

AMMETER, DIRECT READING

When testing wires and connections associated with an ammeter, very high current levels can be present. Accidentally grounding a hot wire can create electrical spark, shock, and can damage equipment.

An ammeter measures the charge or discharge of the battery in comparison to the loads demanded from the battery as amperes. Turn on the ignition switch. The ammeter pointer should move slightly to the discharge (-) side. Start the engine and throttle up just over idle. The ammeter pointer should then move to the charge side (+).

An ammeter can be placed in a 12 or 24 volt DC system. However, the lamp supplied with the gauge is a 12 volt DC lamp.

If the wires from the alternator and the battery/starter are connected to the ammeter backwards, the ammeter will read backwards. Simply reverse the two wires.

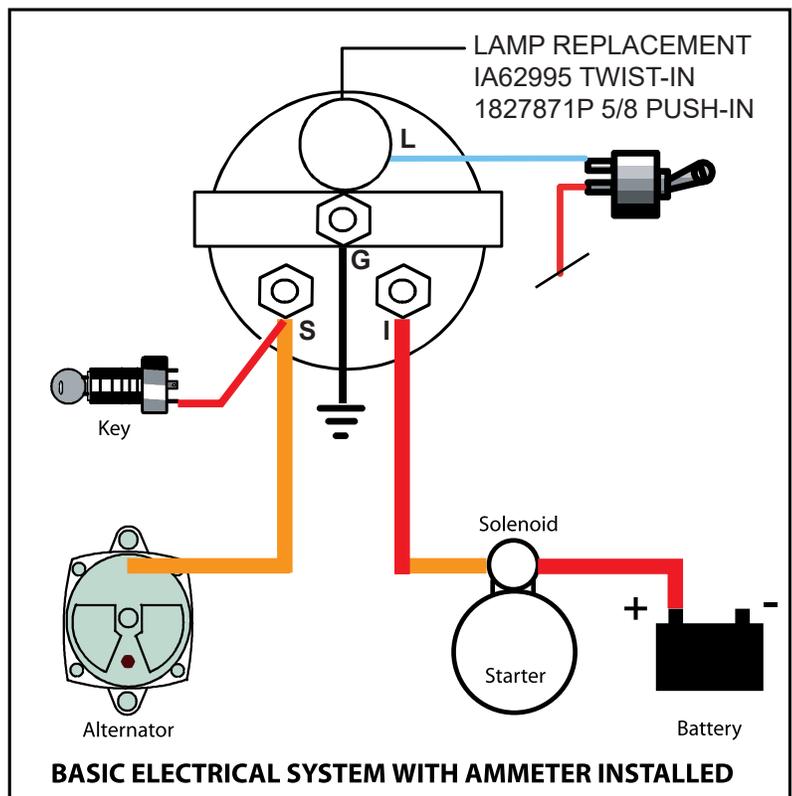
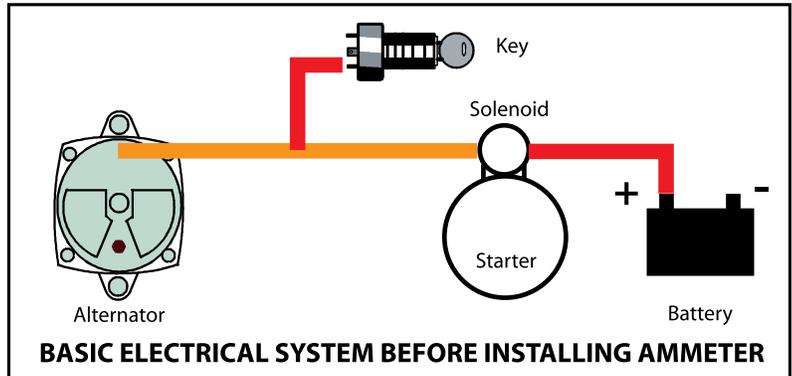
Ground on the ammeter is for the light only.

The gauge part number is located on the circumference of the housing.

The ammeter can be used in a dual installation application, but the two ammeters MUST be wired in series to each other.

The wire size used should be the same as the original alternator or battery/starter wire.

When the ammeter fails to register correctly, there may be trouble in its wire connections to the alternator or battery/starter solenoid. To check the connections, first disconnect the battery cable. Tighten the top nut on each wire on the ammeter, holding in place the bottom nut.



Then following each wire from the ammeter (I and S), tighten all connections at ignition switch, battery, solenoid, and alternator. All wires with chafed, burned, or broken insulation must be repaired or replaced. When this is done, reconnect the battery.

Constant discharge with very few loads on the battery may indicate a weak or faulty alternator or a run down battery.