

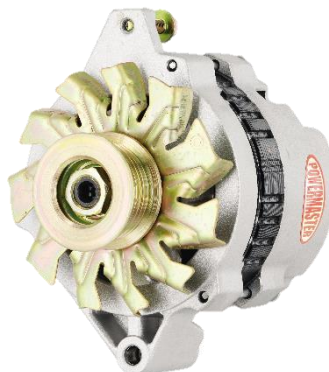


Tech Dept.
(630) 957-4019

Tech@powermasterperformance.com

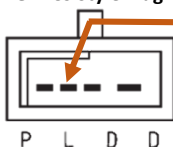
WIRING INSTRUCTIONS

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



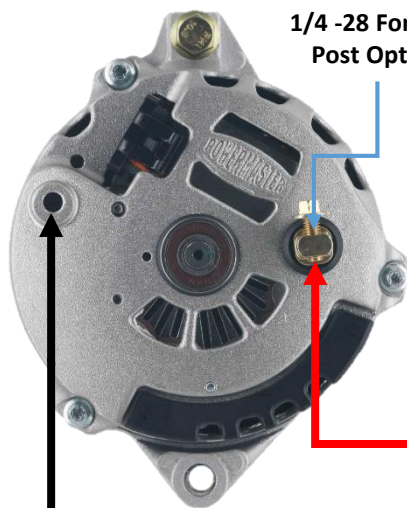
Charge Post Size
M6 x 1.0
1/4 -28 For Side
Post Option

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

Alternator Pulley and Fan, Removal & Installation Process

1. Open box and remove alternator. Visually inspect alternator.
2. Place alternator on secure horizontal surface resting on packing foam from original shipping. (alternator should be sitting as if it were in the installed position on vehicle)
3. **NEVER attempt to remove or install pulley w/alternator in the upright position. Do not hold fan.**
4. Hold pulley firmly to brace for removal. Use of gloves is recommended. **Do not hold fan.**
Using a thin wall 15/16 socket on an impact wrench. (Race alternators may have a different size nut)
Hold pulley firmly and engage impact wrench counterclockwise to remove nut.

Step 1.



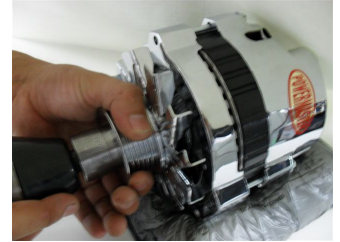
Step 2.



Step 3.



Step 4.



5. Pulley should slide off of shaft. Do not force pulley on or off alternator. (This may cause internal damage to the alternator)
6. Remove fan. Ensure bearing spacer is on alternator shaft before installing fan.
7. Slide fan and pulley onto alternator shaft. (Do not force pulley on, this may push the bearing out of the rear of the alternator and/or cause internal damage) Slide lock washer onto alternator shaft in front of pulley. Start nut onto alternator shaft by hand.

Step 5.



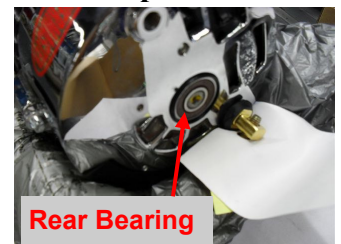
Step 6.



Step 7.



Step 7. cont.



8. Hold pulley firmly and engage impact wrench clockwise to tighten nut. (aprox 70 ft lbs)
9. Turn pulley by hand to verify free rotation.
10. If pulley rotates freely, the alternator is now ready to install. Ensure proper belt tension.

Step 8.



Step 9.



Step 10.



Proper belt tension is critical to the performance of the alternator!



**TECH DEPT
(630) 849-7754**