



WIRING INSTRUCTIONS

GM SI Alternator (One Wire or OE Hookup)
Danchuk 12891



Replaces these OEM Alternators



GM 10DN
Externally
Regulated



GM 10SI
Internally
Regulated

Tech Dept.
(630) 957-4019

Tech@powermasterperformance.com

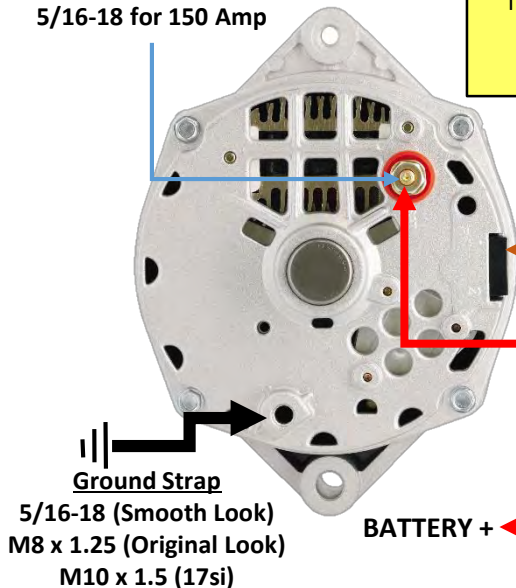
Wiring Instructions for Internal & External Regulator to 10SI/12SI/17SI 1 Wire Upgrade

Charge Post Size

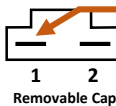
12-24 for 100/120 Amp

5/16-18 for 150 Amp

Optional Charge Indicator Light Function: Your Powermaster Alternator is designed to work as a 1 wire without any connections to the plug in. The function of the plug is to run a charge indicator (Idiot Light) only. This plug also does not serve as a hookup point for a voltmeter, or help charging at idle. **This connection has no effect on charging performance.**



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



Charge Ind. Light



From Ignition Switch

Ground Strap

5/16-18 (Smooth Look)

M8 x 1.25 (Original Look)

M10 x 1.5 (17si)

BATTERY + ← OR

BATTERY + ON
STARTER SOLENOID

NOTE: If you would like to retain the charge indicator light when converting from External regulator. See part number #150 for a plug and play DN to SI series adapter.

Disconnect Battery Negative (-)

READ ALL INSTRUCTIONS IN BOX!

Charge Wires:

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

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

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

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)