1. Disconnect the battery for safety until job is complete. Remove the generator from the car. Mount the alternator in the original location. Tape 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. Insert the gray alternator plug and the black voltage regulator plug into the proper connections. Connect the 10 gauge red wire to the “BAT” terminal on the alternator. Feed the end with the eyelet 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 ballast resistor on the firewall. Use the terminal end opposite of the coil wire.

4. Connect the other end of the 10 gauge 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 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 attached to the other side of the ammeter via black extension wire provided.

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 two then return to 0. Shut the vehicle off. If the engine continues to run, the brown wire on the ignition resistor must be moved to the fuse panel on the accessory terminal (pink). Start and check again.

7. Connect the 12 gauge pink wire to the “BAT” terminal on the back side of the alternator. Connect the other end with the loose connector to the horn delay.

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.