



# WIRING INSTRUCTIONS

GM SI Alternator (One Wire or OE Hookup)



Replaces these OEM Alternators



**GM 10DN**  
Externally  
Regulated



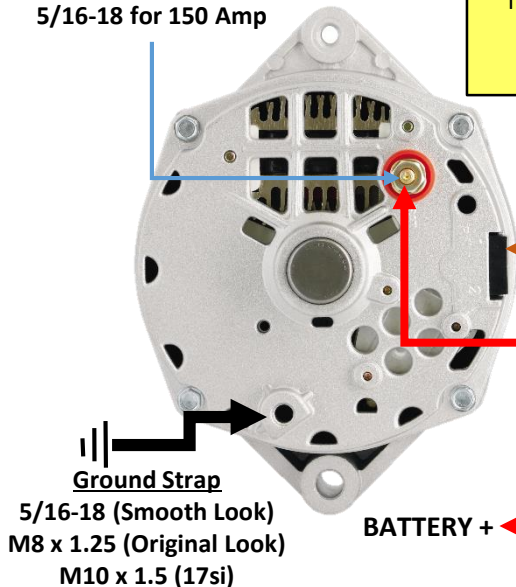
**GM 10SI**  
Internally  
Regulated

## Wiring Instructions for Internal & External Regulator to 10SI/12SI/17SI 1 Wire Upgrade

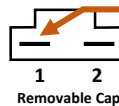
### Charge Post Size

12-24 for 100/120 Amp  
5/16-18 for 150 Amp

**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.**



GM 12SI Style Plug  
(Ind. Light) (D)



Charge Ind. Light



From Ignition Switch

**BATTERY +** ← OR



**BATTERY + ON**  
STARTER SOLENOID

**NOTE:** If you would like to retain the charge indicator light when converting from External regulator. See part number #150 for a plug and play DN to SI series adapter.

**Disconnect Battery Negative (-)**

### READ ALL INSTRUCTIONS IN BOX!

#### Charge Wires:

100 Amp Alt. use 8 gauge up to 6 ft.  
120 Amp Alt. use 6 gauge up to 6ft.  
150 Amp Alt. use 6 gauge up to 6ft.

**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)**