1. Disconnect the battery for safety until job is complete. Remove the generator and the regulator from the car. Mount the alternator and the regulator in the original locations. Tape up the old wiring with the exception of the 12 gauge black wire that extends from the battery to the 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 regulator plug and connect the large red wire to the “BAT” terminal on the alternator.

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

4. The large red wire that was fed through the firewall is to be connected to the aftermarket ammeter. 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 wire in its place (See diagram). The old factory wire is now connected to the new black wire provided with connectors. The eyelet end if this new black wire is to be connected to the other side of the ammeter.

5. 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.

6. 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.
External Regulator
Alternator Changover Harness

INSTRUCTIONS

PART # 411 - - 1957

INSTRUCTIONS

1. **Ballast Resistor**
   - Leave existing 18 gauge tan wire hooked up.

2. **New Regulator Plug**
   - NEW 18 GAUGE BROWN
   - 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.

3. **New 18 Gauge Black**
   - 12 GAUGE BLACK WENT TO OLD VOLTAGE REGULATOR, BUT NOW GOES TO HORN RELAY. USE FURNISHED FEMALE CRIMP CONNECTOR AND PLASTIC COVER.

4. **Horn Relay**
   - NEW 18 GAUGE BLACK
   - WHITE 18 GAUGE
   - BLUE 18 GAUGE

5. **Alternator**
   - NEW RED 12 GAUGE 2' LONG
   - NEW BLACK WIRE
   - OLD FACTORY BLACK TO IGNITION SWITCH IS UNPLUGGED FROM SWITCH AND FURNISHED PLASTIC PLUG IS ADDED TO END.

6. **Ignition Switch**
   - IGN
   - SOL
   - BAT
   - ACC

7. **Starter Solenoid**
   - 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.

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

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