



# WIRING INSTRUCTIONS

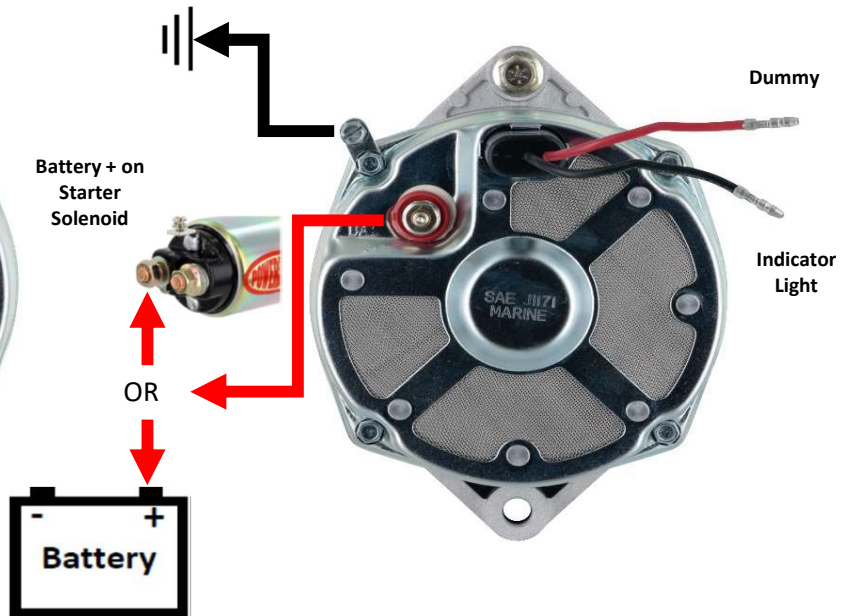
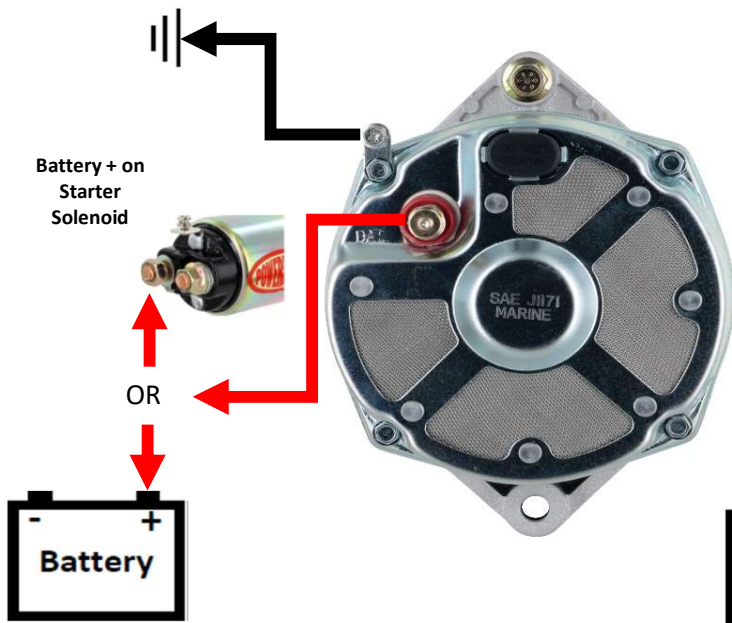
GM SI "OFF ROAD" Shielded Alternator



Need Help, or Questions!  
 Tech Dept.  
 (630) 957-4019  
 Tech@powermasterperformance.com

## 1-Wire

## 1-Wire with "Dash Light" Function



**Disconnect Battery Negative (-)**

**READ ALL INSTRUCTIONS IN BOX!**

**Charge Wires:**

100 Amp Alt. use 8 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 the 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**