



Notes for installer.

If you do not wish to run an ignition light D+ can be connected to B+
 Make sure ZM4 Ignition feed is not downstream of ignition light as it will not work, it must be as per the above drawing.
 The BATT terminal MUST be able to see a battery at all times with the engine running
 We suggest that you use 18 gauge (1.5mm) wires to connect ZM4.
 If the ZM4 does not detect a battery voltage it will drive the alternator to full output
 Make sure you install fuse protection. We suggest 250ma for BATT and IGN and 5 amp for FIELD
 Ignition light must not be an LED unless you have a 50 to 150 ohm resistor in series with the D+ excitation line.
 We suggest you colour code the ZM4 wiring (red Battery) Yellow (Ignition) Green or Black (Negative) Blue (Field)
 If you use a spade termination at the alternator then future removal will be easier.
 Main voltage setting with the Absorption (Yellow) LED on.
 Ratio of Absorption and Float is 0.6volts, we can talk you through adjusting this to a different ratio if required.

Mount ZM4 in a dry location, vertical and where you can get to it for adjustments

ZM4 wiring to Alternator	
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