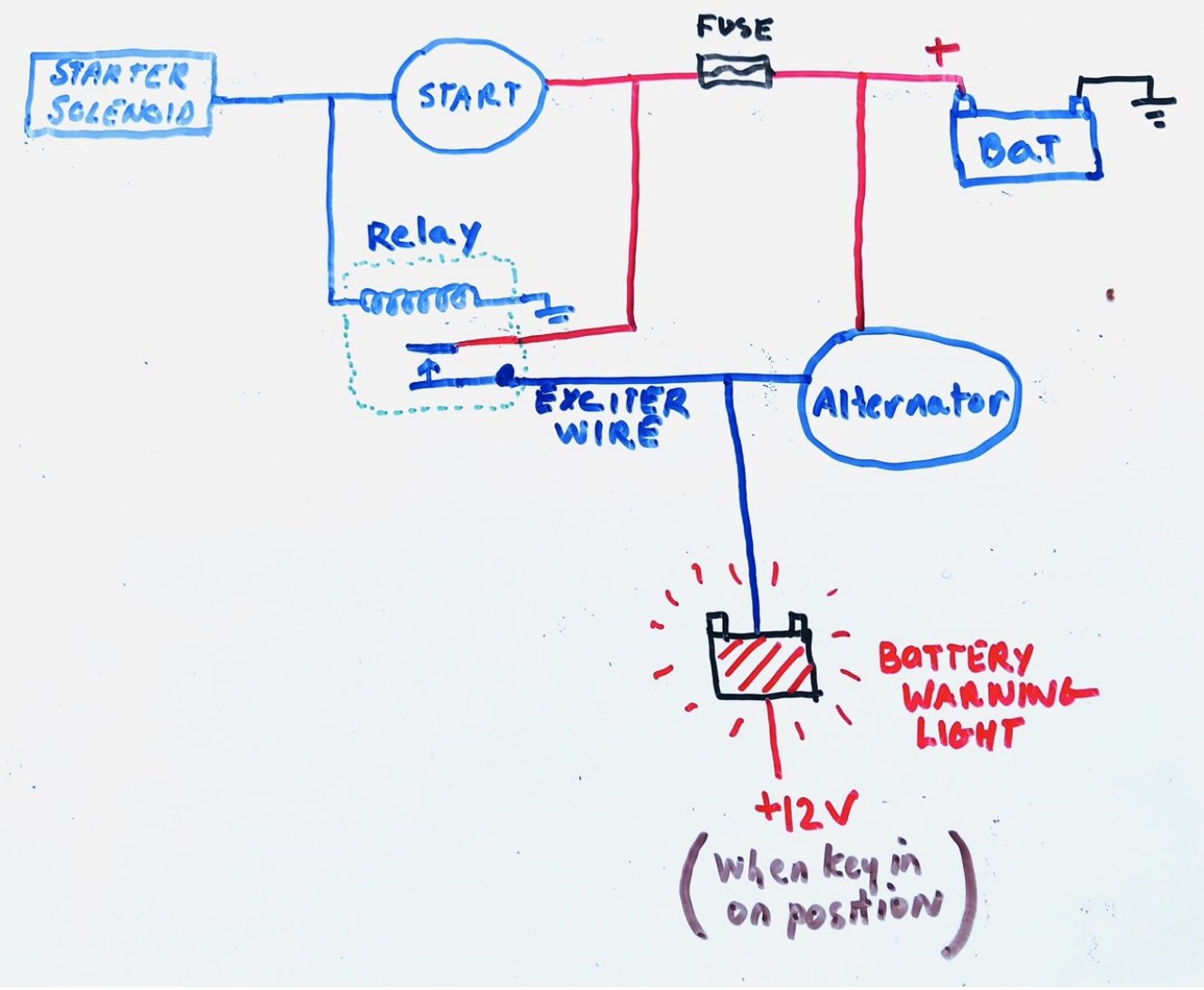


When the key is in the run position the dash console applies 12 volts to one side of the battery warning light. The other side of the bulb goes is connected to a wire referred to as an exciter wire. This wire goes to a connector on the alternator. Since the alternator is not running this connection is at ground so the dash battery warning light is on.

The starter solenoid is activated by pushing the start button on the dash when the key is in the run position.

The same wire that supplies power to the solenoid also energizes the relay. The contacts close and 12 volts is applied to the alternator exciter wire to get it to start generating electricity.

When the alternator runs it applies it’s own 12 volts to the exciter wire. Since there is now 12 volts on both sides of the battery warning light no current flows so the warning light is now out.