

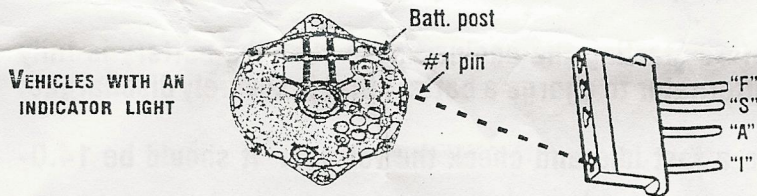
## ADDITIONAL NOTES [cont'd]

3. **One Wire Hookup.** The one wire internal regulator in this upgrade unit is designed to "turn itself" on as it senses the current being produced by the spinning of the alternator. The point at which it turns itself on is called the "cut-in" point. Most applications obtain good performance from a one-wire upgrade. *However, if after installing this upgrade one-wire unit you experience low voltage problems at low rpms, you may want to hook the unit up as a "3-wire".* This will bypass the "cut-in" point and turn the alternator on as soon as you turn the ignition switch. [Please note that Powermaster's one-wire regulators are engineered to be hooked up either as a one-wire or a 3-wire; not all one wire regulators are engineered this way.]

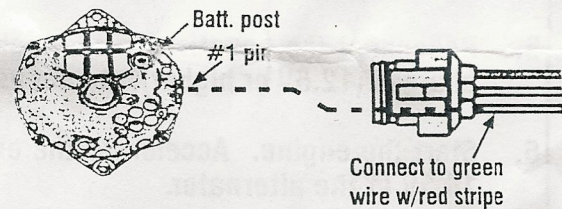
### OPTIONAL

To hook up this upgrade alternator as a "3-wire" simply remove the black plug cover from the side of the alternator and splice a wire from the #1 terminal on the alternator [the terminal closest to the battery post] to the appropriate terminal on your stock wiring harness as noted in the following wiring diagrams for your particular application:

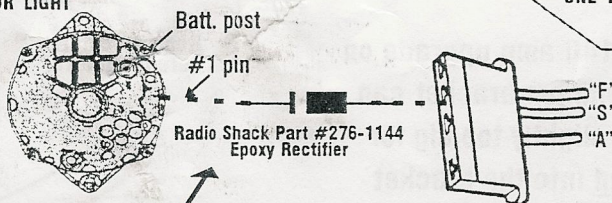
#### '66-'85 FORDS [EXTERNALLY REGULATED]



#### '86-'93 FORDS [INTERNALLY REGULATED]

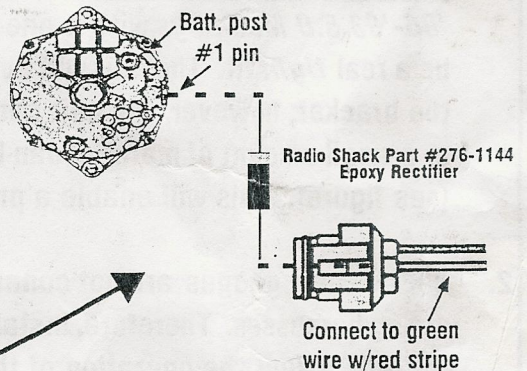


VEHICLES WITH A FACTORY AMP GAUGE AND NO INDICATOR LIGHT



A diode must be installed in line with the "S" terminal of the original wiring harness. *The banded end of the diode/rectifier must be toward the alternator.* This keeps current from coming out the alternator to the coil. If this is not installed, the car will continue running. [This is only for vehicles w/a factory amp gauge.]

NOTE: VEHICLES WITH A FACTORY AMP GAUGE USUALLY HAVE ONE LESS WIRE IN THE STOCK HARNESS.



4. **Underdrive Pulleys/"Power" Pulleys.** *Underdrive pulleys are not recommended for use on an alternator.* These will greatly slow down an alternator at low rpms and create a low voltage problem at low rpms.



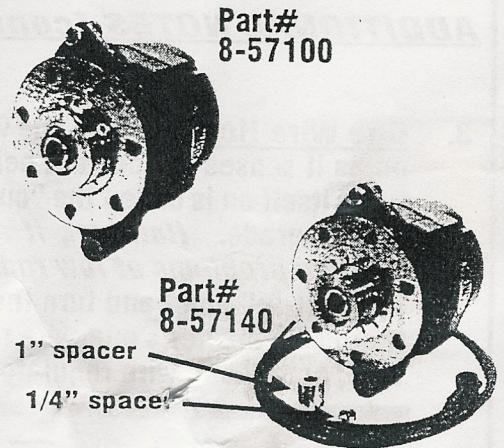
# INSTRUCTION SHEET

## FORD UPGRADE ALTERNATOR

[Part #s 8-57100, 8-37100, 8-57141, 8-37141, 8-57140, 8-37140]

### INSTALLATION INSTRUCTIONS

1. Disconnect the negative cable from the battery.
2. Remove the wires from the original alternator noting their connections. Tape these wires and connectors to the wiring harness and out of the way. If you are replacing a stock alternator that had an EXTERNAL REGULATOR, be sure to unplug the wiring harness from the regulator. The external regulator can be removed all together; however please see Additional Notes #3 before doing so.
3. Remove the belt, the mounting bolts and the alternator.
4. Install the Powermaster alternator using the mounting bolts that were removed from the old alternator. You will need the 1" spacer between the motor and the 2" mounting spool on the alternator. You will need the 1/4" spacer between the alternator bracket and the adjusting ear of the alternator. Connect the battery charge wire from the battery terminal on the alternator to the positive side of the battery. [The 140 amp upgrades come with a 7' 6 AWG charge wire, which is recommended for use with a 140 amp alternator. The 7' length is for a 5.0L Mustang, routing the cable behind the air cleaner, along the radiator rail and on to the positive term of battery. NOTE: The 100 amp upgrades do not come with a charge wire.] Install the belt to proper tension and tighten the alternator bolts.
5. Reconnect the negative battery cable. Before starting the engine, make sure the battery is fully charged (12.5V or higher). Do not use the alternator to charge a battery that is severely discharged.
6. Start the engine. Accelerate the engine to a fast idle and check the voltage. It should be 14.0-14.5V at the alternator.



### ADDITIONAL NOTES

1. **5.0 Mustangs [Bracket].** Installing this 140 amp upgrade on '86-'93 5.0 Mustangs with a one-piece aluminum bracket can be a real *tight* fit. The unit will appear to be slightly too big for the bracket; however, the unit can be pushed into the bracket or a small amount of material can be cut away from the bracket [see figure]. This will enable a proper fit in the bracket.
2. Voltage amp gauges are not connected or wired into the stock wiring harnesses. Therefore, installing this one-wire alternator will NOT affect the operation of these components.



'86- '93  
5.0 Mustang  
Aluminum one-piece Bracket

[OVER FOR ADDITIONAL NOTES]

