

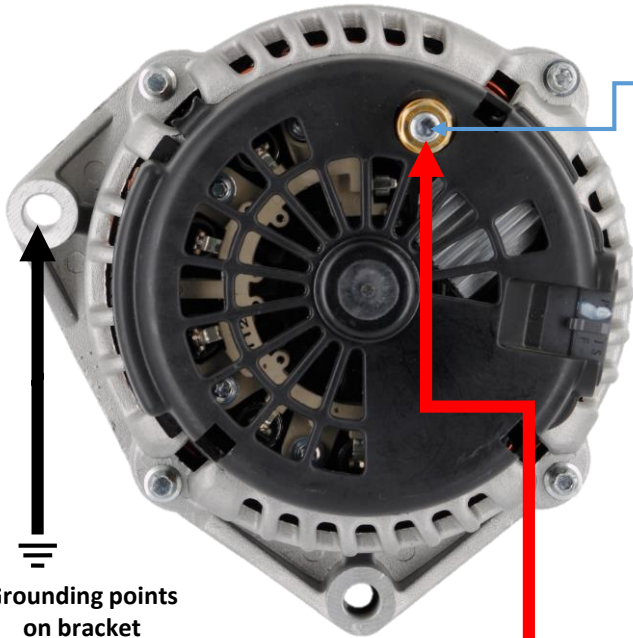


WIRING INSTRUCTIONS

GM CS130D/AD Alternator (One Wire or OE Hookup)



Charge Post Size
M8 x 1.25
1/4 -28 For Side
Post Option



Grounding points
on bracket

BATTERY + ← OR

1-wire or O.E. Plug



P L I/F S
4-Pin

Removable Cap for
O.E. Hookup

OR

O.E. Plug Only



FR L
2-Pin



BATTERY + ON
STARTER SOLENOID

Disconnect Battery Negative (-)

READ ALL INSTRUCTIONS IN BOX!

Charge Wires:

120 Amp Alt. use 6 gauge up to 6 ft.

165 Amp Alt. use 4 gauge up to 6 ft.

180/220/245 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.**

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