

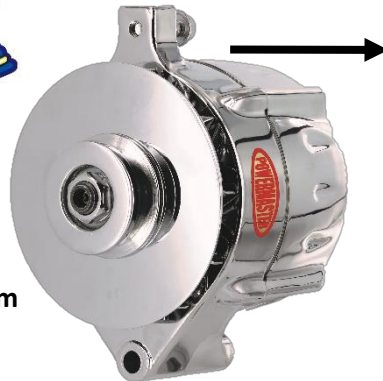


Tech Dept.  
(630) 957-4019

Tech@powermasterperformance.com

# WIRING INSTRUCTIONS

## Ford Upgrade Alternator 100/150 Amp



Replaces these OEM Alternators

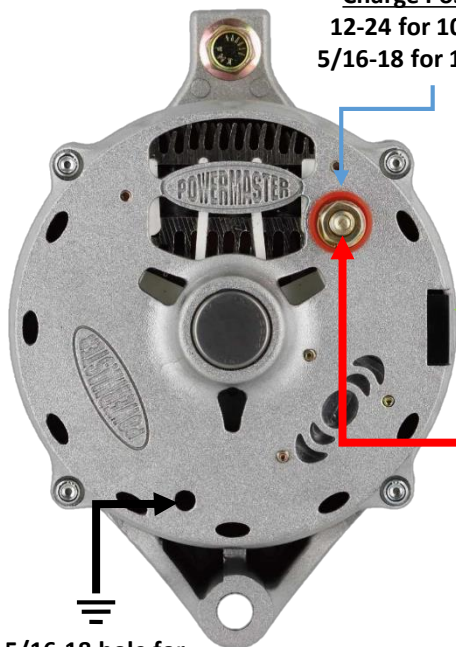


OEM Ford 2G  
Int Regulator  
1987-93



OEM Ford 1G  
External Regulator  
1965-86

Charge Post Size  
12-24 for 100 Amp  
5/16-18 for 150 Amp

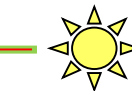
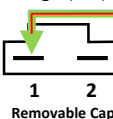


5/16-18 hole for  
Ground Strap

BATTERY +

OR

GM 12SI Style Plug  
(Ind. Light) (D)



Charge Ind. Light



From Ignition Switch

**NOTE:** On 1986-1993 vehicles with Plug in style power cables use new 8-6 gauge charge wire in place.



BATTERY + ON  
STARTER SOLENOID



**Disconnect Battery Negative (-)**

**READ ALL INSTRUCTIONS IN BOX!**

**Charge Wires:** (DO NOT Use OEM Battery Plug-in)

100 Amp Alt. use 8 gauge up to 6 ft.

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

**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. 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