

INSTRUCTION SHEET

UltraDuty 9050, 9051, 9052, 9053, 9054, 9056, 9057, 9058, 9059, 9060

We want to help! If you have any comments or difficulty with this product, please contact technical support at



1833 DOWNS DRIVE,
WEST CHICAGO, IL 60185
PHONE : (630) 957-4019

e-mail: tech@powermasterperformance.com



P/N 9052 : see Note Below.

P/N 9051 : Includes adapter plate and mounting bolts.

P/N 9050, 9053, 9054, 9056, 9057, 9058, 9059, 9060 : Use Original mounting bolts.

INSTALLATION

These instructions are provided as supplementary information to the factory service manual instructions for starter replacment.

1 DISCONNECT THE BATTERY.

- 2 MOUNT STARTER. Make sure the mounting surface of the engine block is smooth, flat and free of paint buildup. Torque starter mounting bolts to engine manufacturer's specifications, typically 32 ft. lbs.



Note on 9051 for Ford Powerstroke Diesel

Install the included adaptor plate and then using the supplied bolts, mount the starter. See picture to the left.

Note on 9052 for GM 6.2L, 6.5L Diesel

Before installing starter check mounting bolts for wear. The knurling on the bolt should fit snug in holes. If bolt is loose replace with AC Delco p/n 15544950. On the rear of starter you will find a stud. Mount factory support bracket from stud to engine block. Battery cable may have to be re-routed to reach battery stud on starter.

- 3 ATTACH BATTERY CABLE AND SWITCH WIRE. The switch wire should be capable of handling 75A intermittent and 15A continuous, typically a 10AWG wire. The battery cable must be the proper size for the length of the cable (see chart). All connections should be clean and tight. The ground cable is important and the best ground path is direct to the engine block. With steel frame vehicles the ground path can be to the frame. This ground cable should be the same size as the starter positive cable. Also, a ground strap should be installed from the frame to the engine.



DISTANCE 3' 5' 7' 10' +10'

AWG 2 1 0 00 000

- 4 OPERATE THE STARTER. It should operate quietly. The cables and connectors themselves should be checked for voltage drop with a voltmeter. OPERATE THE CIRCUIT and simultaneously measure input voltage by connecting the positive probe of a voltmeter to the "MOTOR" terminal of the solenoid and connecting the negative to the starter housing. This should be 9.6V minimum while cranking.

CAUTION: NEVER OPERATE A STARTER MORE THAN 10 SECONDS AT A TIME WITHOUT ALLOWING TIME TO COOL AT LEAST ONE MINUTE. OVERCRANKING WILL DAMAGE THE STARTER.