



STARTERS & ALTERNATORS

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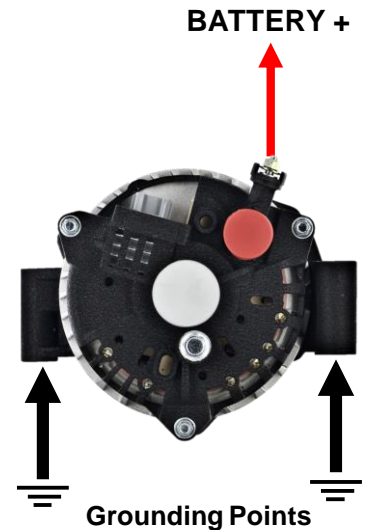
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# WIRING INSTRUCTIONS

## Ford Powerstroke Diesel Alternator Upgrade



**Mounting:** These trucks came equipped factory with either a small or large frame alternator. When upgrading alternators it is required to check the clearance between the alternator body and the radius of the mounting bracket. If your unit clears you are good to go, if the unit rubs the mounting bracket use the (3) supplied spacers to raise the unit and reinstall with OEM bolts for a proper install. Failure to check this clearance can result in a cracked housing.



### Disconnect Battery Negative (-)

### READ ALL INSTRUCTIONS IN BOX!

#### Charge Wires:

150-175 Amp units use 4 gauge up to 6ft.

200-245 Amp units use 2 gauge up to 6ft.

**Alternator Ground:** Always clean the mounting surfaces of the alternator bracket for proper grounding. Bolt threads will not supply a sufficient ground, use a ground strap from the alternator to battery neg for best results. (Should be same size wire as power cable)  
**Battery must have a clean ground to engine block.**

**Wire Connections:** Be sure all terminals are crimped securely, and all 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/belt failure.**

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

Warranty void if unit is soaked in Oil or Mud