



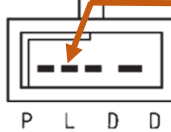
# WIRING INSTRUCTIONS

## GM CS130/121 Alternator (One Wire or OE Hookup)



**Charge Post Size**  
M6 x 1.0  
1/4 -28 For Side  
Post Option

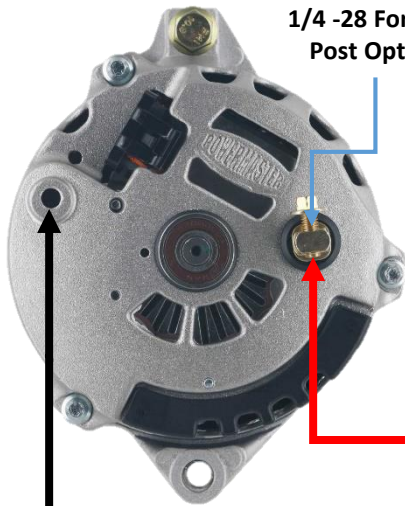
GM CS Style Plug



Charge Ind. Light



From Ignition Switch



**Ground/Support Tab**  
M8 x 1.25

BATTERY +

OR



BATTERY + ON  
STARTER SOLENOID

**Optional Charge Indicator Light Function:** Your Powermaster Alternator is designed to work as a 1 wire without any connections to the plug in. The function of the plug is to run a charge indicator (Idiot Light) only. This plug also does not serve as a hookup point for a voltmeter, or help charging at idle. **This connection has no effect on charging performance.**

**Disconnect Battery Negative (-)**

**READ ALL INSTRUCTIONS IN BOX!**

**Charge Wires:**

100/105 Amp Alt. use 8 gauge up to 6 ft.

140/155 Amp Alt. use 6 gauge up to 6 ft.

**Alternator Ground:** Many mounting brackets are powder/clear coated, painted, or plated. The alternator will not ground properly without a ground wire from the Alt. housing to the engine block. (This wire should match charge wire size)

**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 if needed. **A loose belt will cause intermittent charging and generate excessive heat resulting in premature unit/bearing failure.**

For V belt units follow attached pulley tag.

**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**

(See Catalog pg.45 for more info)

**FAILURE TO FOLLOW THESE INSTRUCTIONS MAY VOID YOUR WARRANTY**

Warranty void if unit is soaked in Oil or Mud