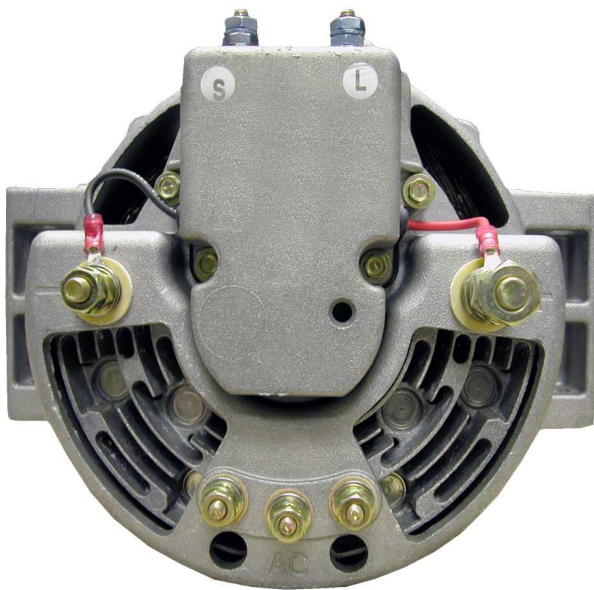


ATTENTION!! Apply the following wiring to isolate alternator field when emergency occurs (American style alternator de-energization).

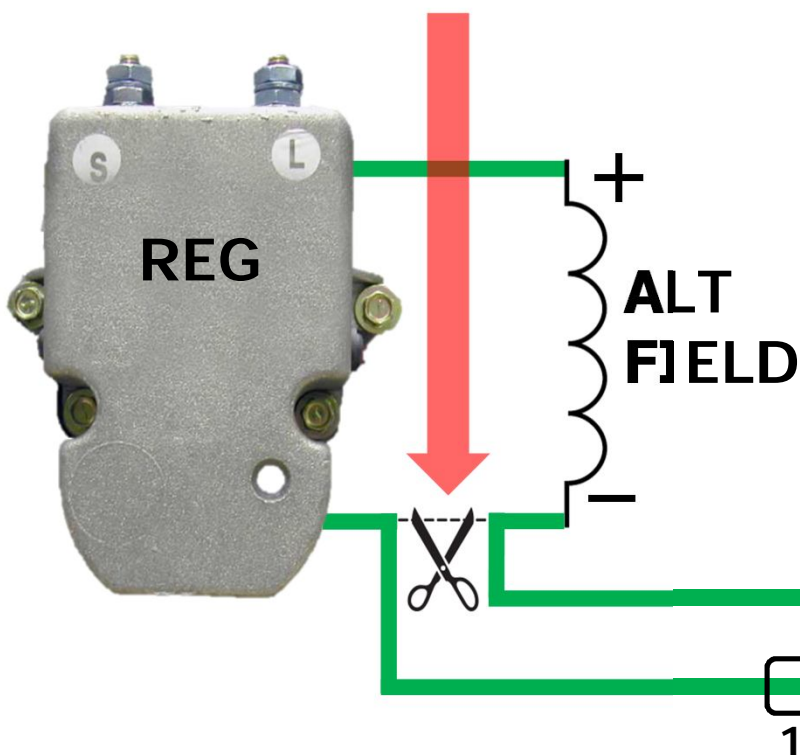
If the alternator cannot charge, apply the external relay connection (see behind – relay not included)

DIRECT CONNECTION:

1 Dismount the regulator from alternator frame



2 Identify the negative side of field winding and open here the internal REG-ALT connection



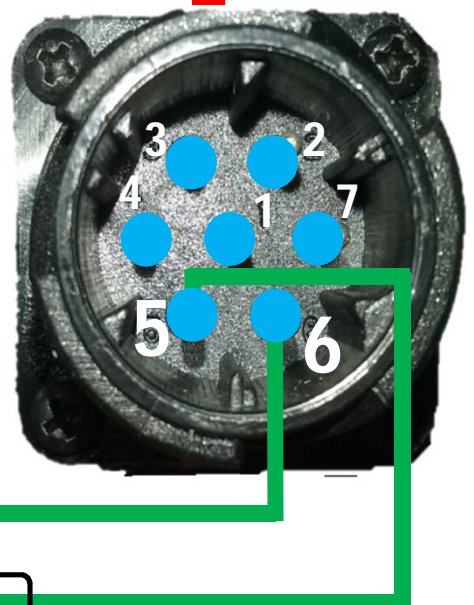
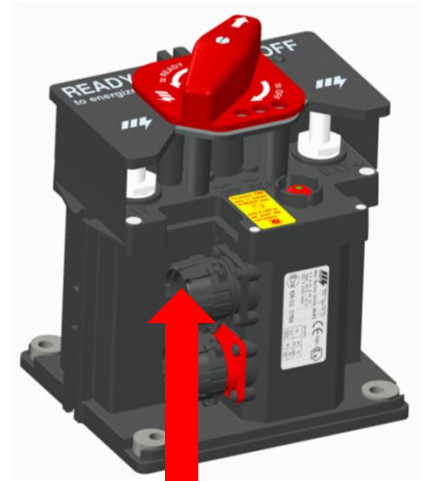
3 Connect as follows (see below):

- **REG side to BSAFE pin C1:5**
- **ALT side to BSAFE pin C1:6**

C1 is the upper connector

A 10A fast-blow fuse is recommended as shown.

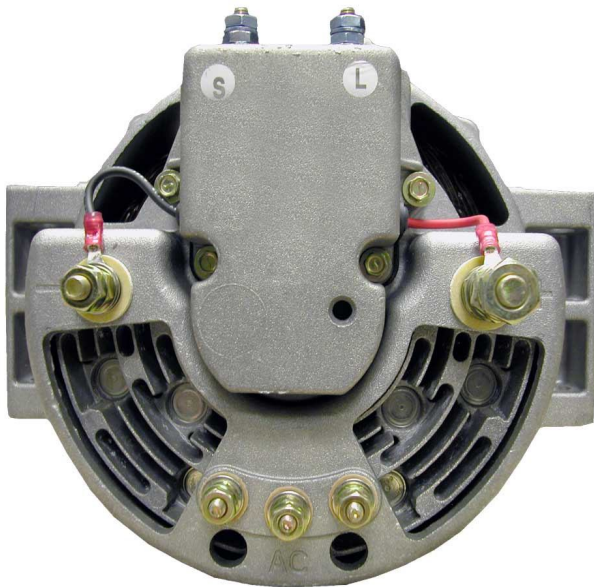
DO NOT REVERSE THIS CONNECTION!!



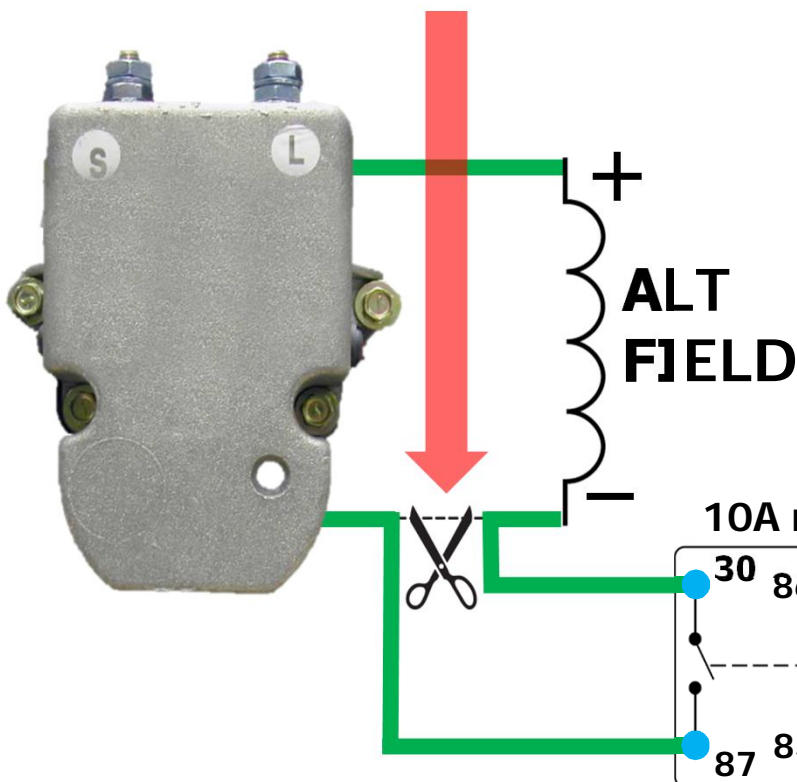
ATTENTION!! Apply the following wiring to isolate alternator field when emergency occurs (American style alternator de-energization).

CONNECTION VIA EXTERNAL RELAY (10A min):

1 Dismount the regulator from alternator frame



2 Identify the negative side of field winding and open here the internal REG-ALT connection



3 Connect as follows (see below):

- Interpose relay 30 (COM) and 87 (NO) across the cut
- Relay 85 to BSAFE pin C1:6
- Relay 86 to BSAFE LOAD+ stud
- Jump BSAFE pins C1:1 and C1:5

C1 is the upper connector

