1. Disconnect the battery for safety until job is complete. Remove the generator and the regulator from the car. Mount the alternator with the “Built-in Regulator”. Tape up the old wiring, with the exception of the 12 gauge black wire that ran to the old voltage regulator. This wire will be used again. By taping up the old wiring, this will allow you to go back to the original set up at a later date if you so choose.

2. Plug in the alternator plug and connect the large red wire to the “BAT” connection of the alternator. Feed the large red wire through the firewall where possible. It is best to use a hole that has a rubber grommet. This will help restrict possible chafing of the wires.

3. The small brown wire with the fork end is to be connected to the ignition resistor on the firewall, opposite the coil wires. Leave the existing wire on.

4. Connect the large red wire that was fed through the firewall, with the eyelet end, to a aftermarket ammeter. NOTE: You will need to supply your own ammeter.

5. Disconnect the large factory black wire from the “3” prong plug located on the backside of the ignition switch. Insert the new 12 gauge red in its place (See Diagram). The old factory wire is now connected to the new black wire provided with connectors. The eyelet end of this new black wire is to be connected to the other side of the ammeter.

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

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

8. Danchuk would like to thank you for purchasing this quality reproduction part. You, the consumer, are the best source of opinions, comments, and suggestions. Should you have any comments or recommendations for this instruction sheet and/or part, please feel free to contact us.
Internal Regulator
Alternator Changover Harness

INSTRUCTIONS

Part # 410 - - 1957

BATTERY

HORN RELAY

VOLTAGE REGULATOR

12 GAUGE BLACK WENT TO OLD VOLTAGE REGULATOR, BUT NOW GOES TO HORN RELAY. USE FURNISHED FEMALE CRIMP CONNECTOR AND PLASTIC COVER.

NEW BROWN 18 GAUGE

NEW ALT. PLUG

EYELET END

BAT

ALTERNATOR

NEW RED 10 GAUGE

NEW LONG 10 GAUGE RED

PLUG NEW RED INTO FACTORY PLASTIC PLUG IN SLOT WHERE OLD FACTORY BLACK WAS REMOVED AND PLUG BACK INTO REAR OF SWITCH. SEE SEPARATE DIAGRAM BELOW.

BALLAST RESISTOR

LEAVE EXISTING 18 GAUGE TAN WIRE HOOKED UP.

NEW BLACK WIRE

OLD FACTORY BLACK TO IGNITION SWITCH IS UNPLUGGED FROM SWITCH AND FURNISHED PLASTIC PLUG IS ADDED TO END.

STARTER SOLENOID

IGNITION SWITCH

NEW BLACK WIRE

IGN

SOL

BAT

ACC

AFTEMARKET AMMETER (YOU MUST SUPPLY YOUR OWN)

INSERT SMALL SCREWDRIVER AND DEPRESS METAL TAB. REMOVE OLD 12 GAUGE BLACK WIRE AND INSERT NEW 12 GAUGE RED IN ITS PLACE. OTHER END WITH EYELET GOES TO AFTERMARKET AMMETER.

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1. Disconnect the battery for safety until job is complete. Remove the generator and the regulator from the car. Mount the alternator with the “Built-in Regulator”. Tape up the old wiring, with the exception of the 12 gauge black wire that ran to the old voltage regulator. This wire will be used again. By taping up the old wiring, this will allow you to go back to the original set up at a later date if you so choose.

2. Plug in the alternator plug and connect the large red wire to the “BAT” connection of the alternator. Feed the large red wire through the firewall where possible. It is best to use a hole that has a rubber grommet. This will help restrict possible chafing of the wires.

3. The small brown wire with the fork end is to be connected to the ignition resistor on the firewall, opposite the coil wires. Leave the existing wire on.

4. Connect the large red wire that was fed through the firewall, with the eyelet end, to a aftermarket ammeter. NOTE: You will need to supply your own ammeter.

5. Disconnect the large factory black wire from the “3” prong plug located on the backside of the ignition switch. Insert the new 12 gauge red in its place (See Diagram). The old factory wire is now connected to the new black wire provided with connectors. The eyelet end of this new black wire is to be connected to the other side of the ammeter.

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

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Internal Regulator
Alternator Changover Harness

1. **Battery**
   - **Horn Relay**
   - **Voltage Regulator**
   - **Ballast Resistor**
   - **New Brown 18 Gauge Wire**
   - **New Long 10 Gauge Red Wire**
   - **New Alt. Plug**
   - **Eyelet End**
   - **Alternator**
   - **Ignition Switch**
   - **New Black Wire**
   - **Starter Solenoid**
   - **Aftermarket Ammeter**

**Instructions**

- **Plug new red into factory plastic plug in slot where old factory black was removed and plug back into rear of switch. See separate diagram below.**

- **Old Factory Black to Ignition Switch is unplugged from switch and furnished plastic plug is added to end.**

- **Insert small screwdriver and depress metal tab. Remove old 12 gauge black wire and insert new 12 gauge red in its place. Other end with eyelet goes to aftermarket ammeter.**

- **Push down on metal tab to remove wire.**

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