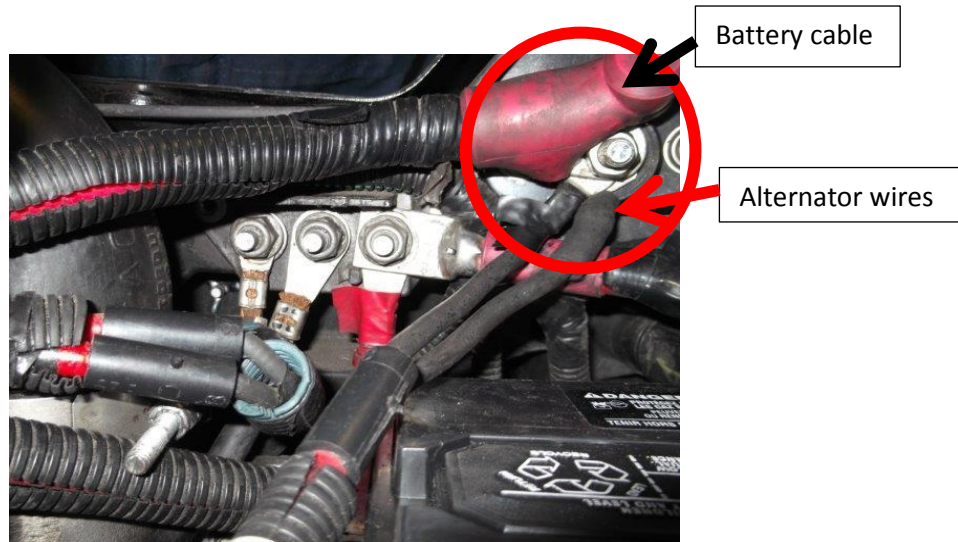


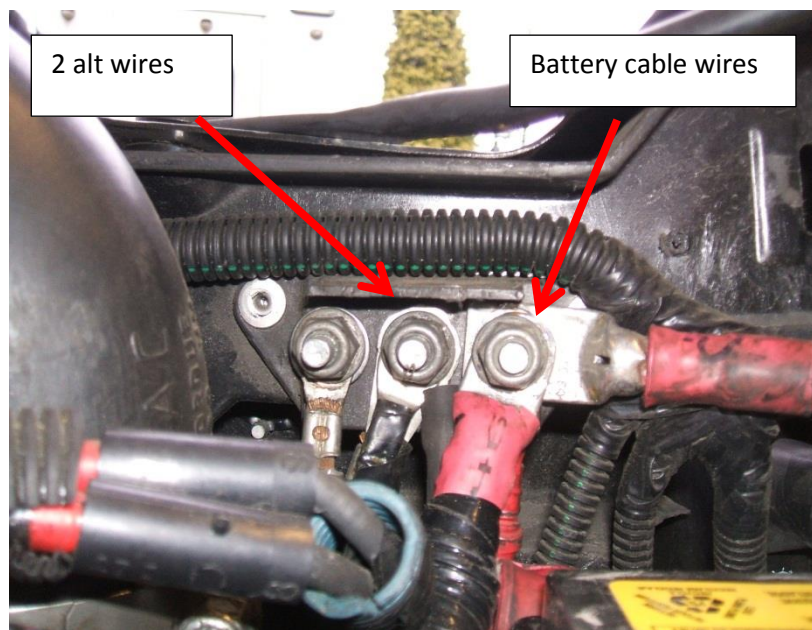
## 62725-62790 Crestline Ambulance Isolator Modification

Labour Time 1.5 hrs Labour Code: CELIX

- 1) Disconnect all 4 batteries.
- 2) Check at the starter motor solenoid to see if the extra battery cable that runs back to the electrical compartment has been removed or disconnected, or has both ends capped off and has no power to it. (This cable should have been removed or capped off on a previous Mod).
- 3) Disconnect all three wires at the single stud buss feed located on front right of radiator support – Remove the stud buss block and save the parts.

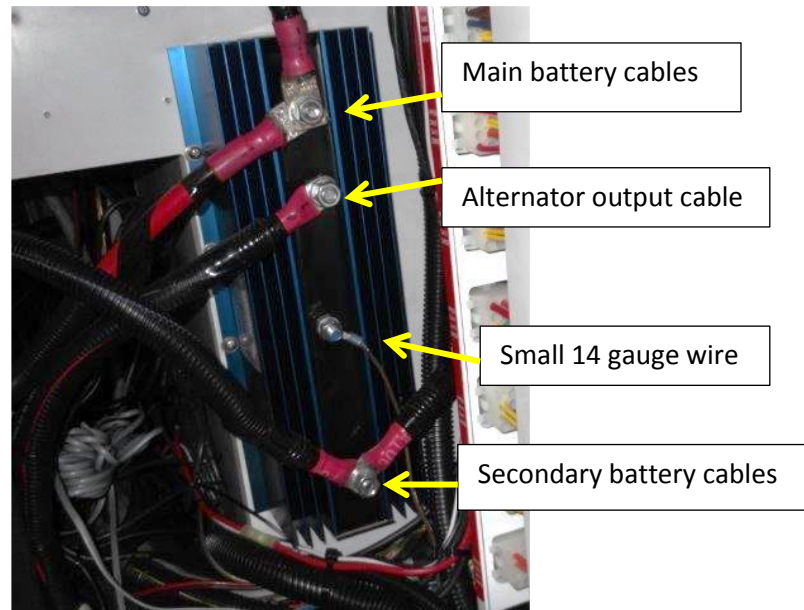


- 4) Connect the 2 alternator output wires from the single post buss to the centre stud on the 3 stud buss bar located on the radiator support.
- 5) Connect the battery cable from the single post buss to the far right post of the 3 post buss bar.

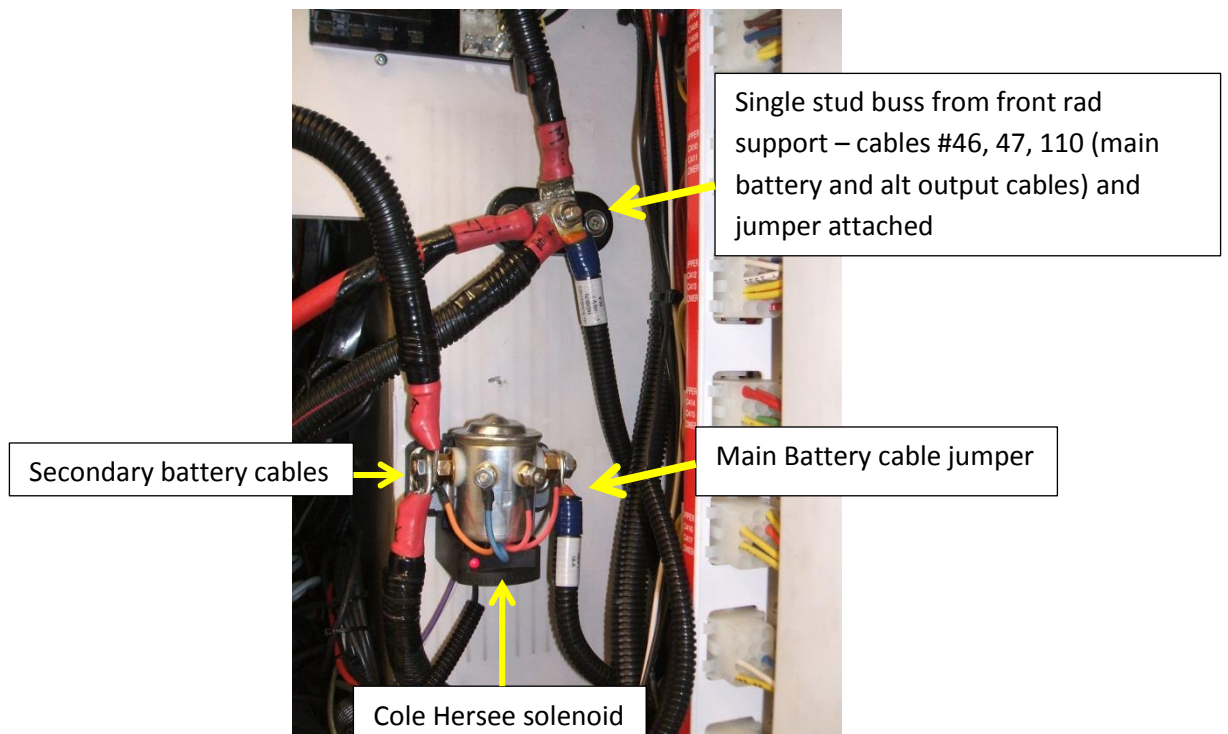


## 62725-62790 Crestline Ambulance Isolator Modification

- 6) Mark location of cables and remove from Isolator, and then remove Isolator.  
Cap off the small 14 gauge wire (not used)

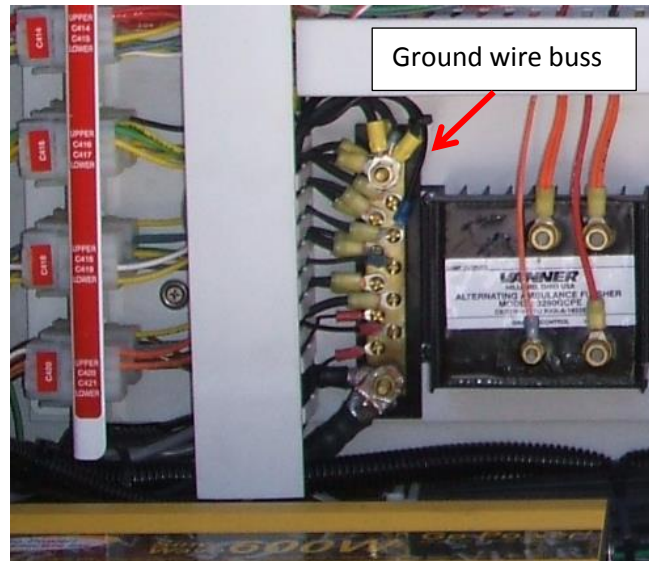


- 7) Install single stud buss from front radiator support and supplied Cole Hersee smart Battery Isolator solenoid to the electrical compartment wall where isolator was removed. Attach cables #46, 47, and 110 (main battery and Alt output) to the single post stud. Use the supplied jumper cable to connect the single stud buss to the main battery side of the Cole Hersee solenoid.



## 62725-62790 Crestline Ambulance Isolator Modification

- 8) Using the appropriate electrical connectors, attach a black extension wire to the black ground wire from the relay, then route and attach it to the ground buss in the electrical compartment.



- 9) Separate and cap the purple boost and white status wires from relay (not used)
- 10) Re-connect all batteries
- 11) Check Battery Voltage at Main and Auxiliary terminals of solenoid relay (be sure all batteries are above 12.6 V).
- 12) Start engine, check for charging voltage/ampereage on the main and secondary side of isolator relay.

The red light on the isolator solenoid comes on when the relay is connected – alternator charge voltage/amperage will be the same on both main and secondary solenoid terminals.

When battery voltage drops below 12.7 V on either battery bank, the relay will disconnect and the red light will go out.

Note: The Relay will not disconnect until one or both battery banks drop below 12.7 for more than 60 seconds.

The red light indicator at the base of solenoid is turned on only when the auxiliary and main batteries are connected.

The solenoid will only re-connect when the starting batteries reach 13.2 V (there may be a time delay for up to 60 seconds before the relay re-connects).