

Alternators By



Quick Start Automotive Electric™
**Your #1 Source for High Output Alternators, Stock Alternators,
 Starters, Components and more!!!**
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Quicktifier Remote Bridge Rectifier System™

- Makes Alternators Last Longer And Lets You Have More Of The Power That You Paid For!
- Reduces "Noise" In Car Audio Systems And Two Way Radios Because Of The Greater Number Of Diodes.
- Bridge Rectifier Failure Is The #1 Cause Of Alternator Failure In Higher Electrical Demand Situations.
- Remote Bridge Rectifier Helps Get Heat Away From Your Alternator.
- Greater Number Of Diodes Reduces Thermal Falloff, Which Is The Reduction In Power Transfer As The Alternator Heats Up (Improves Cold/Hot Rating).
- Works On Trucks, Big Rigs, Industrial, Farm, Off-road And Other Applications
- Great If:
 - Your Alternator Has Failed One Too Many Times (Saves You Time And Money).
 - You've Added Equipment And Are Concerned About Your Alternator Holding Up (Makes Your Alternator Tougher).
 - Your Running An HHO, Hydroxy Or Other Constant Electrical Draw Type System
 - You've Increased The Amperage Of Your Existing Alternator And It Still Has A Single Bridge Rectifier.
 - Your A Stereo Installer, You've Installed A Stereo System And Your Concerned The Client's Alternator May Not Hold Up (Make Extra Money Installing The Quicktifier, Call For Commercial Discounts). Every Time You Sell A High Watt System You Should Be Installing The Quicktifier.
 - The Quicktifier 210 & 420™ Remote Rectifier Systems Are Great For BMW, Toyota, Lexus, Acura, Honda, Mercedes, Chrysler, Pontiac, Ford, Hyundai, Nissan, VW, Buick, Lincoln, Hummer, Chevrolet, GMC, And Just About Every Vehicle On The Market.



This Product Can Help...

Introducing the Quicktifier 210™ and the Quicktifier 420™ Heavy Duty Dual/Remote Bridge Rectifier System

Our unique secondary bridge rectifier system can recover wasted power (power you paid to generate but loose) from your alternator. Plus, it takes the load off the alternators internal rectifier giving you greater reliability and performance.

How the Quicktifier Can Make Your Stereo or Two Way Radio Sound Better

First on how the "Noise" in your stereo is generated. Some "noise" can come from ignition components but considerable noise is generated in the vehicles alternator, here's how: When the alternator generates power it does it in the form of AC (alternating current) then the diodes in the bridge rectifier convert the AC current to DC (direct Current) to match the vehicles electrical system. The "Noise" is generated at the point where the AC current "Squeezes" through the diodes to be converted to DC current. The lower amperage or more worn out the diodes are in the alternator the more noise they will make in the electrical lines which comes out your speakers. The greater number of diodes offered by adding the Quicktifier opens up the pathway of AC to DC conversion. The average alternator has 6 diodes in the alternator. The Quicktifier 420 has 12 diodes so if you add that to an alternator that already has 6 diodes you end with a total of 18 diodes. You can imagine current will pass through 18 diodes much easier than it can 6 diodes. The easier pathway increases power conversion and reduces noise in your speakers. This product makes sense and works, let it work for you.

[Click here for info on Buying the Quicktifier-210™ and Quicktifier-420™ Remote Bridge Rectifier System™](#)



How The Quicktifier 210™ and Quicktifier 420™ Heavy Duty Dual/Remote Bridge Rectifier Systems Work

Alternators make AC (alternating) current using a bridge rectifier with diodes to convert that AC current into DC (direct) current for use by the vehicle's electrical system. When your alternator's voltage regulator senses the need for electricity the regulator tells the alternator to start making electrical power. The alternator is then turned on and making electricity it taking power from the engine to generate the electrical power in the alternator, the more electrical power an alternator makes the more it costs.

Here's where and how you loose some electrical power from your alternator. When your alternator is making AC power, which you pay for, and your bridge rectifier cannot transfer that AC power to DC it gets rid of it in the form of heat. You pay for generating power, then some of it gets wasted in the form of heat, because the alternator's internal rectifier is not efficient enough to transfer all the AC power, which you paid for, into DC

power. To top it off, the more demand you put on your alternator the internal bridge rectifier becomes less efficient and more power is wasted.

So if you are powering an HHO system or some other continuous demand system you are paying even more. The Quicktifier 210™ and Quicktifier 420™ help recover that wasted power by tapping into the alternator stator leads where the AC power is generated. By tapping into these AC lines before they go into the alternators internal bridge rectifier the external rectifier is offering a more efficient pathway out of the alternator in transferring the AC power generated into DC power. The increased throughput of higher amperage rated diodes, larger wires and a high volume fan to keep the remote rectifier cool work together to create greater efficiency and less wasted power.

The Quicktifier 210™'s rectifier is rated at 210 amperes, the Quicktifier 420™'s is rated at 420 amperes, much higher than any alternators internal bridge rectifier. Because of the recovery of formerly wasted power you can power your system, whether it's your stereo, HHO System, Emergency vehicle, or other high demand system for less money and less down time. The Quicktifier-210™ or 420 will make electrical systems work better and your alternator's bridge rectifier last longer.

The Quicktifier 210™ or Quicktifier 420™ can be connected to just about any alternator by an experienced alternator technician. Our Unique remote rectifier system helps recover wasted power from your alternator plus adds greater durability against bridge rectifier failure caused by heavy use.

[Click here for info on Buying the Quicktifier-210™ and Quicktifier-420™ Remote Bridge Rectifier System™](#)

Features:

• Quicktifier 210™

- Heavy Duty Bridge Rectifier Rated At 210 Amperes.
- Die Cast Aluminium Housing.
- 5.47"W X 4.01"H X 3.05"D
- High Volume Turbo Fan For Cooling.
- 9' Of Gasoline, Oil & Abrasion Resistant Large Gage AC Wire.
- 3 -70 Amp, 300 Volt Non Avalanche Diodes.

• Quicktifier 420™

- Two Heavy Duty Bridge Rectifiers Rated At 420 Amperes Combined.
- Die Cast Aluminium Housing.
- 5.47"W X 4.01"H X 3.05"D
- High Volume Turbo Fan For Cooling.
- 9' Of Gasoline, Oil & Abrasion Resistant Large Gage AC Wire.
- 6 -70 Amp, 300 Volt Non Avalanche Diodes.

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General Instruction on How to Install the Quicktifier

[Click Here or on video below to see how to use & install the Quicktifier Remote Rectifier System](#)

[Click here for info on Buying the Quicktifier-210™ and](#)

Quicktifier-420™ Remote Bridge Rectifier System™***** CAUTION *****

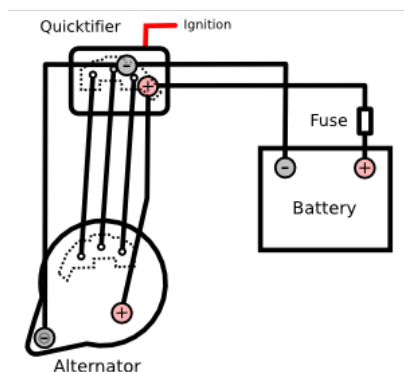
These are general instructions and may not include all details for installation on your model alternator. For more information see the installation videos or talk to your local auto electric service tech. Use extreme caution and care when installing this product. You are working with alternating current (AC), the same that is in the electrical outlet of your home. Alternating current can kill. Make sure that the three AC lines that run from the alternators internal bridge rectifier to the quicktifier are secured well and covered with wire conduit to further protect. These wires should never be allowed to touch & rub on any metal surface. If they short to the metal part of the vehicle it will send AC current through the vehicles metal components, potentially causing great damage & possible death.

Step 1

First, you determine if your alternator is the type that needs to be opened up to connect the Quicktifier system or does your alternator have a cover on the back that can easily be removed and the system installed.

If you have the alternator type that needs to be opened up this is what you do. Open your alternator by first removing the case screws, then pry the two halves apart. If you have the alternator type with a rear cover that needs to come off you remove the cover. On the alternator type that you split apart you must make sure you reset the brush holder by pushing the springs & brushes back into the brush holder case, then use a pin or a toothpick in the hole that comes out the back of the case. remove the pin after your put the cases back together.(on units with rear cover you don't do this part) Once the alternator is apart you locate the three (AC) stator leads attached to your alternator's internal bridge rectifier. Some alternators have nuts & studs, some have screws and some stator leads are soldered to the bridge rectifier. For both the nut & stud and screw type you use the ring terminals provided to attach the stator leads. shrink tubing, insulate the already terminated ends of the AC wire, and attach those to the bridge rectifier leads. Now, route the leads outside of the alternator case, this is easily done by using an existing hole or drilling a small hole in the rear case then installing an insulating grommet or bushing the make sure the wires do no short to the case and are secured well inside the alternator so the do not hit the spinning rotor inside the alternator.

Below is a diagram of Quicktifier hookup

**Step 2**

Once the cables have been attached and safely routed, put the remaining insulators on the AC wire and crimp the three included ring terminals to their stripped ends. Connect these terminals to the bridge rectifier, or bridge rectifier stack, inside the quicktifier. It does not matter in what order the AC wires that come from the alternator connect to the 3 studs in the quicktifier.

Step 3

Now that the Quicktifier is attached to your alternator, close the quicktifier case and mount both under your hood. Connect a ground cable from Quicktifier negative (-) to the battery negative (-), and connect a fused positive battery cable from Quicktifier positive (+) to battery positive (+). Then run a ground cable from the alternator case to the Quicktifier negative (-) and a positive cable from alternator battery post to quicktifier positive (+).

Step 4

With the Quicktifier nearly hooked up, now run a line with a 1/2 amp fuse inline from a positive ignition source (a line that is only hot when the key is turned) to the red ignition cable on the back of the Quicktifier. A male spade crimp connector is provided for your convenience. Connecting this line runs the fan and is crucial for proper quicktifier installation and use.

[Click here for info on Buying the Quicktifier-210™ and Quicktifier-420™ Remote Bridge Rectifier System™](#)

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