



Tech Dept.  
(630) 957-4019

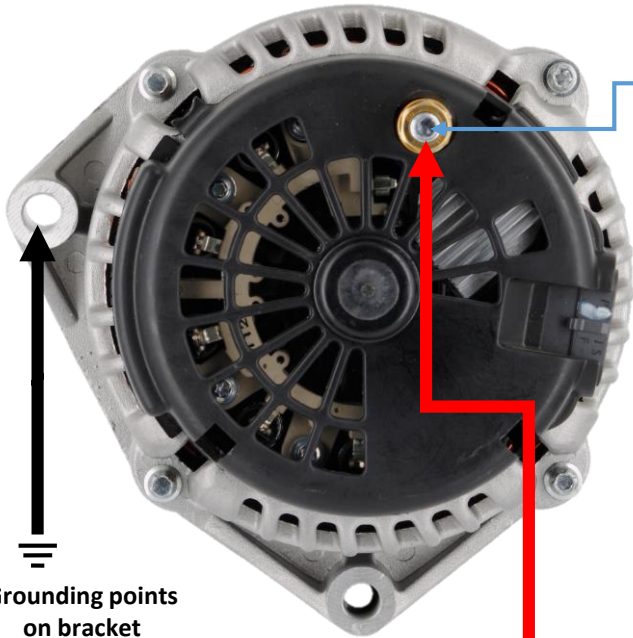
Tech@powermasterperformance.com

# WIRING INSTRUCTIONS

GM CS130D/AD Alternator  
(One Wire or OE Hookup)



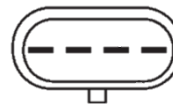
Charge Post Size  
M8 x 1.25  
1/4 -28 For Side  
Post Option



Grounding points  
on bracket

BATTERY + OR

1-wire or O.E. Plug



P L I/F S  
4-Pin

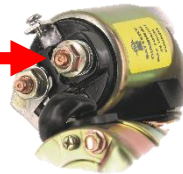
Removable Cap for  
O.E. Hookup

OR

O.E. Plug Only



FR L  
2-Pin



BATTERY + ON  
STARTER SOLENOID

**Disconnect Battery Negative (-)**

**READ ALL INSTRUCTIONS IN BOX!**

**Charge Wires:**

120 Amp Alt. use 6 gauge up to 6 ft.

165 Amp Alt. use 4 gauge up to 6 ft.

180/220/245 Amp Alt. use 2 gauge up to 6 ft.

**Alternator Ground:** Many mounting brackets are powder/clear coated, painted, or plated resulting in poor grounding. **ALL** alternator and bracket mounting points **MUST** be bare metal.

**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 belt/tensioner 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**