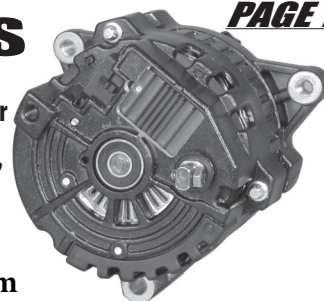




DELCO ALTERNATORS

The XSvolt alternators have a state of the art voltage control system that offers a combination of features and options never before available



PLEASE READ ALL INSTRUCTIONS BEFORE INSTALLING YOUR NEW ALTERNATOR.

GENERAL INSTRUCTIONS Phone: (630) 957-4019 Email: tech@powermasterperformance.com

***THIS IS A "ONE WIRE" ALTERNATOR, SO THE BATTERY CHARGE WIRE IS THE ONLY CONNECTION REQUIRED FOR STANDARD ALTERNATOR OPERATION. XSvolt UNITS COME FACTORY SET AT 14.9V FOR STANDARD USE.**

Original vehicle wiring- GM vehicles that have the same style plug as the XSvolt alternator, can be plugged directly into the alternator. Powermaster has adapter plugs to convert most other GM connectors to the XSvolt type.

HIGHER VOLTAGE CANNOT COMPENSATE FOR TOO SMALL AN ALTERNATOR- The voltage level of the XSvolt system can only be maintained if the alternator is operating at or below its amperage capability. If the vehicle's amperage load is greater than the alternator's capability, then the supplemental amperage will have to be supplied by the battery, which will cause voltage to fall. Once this situation has occurred, increasing the alternator's voltage set point will not remedy the low voltage.

EXCESSIVE VOLTAGE CAN DAMAGE ELECTRICAL COMPONENTS- Increasing the voltage level beyond typical levels can increase certain electrical component performance, but excessively high voltage can be damaging. Refer to the component owner's manual or contact the manufacturer to determine the maximum voltage for safe operation of all aftermarket electrical components. **For all original equipment components, voltage should not be allowed to exceed 15.2 volts. Powermaster is not responsible for damage resulting from voltage levels exceeding component manufacturer's recommendations.**

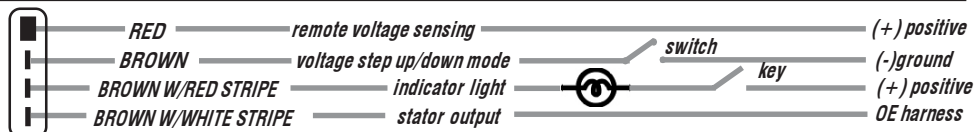
OPTIONAL FEATURES [The following options are available, but their activation is not required]

Adjustable voltage set point- This feature allows the end user to adjust the voltage level that the alternator sees as its ultimate goal. This is accomplished by turning the small white potentiometer located in the **Heat sink** on the rear of the alternator. Make adjustments with a small Philips or flat screwdriver, taking care not to rotate the potentiometer beyond its physical limitations. The approximate adjustable range is 13.5V through 18.5V and increases with **clockwise rotation**.

To adjust, first, **TURN OFF** all nonessential vehicle accessories. Next, confirm the battery is in a charged state by using a hand-held digital voltmeter to test voltage at the battery terminals (12.4V+ if 12 volt system/16.5V+ if 16 volt system). **Start the vehicle** and adjust system voltage (measured at the battery) to the desired level. After the adjustment is set, bring the engine to a fast idle while monitoring the voltage, if voltage increases, readjust to desired voltage level while maintaining a fast idle. (see page 2 for additional instructions and precautions)

WARNING: MAKE ADJUSTMENTS WITH ALL NONESSENTIAL VEHICLE ACCESORIES OFF. ADJUSTING VOLTAGE WITH AMPLIFIERS, LIGHTS, OR OTHER HIGH AMPERAGE ACCESORIES ON CAN RESULT IN DANGEROUSLY HIGH VOLTAGE WHEN ACCESORIES ARE THEN SWITCHED OFF.

NOTE: Activating secondary optional features requires XSvolt plug/harness P/N 127. Remove rubber cover on rear of alternator before inserting



REMOTE VOLTAGE SENSING- This feature allows the alternator to "see" the voltage at a remote point instead of just at the alternator, resulting in better compensation for voltage drops. Activating this feature will override the voltage step up/down mode and the adjustable voltage feature, setting it at 14.5V.

To activate this feature connect the red wire on the XSvolt plug/harness to any **positive(+)** point where voltage sensing is desired, typically at the battery. When extending the sense wire use 14 AWG or larger wire.

INDICATOR LIGHT- This is an output for a NO CHARGE indicator light. When this feature is utilized, a light will be illuminated when the key is in the run position and the alternator is not charging. The light will not illuminate when the engine is running and the alternator is charging.

To activate this feature, connect the brown wire w/red stipe on the XSvolt plug/harness to one side of a 250mA bulb (a typical dash light) and connect the other side to a switched **positive (+)** source that is on when the ignition key is in the run position.

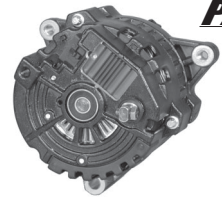
STATOR OUTPUT- On the Delco style units, this output can be used to drive certain OE tachometers (often found on diesel engines) or to activate certain OE chokes (often found on early model Ford vehicles).

VOLTAGE STEP UP/DOWN MODE- This feature can be used to remotely step the voltage set point up or down 1.25V from the previously adjusted setting.

To use as a step up mode: Normally ground the brown wire on the XSvolt plug/harness and use a switch to remove the ground when a 1.25V step up is desired.

To use as a step down mode: Leave the brown wire normally open. Use a switch to apply ground to the brown wire when a 1.25V step down is desired. (see page 2 for additional instructions and applications)

INSTRUCTIONS



Phone: (630) 957-4019

Email: tech@powermasterperformance.com

APPLICATIONS

CIRCLE TRACK RACING APPLICATIONS -- The XSvolt alternator can be setup to create a *Power Saving Mode*. This mode allows the alternator's normal charging to be temporarily reduced to reclaim as much as 50% of the alternator's horsepower requirements. Suggested times for use would include: when qualifying, in straight-aways, and the sprint for the checkered flag at the end of the race. The mode can be triggered with a full throttle activated momentary switch, a dash mounted toggle, or by any other innovative means. To do this, simply ground the brown wire from the XSvolt harness through the inline ON/OFF switch. With the switch in the OFF position (not grounded), adjust the voltage (as directed on page 1) to the preferred battery charge voltage. When the switch is in the ON position (grounded), the voltage will drop 1.25V from its previously set level.

DRAG RACING APPLICATIONS -- The XSvolt alternator can be setup to offer a *High Voltage Quick Recharge Mode*. This mode allows the alternator's normal charge rate to be temporarily boosted to prioritize charging when horsepower is in abundance while in the pits, during staging, and on the return slip. The mode can be triggered with a full throttle activated momentary switch, a dash mounted toggle, or by any other innovative means. To do this simply ground the brown wire from the XSvolt harness through the inline ON/OFF switch. With the switch in the ON position (grounded), adjust the voltage (as directed on page 1) to optimal voltage desired during the pass. *Keep in mind that higher voltage levels maximize your electronics' performance, while lower voltage settings minimize horsepower requirements from the engine.* When the switch is in the OFF position (not grounded), the voltage will increase 1.25V from its previously set level. Make certain that the highest setting is within safe limits for the battery and all electronics.

NOTE: Activating secondary optional features requires XSvolt plug/harness P/N 127



HIGH AMP/ SPL APPLICATIONS -- The XSvolt alternator can be configured to optimize daily driving voltage, as well as to maximize performance voltage for high amp situations.

Option one: Ground the brown wire from the XSvolt harness through an inline ON/OFF switch mounted on the dash. With the switch in the ON position (grounded), adjust the voltage (as directed on page 1) to the preferred *daily driving* level. Next, move the switch to the OFF position (not grounded) and test the voltage at the battery. The resulting voltage should be approximately 1.25V higher than previously tested. Make certain that the highest setting is within safe limits.

NOTE: Activating secondary optional features requires XSvolt plug/harness P/N 127



Option two: Connect the red sense wire from the XSvolt harness to the positive battery post through an inline, dash-mounted ON/OFF switch. Use 14 AWG or larger wire to extend the sense wire. With the switch in the OFF position (no voltage applied) set the voltage to the preferred *performance voltage level*. Make certain that the highest setting is within safe limits. When the switch is in the ON position (voltage applied), the voltage level will be set at 14.5V (*daily driving mode*). When the switch is in the OFF position (no voltage applied), the voltage is set at the preferred *performance level*.

NOTE: Activating secondary optional features requires XSvolt plug/harness P/N 127



Option three: Use "option one" in combination with "option two" to create three switchable voltage levels. Keep in mind that when the "option two" switch is in the ON position, the switch in "option one" will not affect the voltage level. After all adjustments are complete, make certain that the highest setting (both switches OFF) is within safe limits.

NOTE: Activating secondary optional features requires XSvolt plug/harness P/N 127



* The above voltage settings will only affect voltage if the alternator is at or below its amperage capabilities. If the amperage requirements become greater than the alternator's capabilities, system voltage will fall. The XSvolt alternator will automatically maximize its output voltage to compensate, overriding the current voltage set point, until system voltage has once again risen to the preset voltage level.

* *The XSvolt alternator will turn itself off when the engine stops. Regardless of which features are activated through the XSvolt plug/harness, there will be no residual draw on the battery after the engine is off.*

Different battery types prefer different charge rates -- Battery life and performance can be extended if the alternator is adjusted to provide the optimal battery charge voltage measured at the battery. Check with your battery's manufacturer for their recommendations. Battery manufacturers can also supply the maximum safe charge voltages for their batteries, allowing voltage levels to be temporarily boosted to improve electronic components' performance.