

GM/Saturn Alternator Wiring on DSMs with Jay Racign Alternator Relocation Kit

1G:

The vehicle's Black-White wire goes to the alternator's terminal "L" (Brown wire on our GM Pigtail) and the vehicle's Yellow wire goes to the alternator's terminal "F" (Black wire on our GM Pigtail). The Red wire does not need to be connected. Also, make sure the alternator has a good ground path. The case needs to be grounded and sometimes the black anodize coating on our parts does not allow a good enough conduction, we recommend sanding off the coating at the alternator and block attachment points or use split-lock washers to "dig in" through the anodize.

2G:

The vehicle's black with yellow stripe wire(light wire) goes to the alternator's terminal "L" (Brown wire on our GM Pigtail) and the vehicle's Red wire (Field Wire) goes to the alternator's terminal "F" (Black wire on our GM Pigtail). The Red wire does not need to be connected. Also, make sure the alternator has a good ground path. The case needs to be grounded and sometimes the black anodize coating on our parts does not allow a good enough conduction.

*** WIRING *** It is recommended that you run a 12v SWITCHED ignition source(F on the alt) wire to the alternator rather than use the constant 12v supply found in 2G cars. The saturn alternator will cause a small but constant drain on the alternator even when the key is switched off and the vehicle is parked. To prevent this, guys will tap into the Fuel Pressure Regulator Solenoid 12V wire on the firewall instead and run this to the alternator's terminal "F" (Black wire on our GM Pigtail).

NOTE: The Red wire on the 2g connector has 12 volts even with the key off. Unhook your battery before doing this!

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