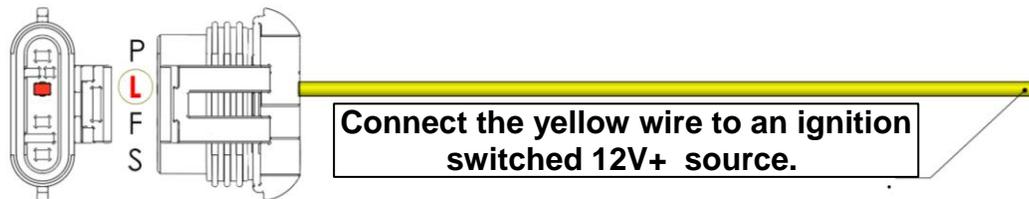


P/N P101

- 1) Insert the pigtail plug into the alternator's female receptacle. Make sure the plug is fully bottomed into the alternator receptacle, and the lock tab is fully latched on to the alternator connector.
- 2) Connect the yellow wire to an ignition switched 12V+ source. This wire can be tapped into any circuit under the hood that has battery voltage when the key switch is in the "RUN" position, and no voltage present when the key switch is in the "OFF" position. The alternator turn-on circuit draws less than .5 amps, so tapping the alternator turn-on wire into any switched circuit will not overload the existing circuit.

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ellow turn-on wire from the supplied alternator pigtail can be extended with any 12 to 16 gauge wire.

The connections between the yellow wire, any extension wire, and the ignition switched circuit should be made using good crimp butt connectors or properly insulated solder connections. It is highly recommended that marine grade heat shrink tubing or self sealing butt connectors are used at all of these connection points to prevent corrosion from disrupting the turn-on circuit to the alternator plug.

- 3) Use zip ties to secure wiring away from heat sources, abrasions, moving parts, and belts.

IMPORTANT: Before starting the vehicle, verify that the battery(s) is/are fully charged and resting at the proper voltage. If the battery(s) is/are low, use a battery charger to fully charge them **BEFORE** starting the vehicle. Failure to do so may result in the alternator overheating upon startup.

- 4) After the alternator is fully installed, start the engine and measure the voltage across the battery terminals. Start the vehicle and measure battery voltage again. If the batteries are fully charged and in good condition, the battery voltage should increase to 14.5-15.0 volts when the engine is started.

DIAGNOSTICS: If battery voltage does not increase when the engine is started, the alternator turn-on circuit may have been installed incorrectly. To verify proper turn-on voltage, remove the plug from the alternator and check the voltage at the "L" pin connector in the pigtail plug with a digital voltmeter. Ground the meter to a bare metal spot on the alternator case. With the key in the run position, the meter should read battery voltage (+ or - .5 volts) If there is not full battery voltage on the alternator turn-on (L) pin, the switched source or connection is not adequate. Find another source and check all connections.