Internal Regulator
Alternator Changover Harness

1. Disconnect the battery for safety until the job is complete. Remove the generator from the car. Disconnect and tape up the 14 gauge red wire from the voltage regulator. Leave the 12 gauge wire connected to the horn relay. Tape up the old wiring.

2. Insert the white alternator plug and connect the two red wires with the eyelet end to the “BAT” connection of the alternator. Feed the large red wire through the firewall where possible.

3. The small brown wire with the fork end is to be connected to the ballast resistor on the firewall. Use the terminal end opposite of the coil wire.

4. The large red wire with the eyelet end that was fed through the firewall should now be connected to the ammeter. You will need to supply your own ammeter.

5. Disconnect the large black wire from the “BAT” terminal on the backside of the ignition switch. Connect the short red wire in its place. The end with the eyelet goes to the ammeter. The original black wire is now to be attached to the other side of the ammeter via the black extension wire provided.

6. Reconnect the battery and start the car. With a good alternator and battery, and a tight belt, the ammeter should read 10-15 for a minute or two and then return to 0. Shut the vehicle off. If the engine continues to run, you must remove the brown wire on the ignition resistor and attach it to the fuse panel on the accessory terminal (pink). Start the car and check again.

7. If the ammeter reads backwards, reverse the wires on the ammeter.

8. Connect the gauge pink to the “BAT” terminal on the backside of the alternator. Connect the other end with the loose connector to the horn relay.

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