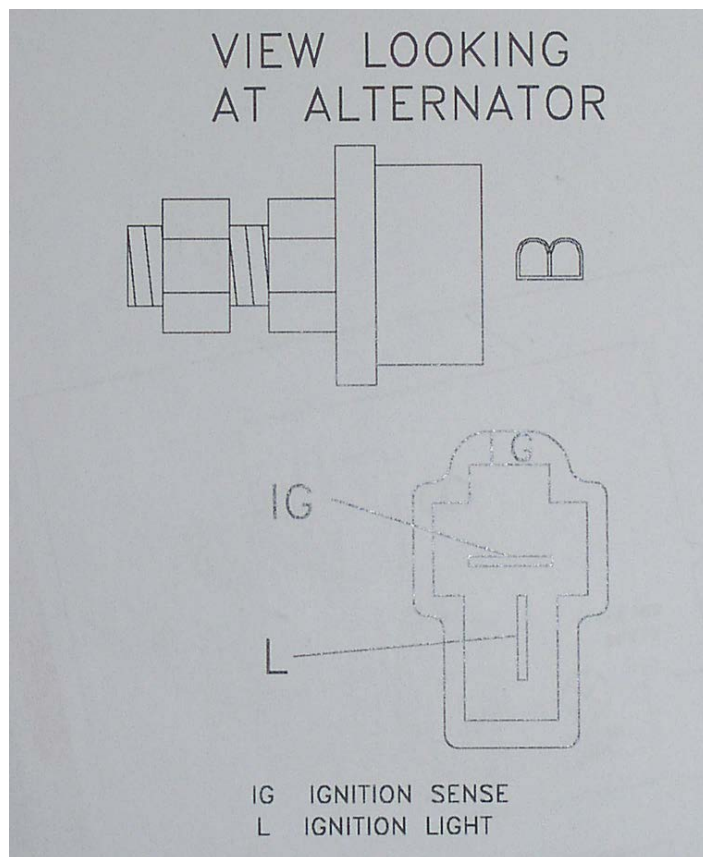
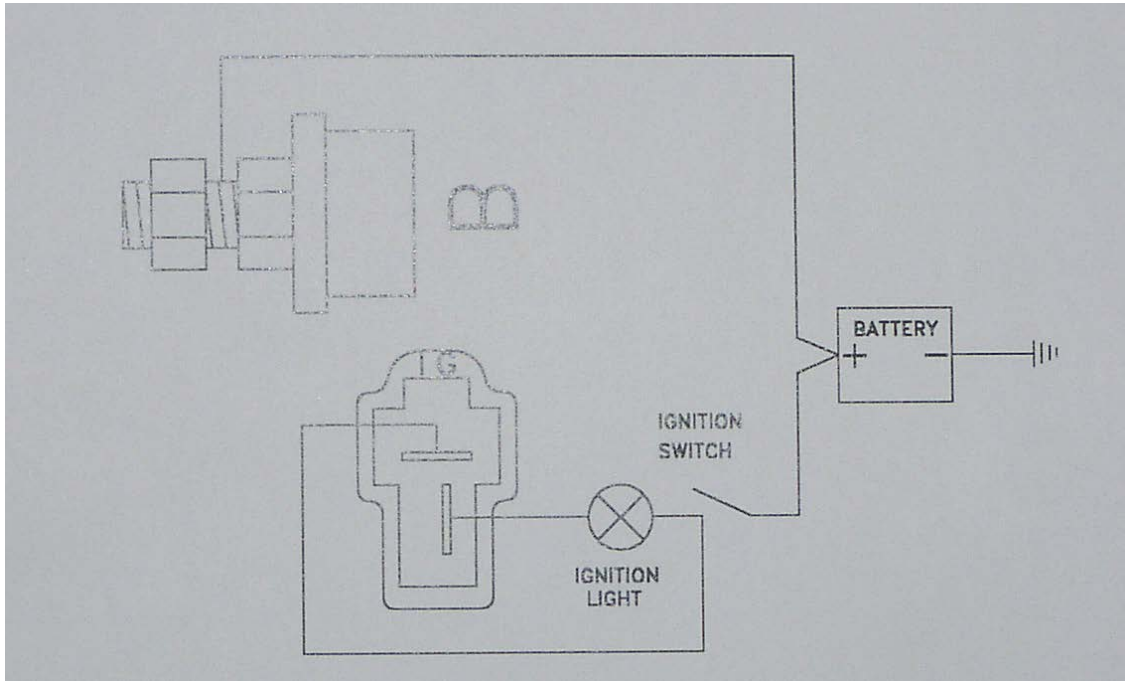


ALT-SM2-B & ALT-SM3-B Wiring Instructions



If power to the 'IG' terminal on the alternator regulator is maintained with the engine switched off then there will be a power drain of approx. 1.5 amps which will heat the alternator over a period.

It is becoming more common for competition cars to use Electric water pumps which are often switched via the ignition, in this instance short periods of leaving the Ignition switched on should not be sufficient to damage the Alternator, however if the power is maintained for a substantial period it could cause premature failure of the regulator.

Also it must be remembered that when using a small race battery any current drain is best avoided or a flat battery is easy to achieve!

A suitable way around this is to run power to the 'IG' terminal from a relay, for instance a fuel pump relay which is only live when engine speed is present.



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