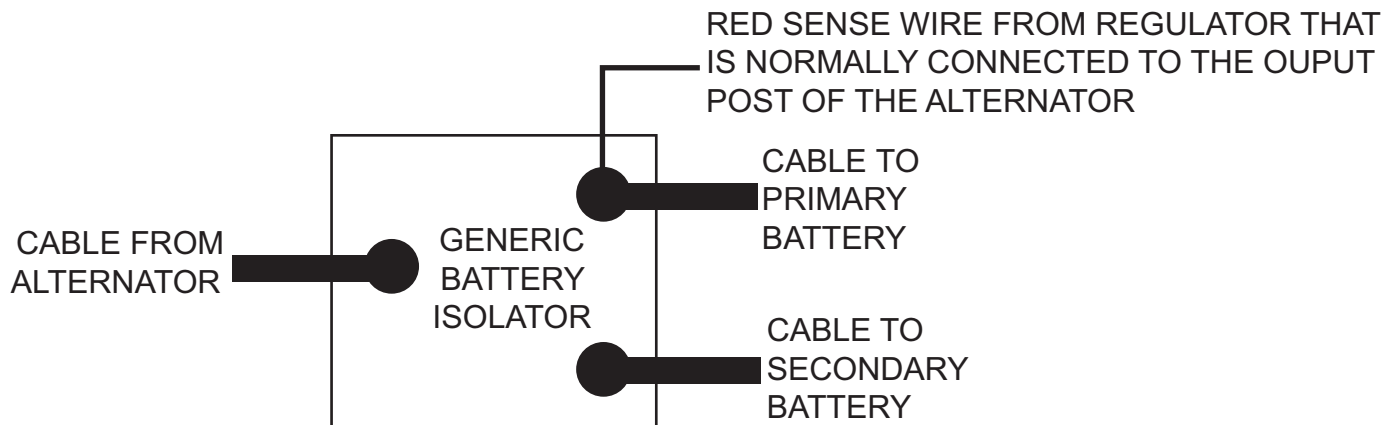




PROPER CONNECTION OF THE RED SENSE WIRE WHEN USING A BATTERY ISOLATOR



There is normally a voltage drop of at least one volt when comparing the voltage at the input post of most battery isolators to the lower voltage on one of the output posts of the isolator. Relocate the Red Battery Sense Wire from the PennTex Voltage Regulator to the Primary Battery output post of the isolator or the Primary Battery positive post- whichever is closest to the alternator. This will help the voltage regulator sense actual battery voltage and will increase the alternator output by increasing the voltage on the Field.

If the Red Sense Wire is left on the alternator output post when using an isolator, the Voltage Regulator will see at least one volt more than the actual voltage at the batteries, and will keep the charging output low because it is seeing normal voltage levels. The battery isolator acts like a shield to the Red Sense Wire located at the alternator output post. Not until battery voltage levels drop way down and the voltage on the input side of the isolator drops way down will the regulator sense this and increase the alternator output. This can be seen as a failure of the charging system, when all that needs to be done is relocate the Red Sense Wire to the battery side of the isolator.

This will keep the Charging System charged up and keep the vehicle on the road.

PERFORMANCE, ENDURANCE AND SATISFACTION



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