

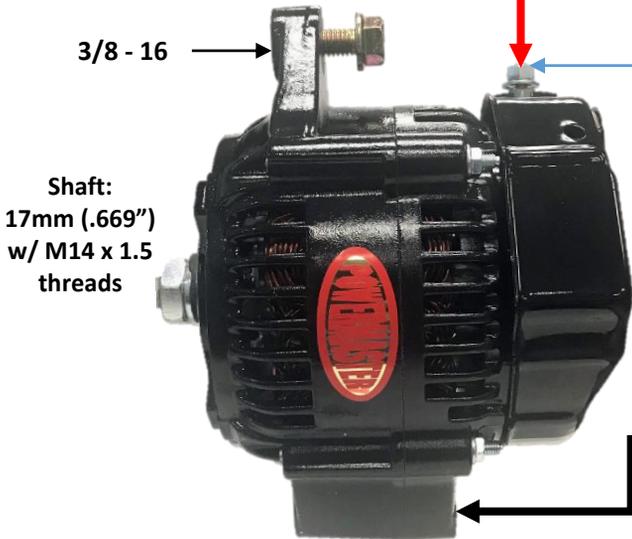
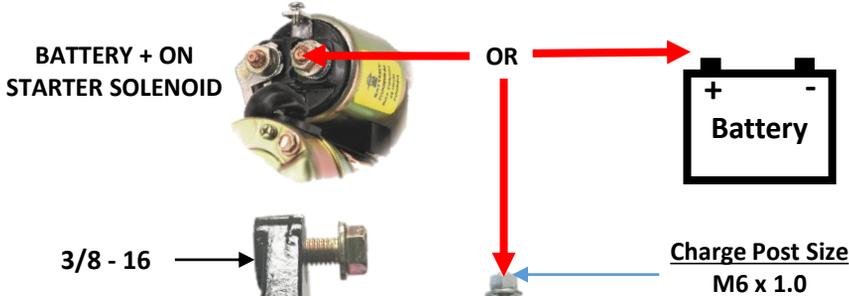


WIRING INSTRUCTIONS

DENSO Style Race Alternator (118mm)
(One Wire Hookup)



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STOP

DO NOT CHOOSE AN ALTERNATOR BY SIZE!
Always verify your vehicles amp load before installation (See attached page). Choosing a unit without sufficient amperage output can result in poor performance and premature failure.
Note: Idle amperage should still be considered for race applications.

Grounding: Make sure all alternator and bracket mounting points are free of any paint, anodizing, powder coat, clear coat, or plating.
Note: A Motor plate does not guarantee grounding!

Disconnect Battery Negative (-)
READ ALL INSTRUCTIONS IN BOX!

Charge Wires:
150-180 Amp Alt. use 4 gauge up to 6 ft.
Note: When using a battery disconnect switch, run the charge cable to either the battery + or the battery post of the switch.

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 (16V batteries should be 17.2V). 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 20,000 ALTERNATOR SHAFT RPM
(See Attached Page for more info)

FAILURE TO FOLLOW THESE INSTRUCTIONS MAY VOID YOUR WARRANTY

Warranty void if unit is soaked in Oil or Mud