



DIRECT READING AMMETER

1. Be certain all connections are clean and tight. It is even a good idea to solder heavy gauge wires to terminal lugs before attaching to the ammeter.
2. If simply replacing an ammeter, wire to the existing connections. If installing an ammeter for the first time, follow the instruction sheet or the above information. The wire connection from the alternator to the starter solenoid must be broken or no current will flow through the ammeter.
3. If the ammeter reads a discharge when it is charging, reverse the heavy gauge wires at the "S" and "I" terminals.
4. Maximum current to any direct reading Teleflex ammeter is 60 amperes.
5. Wire sizes must be 10 gauge minimum to ammeter "S" and "I" terminals.
6. Wires for lighting can be 14-18 gauge. A ground for the ammeter is needed only if lighting is used.
7. The red #10 AWG wire from the "S" terminal to the "ACC" post on the ignition switch may be eliminated if a discharge reading is not desired when the ignition accessory is turned on but the engine is not running (i.e. the radio playing).
8. The ammeter can be tested with a multimeter (test meter) connected as shown. Remove all connections to the "S" and "I" terminals, taking care not to touch those connections to anything. If the testmeter on the ohms scale shows no resistance, the ammeter is probably OK. If it shows infinite resistance, the gauge has failed, open circuit and no current will flow.
9. Every Teleflex Marine gauge can be identified by the part number printed on the side of the housing. Please reference this part number when contacting technical service or replacing the original gauge.