



STARTERS & ALTERNATORS

Tech Dept.  
(630) 957-4019

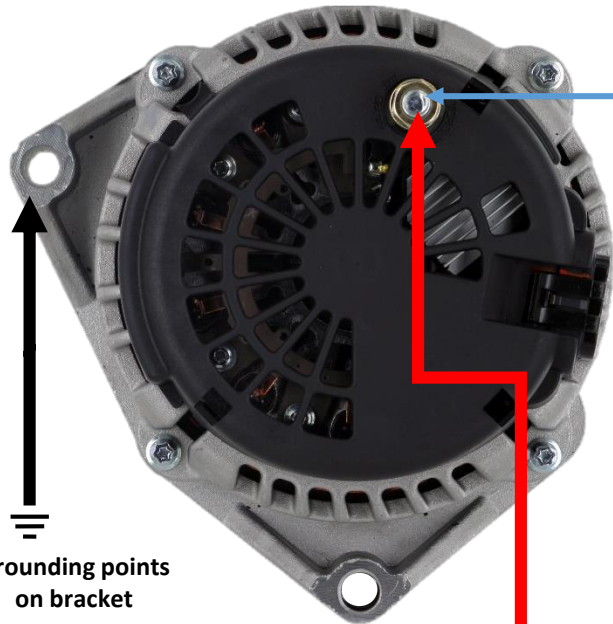
Tech@powermasterperformance.com

# WIRING INSTRUCTIONS

## GM AD244 Alternator

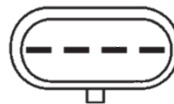


**Note for Corvette Units:**  
Because of variations in factory Corvette pulley diameters, a longer belt may be needed. (Gates K060806 or equivalent)  
Units are supplied with current production style decoupler pulley.



Charge Post Size  
M8 x 1.25

"Corvette"  
1-wire or O.E. Plug

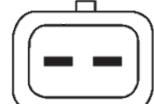


P L I/F S  
4-Pin

Removable Cap for  
O.E. Hookup

OR

"Camaro"  
O.E. Plug Only



FR L  
2-Pin

Grounding points  
on bracket

BATTERY + OR

BATTERY + ON  
STARTER SOLENOID

**Disconnect Battery Negative (-)**

**READ ALL INSTRUCTIONS IN BOX!**

**Charge Wires:**

220 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.**

**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**