

INSTALLATION INSTRUCTIONS

102132 V-Plus™ VOLT BOOSTER 1989-1992 with WEATHERPACK TPS Connector – Black wire in CAVITY A

The V-PLUS volt booster is designed to plug into the early alternator connection on the 1989 to 1992 GM Engines using WEATHERPACK style TPS connector and early odd-shaped alternator connector with either one or two brown wires in connector.

Position the V-PLUS module under the throttle body, directly below the throttle body. Remove the cap that covers the positive stud of the alternator. Carefully remove the nut using a 10mm wrench. **BE CAREFUL NOT TO SHORT THE WRENCH TO GROUND...FULL BATTERY VOLTAGE IS PRESENT!** After removing the nut, place the red wire terminal (smaller ring terminal) on the stud. Replace and tighten the nut, then replace the plastic cap. Using the supplied bolt, place the black wire terminal (larger ring terminal) in the location at the top of the alternator as shown on the illustration below. Tighten the bolt using a 13mm wrench. **NOTE SOME MODELS WILL NOT REQUIRE THIS GROUND WIRE AND THE Vplus WILL NOT HAVE THE WIRE ON IT.**

Unplug the connector from the regulator on the alternator as shown below. Insert the plug attached to the V-PLUS module into the alternator receptacle. Insert the plug from the engine wiring harness into the black connector as shown. **IT IS IMPORTANT THAT THIS CONNECTION STAY SECURE. THE BROWN WIRE GOES TO THE "ALT" LAMP IN THE DASH AND THE ALTERNATOR WILL NOT CHARGE IF THIS WIRE IS NOT CONNECTED.**

Route the long harness from the V-PLUS module over to the throttle position sensor. Unplug the connector at the sensor and plug into this harness. Then, insert the remaining connector into the sensor. **BE SURE THE BLACK WIRE IS IN POSITION A OF THE TPS CONNECTOR!**

The V-PLUS module is now ready to operate, completely automatically. When throttle reaches 70%, the V-PLUS module automatically increases the alternator voltage by approximately 2.2 volts, increasing available power to the electrical by 15%. This increases ignition voltage and fuel pump voltage at wide open throttle, enhancing performance.

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