

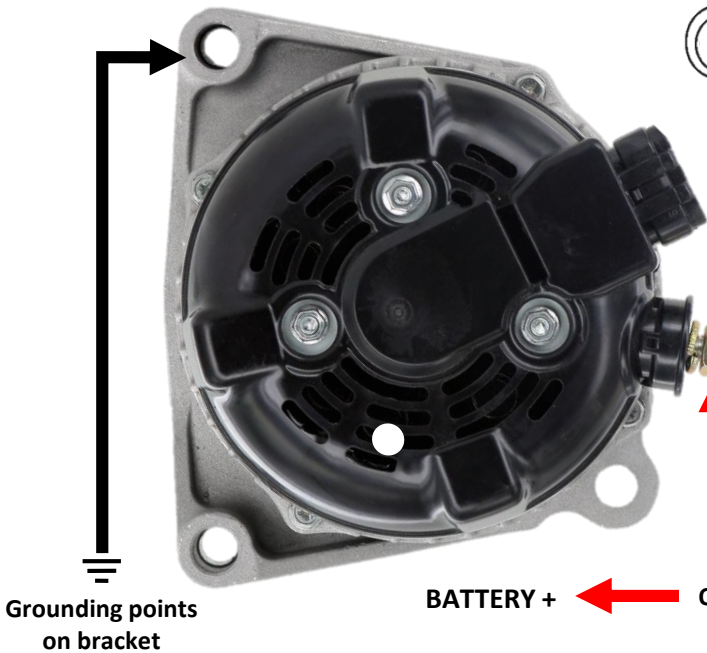


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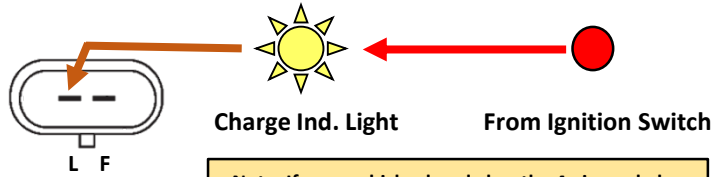
WIRING INSTRUCTIONS

GM 175/245 Amp Alternator Upgrade (3 Wire Hookup)



Grounding points
on bracket

BATTERY +



Charge Ind. Light

From Ignition Switch

Note: If your vehicle already has the 4 pin oval plug you can simply reuse this plug or wire in a equivalent connector. The following adapter harnesses are also available for a plug and play installation when doing this conversion.

#136 SI to CS130D/AD
#161 CS130 to CS130D/AD

Charge Post Size
M8 x 1.25



BATTERY + ON
STARTER SOLENOID

Disconnect Battery Negative (-)

READ ALL INSTRUCTIONS IN BOX!

Charge Wires:

175 Amp Alt. use 4 gauge up to 6 ft.
245 Amp Alt. use 2 gauge up to 6 ft.

Alternator Ground: Many mounting brackets are powder/clear coated, painted, or plated resulting in poor grounding. **ALL** alternator and bracket mounting points **MUST** be bare metal.

Battery must have a clean ground to engine block.

Wire Connections: Be sure all terminals are crimped securely, and connections are clean and tight.

Belt Tension: Inspect belt for signs of cracking or glazing. Replace belt/tensioner if needed. **A loose belt will cause intermittent charging and generate excessive heat resulting in premature unit/bearing failure.**

A fully charged battery is at least 12.6V, not 12.0V. A weak/defective battery will cause premature failure. **Never disconnect the battery with engine running!** This causes voltage spikes that will damage the alternator.

DO NOT EXCEED 18,000 ALTERNATOR SHAFT RPM

FAILURE TO FOLLOW THESE INSTRUCTIONS MAY VOID YOUR WARRANTY

Warranty void if unit is soaked in Oil or Mud