP

Figure 4

Tuff Stuff 1-Wire voltage regulator 7530B works ONLY with Tuff Stuff Chrysler alternators!