

All wiring connections are made directly at the alternator. Taking short cuts causes the charging system to malfunction. Do not assume wires on solenoids, starters or terminal blocks are the points shown in the wiring diagram.

WIRING INFORMATION - Battery Isolators Nos. 48070, 48080, 48090, 48120, 48160, 48161.

Disconnect both batteries.

Install the isolator on a vertical panel (with cooling fins vertical) as near as possible to the alternator and main battery. It should be mounted away from the engine and radiator to avoid heat and positioned in the stream of cooling air from the fan.

Important - for No. 48080

Make all connections by splicing to the three wire leads assembled to the isolator. The wire leads are factory installed to assure proper efficiency. Do not loosen or remove the wire leads as this may alter the operation of the unit. Insulate all splices properly.

Disconnect the large wire (alternator output wire) connecting the alternator to the main (#1) battery. On systems using a voltage regulator, disconnect the large wire from the regulator to the main (#1) battery.

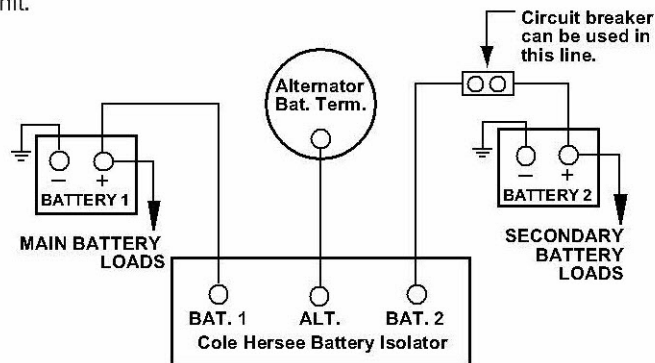
Connect this wire to the Battery #1 terminal of the isolator. For No. 48080 splice to the Battery #1 wire.

Connect a wire from the ALT terminal of the isolator to the output terminal on the alternator. Use wire sized to the alternator output. For No. 48080 splice to the red ALT wire.

Run a wire from the Battery #2 terminal of the isolator to the second battery as shown in the installation diagram. Use wire sized to the alternator output. For No. 48080 splice the remaining black wire from the isolator to the wire leading to Battery #2.

Reconnect the batteries' grounds. The unit is now ready to use.

Before beginning the installation consult your vehicle manual for the proper method of disconnecting the main battery. This is especially important for computer equipped vehicles.



 **Cole Hersee Co.**