



**GENERAL:** Your new 65amp alternator is internally regulated with a single output terminal, very similar to the original Motorola alternator used on the Atomic 4 for many years. **There are only two terminals which you will need to understand to install your new alternator: The OUTPUT terminal, and the EXC terminal.**

**OUTPUT TERMINAL:** Noted in the photo below. The output terminal should be connected to the battery bus in the very same way that your original Motorola was connected, usually by an orange 8 gauge wire that connects to the ammeter. If you do not have an ammeter, or the ammeter does not work, you can connect the output terminal of the API directly to the big battery cable on the starter solenoid. When connected in this fashion, you can monitor the alternator performance by installing a volt meter in the cockpit (in place of the ammeter) and simply connect the voltmeter to any reliable source of DC power, usually directly from the ignition switch. A volt meter does not need to be connected in series with the output of the alternator, so the heavy gauge wire that originally ran from the alternator to the ammeter, is unnecessary.

**EXC TERMINAL:** Noted in the photo below. Connect the EXC terminal to the positive terminal of the coil using a 14 gauge wire so that the fields of the alternator will be excited when the ignition switch is turned on. If the alternator is equipped with a short purple exciter wire, you may remove it if desired.

EXCITER TERMINAL

