

**PN 906-140 AMP for CS and Similar Applications**

- Isolates auxiliary battery from starting battery to assure extra loads will not drain the starting battery.
- Distribute battery charge on demand.
- Blue anodized aluminum heat sinks for maximum heat dissipation.
- Shock, moisture and corrosion resistant insulation for maximum circuit protection.

Installation: Follow diagrams.

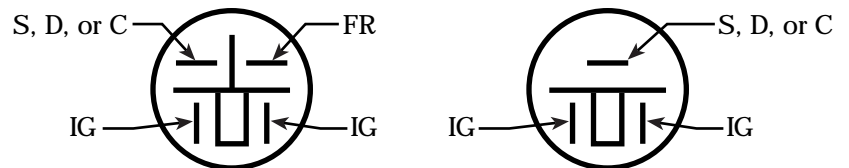
\*For use with NEGATIVE GROUND systems only.

**A. CS SERIES ALTERNATORS**

1. Locate and remove the plug-in connector from the alternator.
2. Cut all the wire(s) at a convenient location with 6" of the connector plug end. The old connector is no longer used and can be discarded.
3. Using the butt connectors provided, connect the vehicle '92s wire(s) to the new plug-in connector except its red wire. Re-connect the plug-in connector to the alternator.
4. Now connect the red wire from the plug-in connector to Battery #1 outer post of the isolator using the ring terminal supplied. Secure any cut wires in the vehicle '92s wiring harness so they can't cause shorts in the system.
5. Using the 10-amp in-line fuse, connect the isolator '92s terminal labeled "E" to an ignition / exciter switched source such that power is applied only in the start/run position. **VERIFY POWER IS NOT APPLIED WHEN "IGN" IS SWITCHED TO ACCESSORY POSITION.** On most GM vehicles, this point will be one of the spare ignition terminals on the fuse center (use the Special connector with yellow wire supplied).

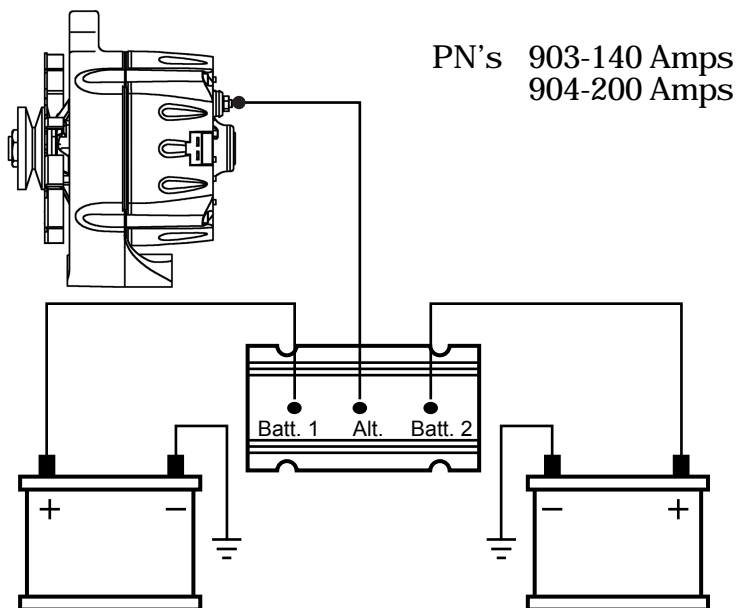
**B. DENSO INTERNAL FAN ALTERNATORS**

1. Locate the plug-in connector to alternator.
2. Next, determine which type of alternator you have! Is the regulator "S", "D" or "C" model?



- "S" terminal is always HOT (Battery voltage)
- "D" terminal is Dummy terminal (No wire)
- "C" terminal has no voltage at "OFF" and 7-8 volts "ON" position.

3. On the "S" model units:
  - 3.1 Cut the "S" and "IG" wires at a convenient location.
  - 3.2 Using the butt connectors, connect "S" wire of plug-in connector to battery #1 isolator outer post with the RED wire and ring terminal supplied. Connect "IG" wires of both the plug-in connector and the wiring harness to the Yellow wire supplied through the 10-amp fuse to the isolator's terminal marked "E" **NOTE: VERIFY POWER IS NOT APPLIED WHEN "IGN" IS SWITCHED TO ACCESSORY POSITION.** Secure the "S" wire from the vehicle's wiring harness so it can't cause a short in the system.
4. On the "D" or "C" model units:
  - 4.1 Cut the "IG" wire at a convenient location.
  - 4.2 Using the butt connector supplied, connect the "IG" wires of both the plug-in connector and the wiring harness through the 10-amp fuse enclosed to the isolator's terminal labeled "E". **Note: on "D" type regulator, the charging voltage will be approximately one volt (diode drop) lower due to in-line battery isolator and not having the battery sense connection to the plug-in connector. VERIFY POWER IS NOT APPLIED WHEN "IGN" IS SWITCHED TO ACCESSORY POSITION.**



PN's 903-140 Amps  
904-200 Amps

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- Shock, moisture and corrosion resistant insulation for maximum circuit protection.

Installation: Follow diagrams.

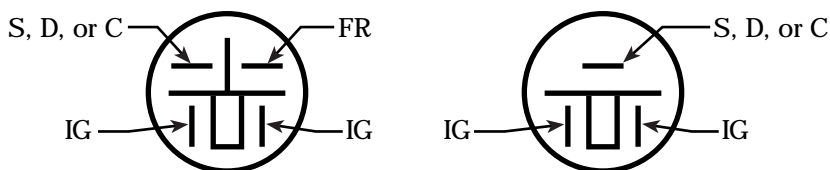
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#### A. CS SERIES ALTERNATORS

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2. Cut all the wire(s) at a convenient location with 6" of the connector plug end. The old connector is no longer used and can be discarded.
3. Using the butt connectors provided, connect the vehicle "92s wire(s) to the new plug-in connector except its red wire. Re-connect the plug-in connector to the alternator.
4. Now connect the red wire from the plug-in connector to Battery #1 outer post of the isolator using the ring terminal supplied. Secure any cut wires in the vehicle "92s wiring harness so they can't cause shorts in the system.
5. Using the 10-amp in-line fuse, connect the isolator "92s terminal labeled "E" to an ignition / exciter switched source such that power is applied only in the start/run position. **VERIFY POWER IS NOT APPLIED WHEN "IGN" IS SWITCHED TO ACCESSORY POSITION.** On most GM vehicles, this point will be one of the spare ignition terminals on the fuse center (use the Special connector with yellow wire supplied).

#### B. DENSO INTERNAL FAN ALTERNATORS

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3. On the "S" model units:
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  - 3.2 Using the butt connectors, connect "S" wire of plug-in connector to battery #1 isolator outer post with the RED wire and ring terminal supplied. Connect "IG" wires of both the plug-in connector and the wiring harness to the Yellow wire supplied through the 10-amp fuse to the isolator's terminal marked "E" **NOTE: VERIFY POWER IS NOT APPLIED WHEN "IGN" IS SWITCHED TO ACCESSORY POSITION.** Secure the "S" wire from the vehicle's wiring harness so it can't cause a short in the system.
4. On the "D" or "C" model units:
  - 4.1 Cut the "IG" wire at a convenient location.
  - 4.2 Using the butt connector supplied, connect the "IG" wires of both the plug-in connector and the wiring harness through the 10-amp fuse enclosed to the isolator's terminal labeled "E". **Note: on "D" type regulator, the charging voltage will be approximately one volt (diode drop) lower due to in-line battery isolator and not having the battery sense connection to the plug-in connector. VERIFY POWER IS NOT APPLIED WHEN "IGN" IS SWITCHED TO ACCESSORY POSITION.**