

M & H ELECTRIC FABRICATORS INSTALLATION INSTRUCTIONS

REFERENCE PART
20125
2963185

SHEET 1 of 2

21500
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1955 ALTERNATOR CONVERSION - EXTERNAL REGULATOR

This harness is designed to be used with the original generator light in the car. Optionally, an ammeter gauge may be added to monitor the actual charging system condition. Refer to the enclosed diagrams and instructions for installation.

FIGURE 1 - Front light and dash harness hookup

1. Be sure that your engine is properly grounded to the chassis.
2. Disconnect the battery.
3. Disconnect the brown and blue wires from the generator. Trace the blue wire and one of the brown wires to the voltage regulator and disconnect them from the voltage regulator. Trace the other brown wire to the generator light connector in the dash. Unplug the generator light connector. Trace the remaining brown wire in the generator light connector to the IGN-1 terminal on the ignition switch and disconnect it from the ignition switch.
4. Disconnect the remaining heavy red wire from the voltage regulator and connect it to the "B" terminal on the horn relay along with the original red horn relay wire.
5. The disconnected brown and blue wires can be removed from the old harness as they are no longer needed.
6. Remove the original generator and voltage regulator from the car.
7. Install the new alternator in place of the generator on the driver's side of the car. Install a matching voltage regulator in the stock location.
8. Plug the connector with the blue and white wires into the alternator. The connector is indexed so it can only be plugged in one way. Connect the 10 gauge red wire with the protective boot to the "BAT" lug on the alternator.
9. Connect the horn relay wires as per the diagram.
10. Connect the voltage regulator as per the diagram.
11. Remove the original generator light bulb socket from the dash cluster. Plug the light socket on the conversion harness into this light socket hole.
12. Plug the remaining single plastic connector on the conversion harness into the IGN-1 terminal on the ignition switch as per the diagram.
13. All other front light connections remain as they were in the original stock harness.

FIGURE 2 - Recommended hookup for ammeter gauge

1. Reconnect the battery. Make sure that the battery is fully charged.
2. If you have installed an ammeter, turn on the light switch and verify that the ammeter gauge shows a "negative" or discharge value. If the reading is positive, the wires to the ammeter gauge must be reversed.
3. Turn on the ignition switch. The generator light will come on. If it does not, check all dash side connections and check that the generator light bulb is not burned out.
4. Start the car. If the alternator is charging the circuit, the generator light will stay lit for several seconds before going out. With a good alternator, a good battery, and a tight alternator belt, an ammeter gauge should read between 10-15 amps for several minutes before returning to 0.

FIGURE 1 - Front light and dash harness hookup

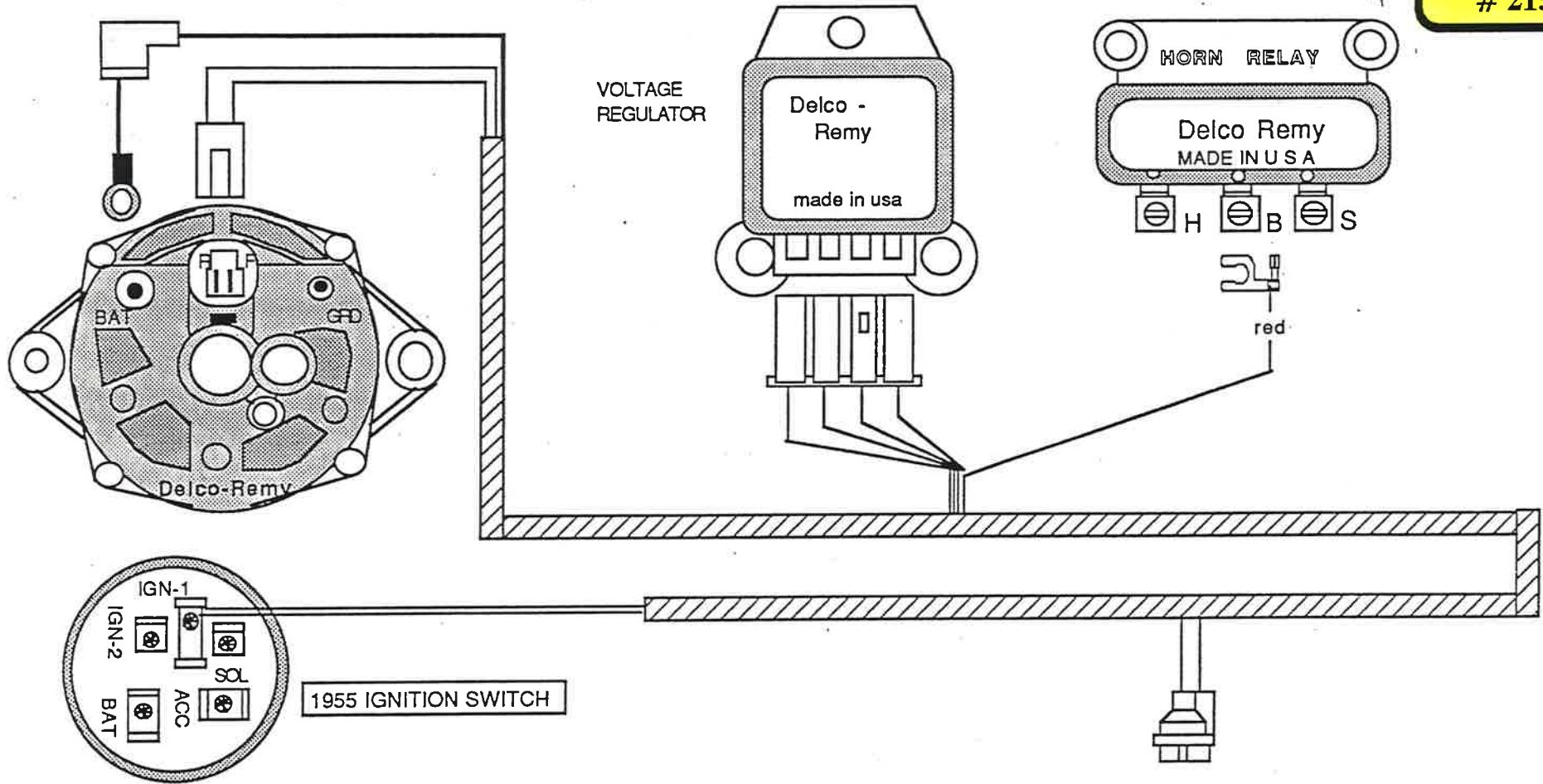
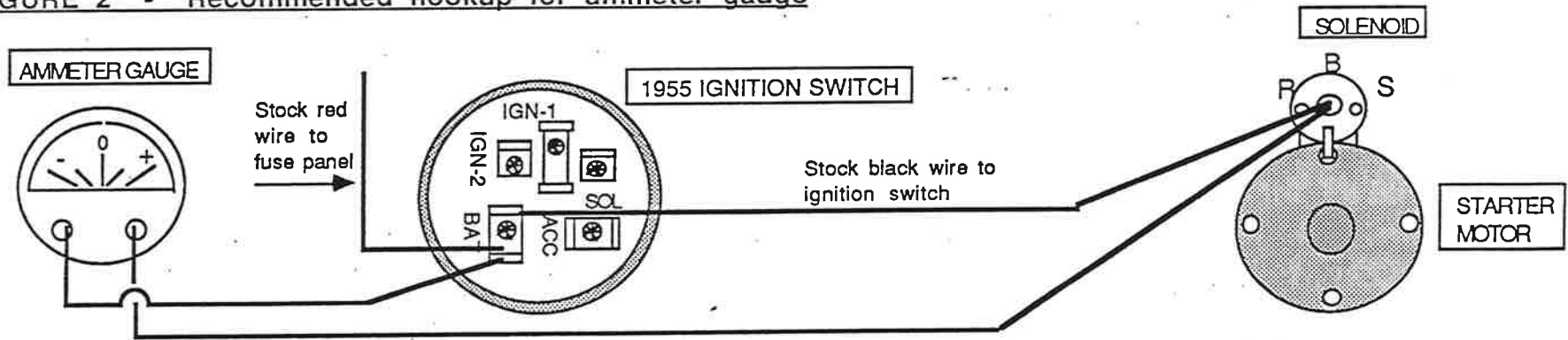


FIGURE 2 - Recommended hookup for ammeter gauge



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