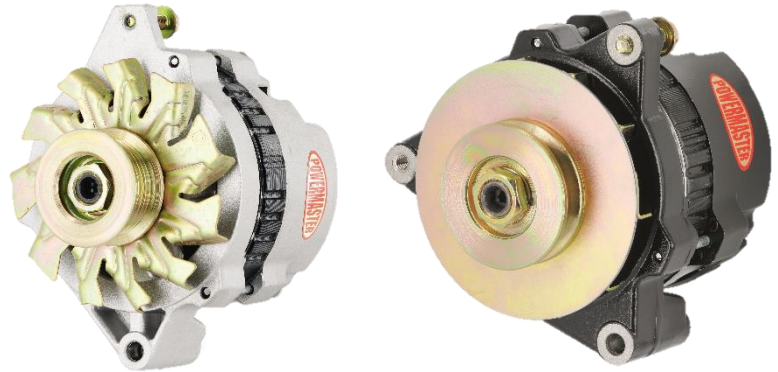




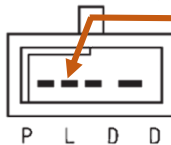
WIRING INSTRUCTIONS

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



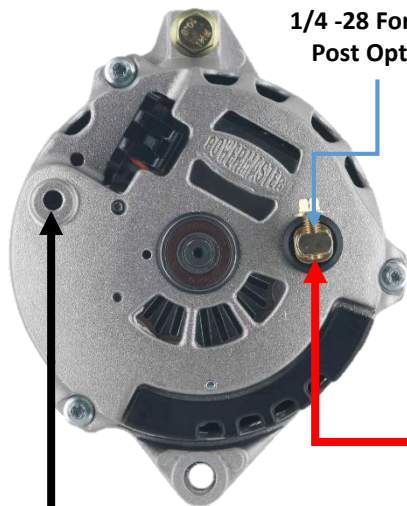
Charge Post Size
M6 x 1.0
1/4 -28 For Side
Post Option

GM CS Style Plug



Charge Ind. Light

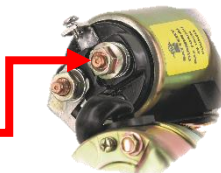
From Ignition Switch



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