



Tech Dept.
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WIRING INSTRUCTIONS

Ford 2G Alternator **(OE Hookup Only)**



Warning: These units are intended for use as an OE style replacement and NOT for use with added electrical load. For upgrade units see our catalog or give us a call at 630-957-4019

Harness: The unit will come with a new connector for your battery feed (Rect Plug) use the supplied connector to replace your old plug. These units used a plug style battery wire which is the weak point of the system, this plug can become worn and cause a loose connection or failure.



VR Plug



A(+)
S (STS)
I (L/IG)

Rect Plug



BAT
S (ST)



Ground (M8 x 1.25)

Disconnect Battery Negative (-)

READ ALL INSTRUCTIONS IN BOX!

Alternator Ground: Many mounting brackets are powder/clear coated, painted, or plated resulting in poor grounding. Attach a ground strap to the threaded hole on the back of the alternator for best performance. (Use same gauge as charge 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