



WIRING INSTRUCTIONS

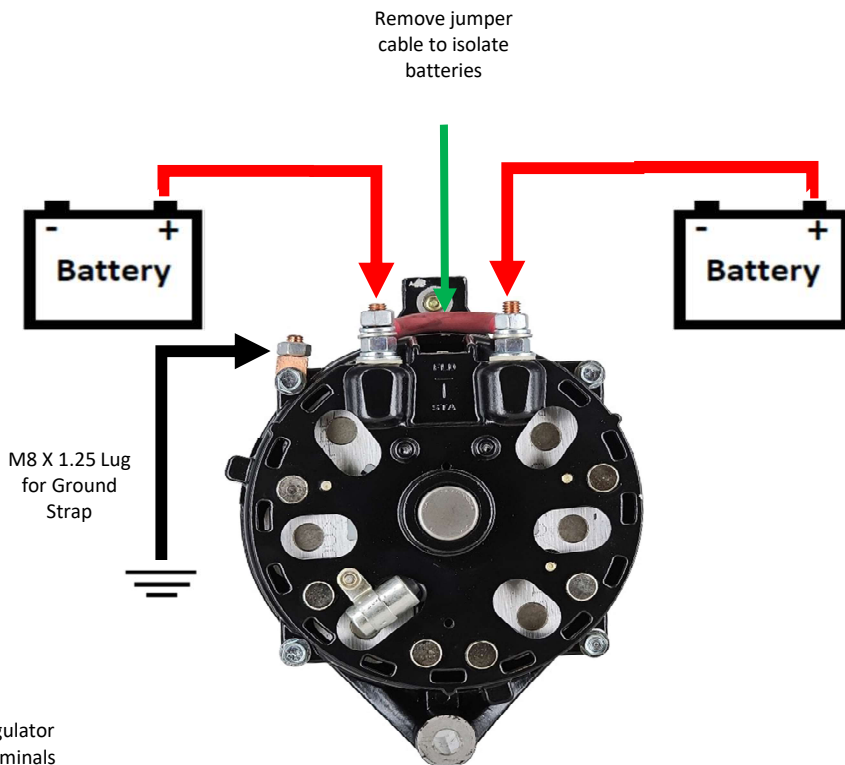
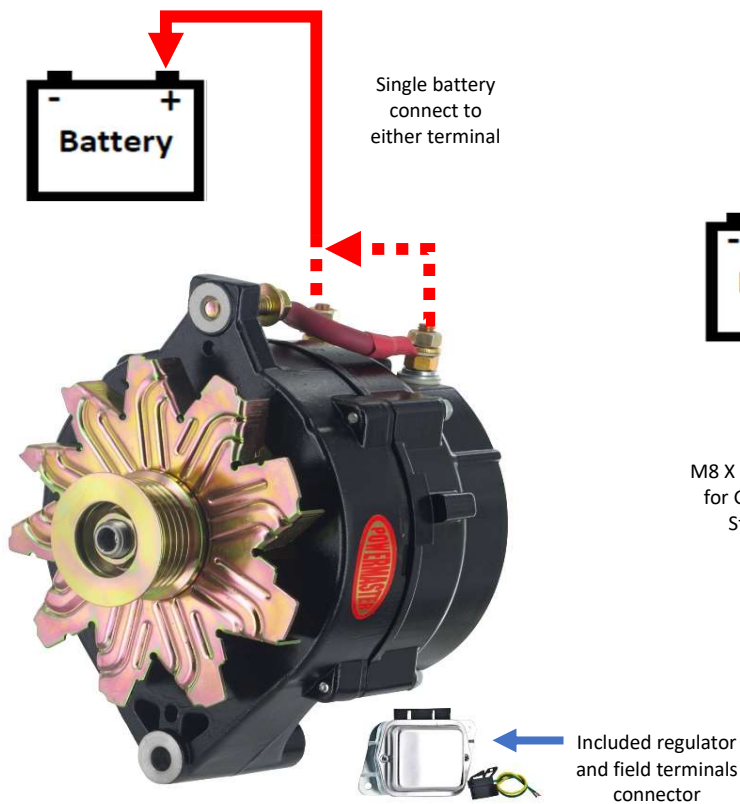
200A Dual Output Performance Alternator

DUAL OUTPUT 200A Alternator: This is a custom alternator that offers true battery isolator without the voltage drop associated with stand-alone type isolators, the unit utilizes 12 high amp, pressed diodes and a custom CNC machined rectifier housings, This unit is a bolt on replacement for certain Ford vehicles, but can be custom mounted on other vehicles with installer fabricated brackets

Tech Dept.

(630) 957-4019

Tech@powermasterperformance.com



Disconnect Battery Negative (-)

READ ALL INSTRUCTIONS IN BOX!

Charge Wires:

200 Amp Alt. use minimum 2 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

DO NOT EXCEED 18,000 ALTERNATOR SHAFT RPM

(see catalog pg.45 for more info)

FAILURE TO FOLLOW THESE INSTRUCTIONS MAY VOID YOUR WARRANTY