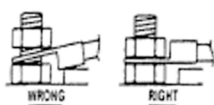


OPERATION: Always reserve one battery for engine starting. Use the second battery for lights, appliances, and other ship's service. "Both" position parallels batteries for emergency use.

CHARGING: Switch setting indicates battery(ies) being charged when engine is running.

CABLE LUG INSTALLATION



Remove Top Nut Only
Removing Bottom Nut Will Damage The Switch
Tighten nut to 70 in-lbs.

SUGGESTED WIRING DIAGRAM FOR ALTERNATOR FIELD DISCONNECT CIRCUIT

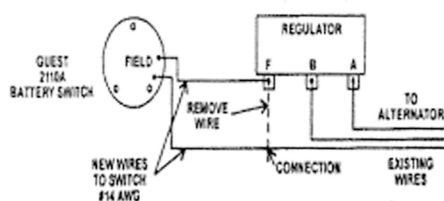
Alternators with EXTERNAL REGULATOR:

Remove regulator field wire (regulator "F" terminal) and connect to new wire leading to Guest* battery switch field terminal (either terminal). Add another wire from other switch field terminal and connect to regulator "F" terminal. Use #14 AWG wire for new circuit. Carefully tape connections for proper insulation.

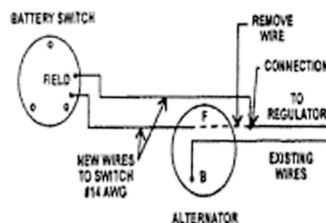
OR

If it is easier to reach the alternator, remove alternator field wire (alternator "F" terminal) and connect to new wire leading to Guest* battery switch field terminal (either terminal). Add another wire from other switch terminal and install to alternator "F" terminal. Use #14 AWG wire for new circuit. Carefully tape connections for proper insulation. Note: The function of #2100 selector switch will not be affected if the field circuit disconnect feature is not used.

WIRING CHANGE AT REGULATOR



OR
WIRING CHANGE AT ALTERNATOR

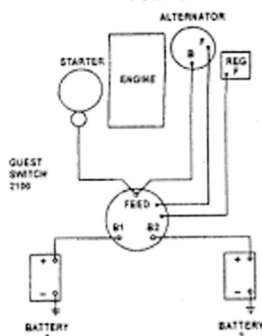


Alternators with INTERNAL REGULATOR:

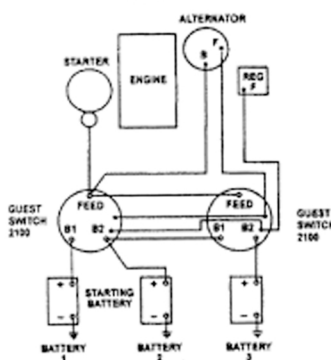
The field circuit wire on alternators with internal regulators is located within the alternator housing and it is impractical to use the field disconnect feature. Protection of the alternator diodes can be achieved by installing a Guest* Isolator #2401A (for 70 ampere alternators) or other appropriate model.

See below for various wiring diagram for alternators with internal regulator:

1-ALTERNATOR 2-BATTERIES 1-SWITCH



1-ALTERNATOR 3-BATTERIES 2-SWITCHES



2-ALTERNATORS 2-BATTERIES 2-SWITCHES

