



The use of an ammeter in today's vehicle applications requires that the gauge be capable of handling the amperage that the alternator produces. This could be difficult when trying to use the older original gauges since most of them were designed to be used with a generator and to only handle 30 amps. Remember **all the electrical current** in the vehicle is going through that gauge before it goes anywhere else and overloading it could cause a total electrical shut down or even a fire.

IMPORTANT

If your alternator puts out more amperage than the number noted on the face of the ammeter, a shunt must be installed across the terminals on the rear of the gauge to relieve some of the current load the gauge could possibly carry. Install a wire of at least 12 gauge across the terminals. Continue to wire the gauge as noted below.

AMMETER WIRING INSTRUCTIONS

To better protect vehicles using ammeters, the large red wire running from the 'bat' terminal of the ALTERNATOR must be connected to the "-" negative terminal on the ammeter and NOT to the starter solenoid as stated in the main wiring kit instructions. All other connections listed in the main installation instructions pertaining to the alternator remain the same.

The red **PANEL FEED** wire running from the Panel connects to the "-" side of the ammeter using the terminal provided. Uncoil the red wire enclosed (STARTER->AMP) and connect it to the battery cable post on the starter solenoid. Run it up to the ammeter and connect it "+" side of the meter using the terminal provided.

Note: If your ammeter is the type that doesn't have studs running out the back but has a loop for the wire to pass through, then solder the red wire running from the alternator to the panel feed wire between the gauge and fuse panel. Be sure to insulate the connection carefully. Continue to run the wire through the loop to the starter solenoid.