

FIGURE 2 - Dash side harness hookup

1. Remove the brown wire from its location in the dash harness bulkhead connector. The bulkhead connector is the mating connector in the firewall for the front light harness. Readjust the locking tang on the terminal and insert it into the single female connector, provided with the generator light jumper harness, on the side of the generator light jumper harness with the bare female terminal (brown wire). Plug this connector into the mating connector on the generator light jumper harness. Plug the brown wire with the bare female terminal on the generator light jumper harness into the same bulkhead connector slot from which you just removed the original brown wire.
2. Remove the tan wire plugged into the "IGN" terminal on the ignition switch. Plug this wire into its mating connector on the generator light jumper harness. Plug the other remaining connector into the same "IGN" terminal from which you just removed the original tan wire.
3. If you are going to install an ammeter, now is the time to do so.

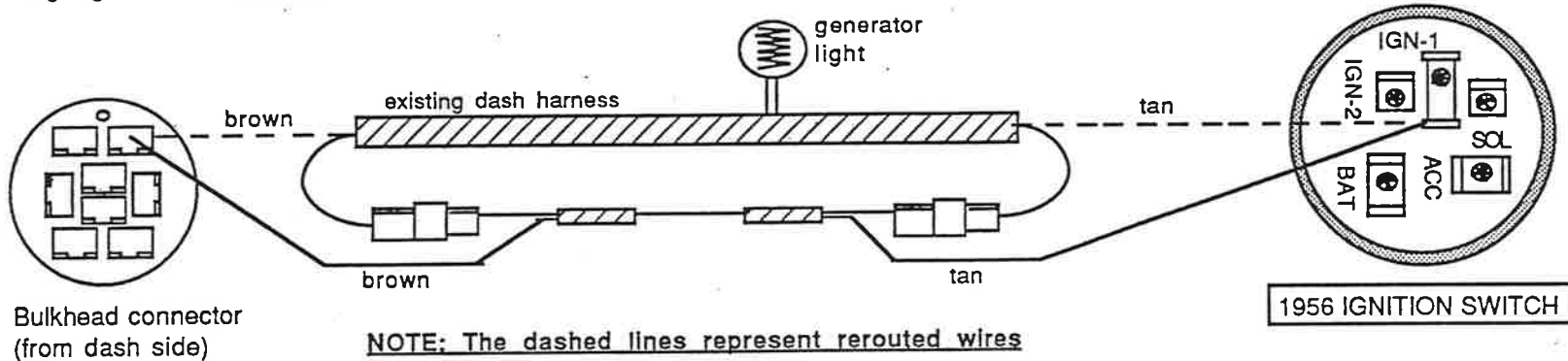
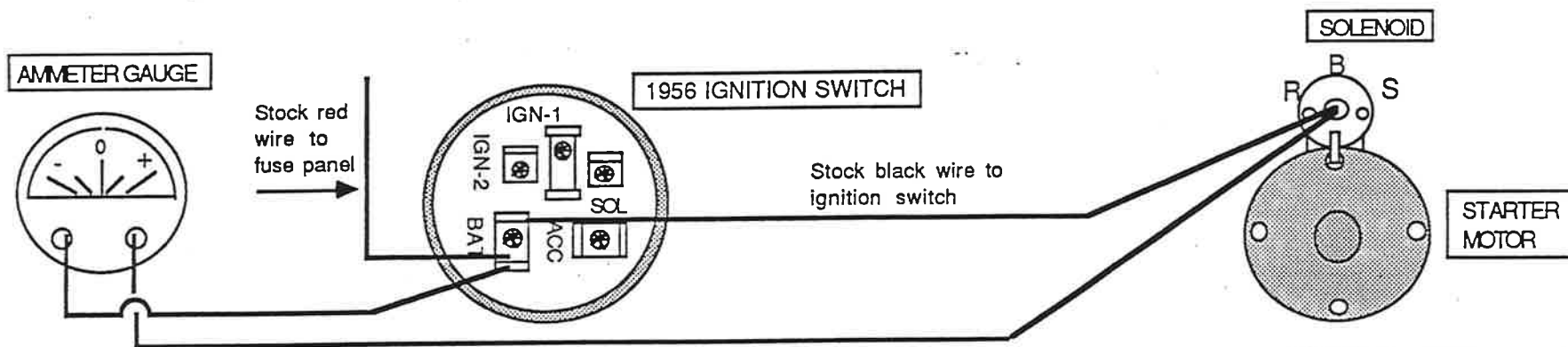


FIGURE 3 - Recommended hookup for ammeter gauge

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.



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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.

1956 ALTERNATOR CONVERSION - EXTERNAL REGULATOR

FIGURE 1 - Front light 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 bulkhead connector and remove the wire and terminal from the bulkhead connector. Replace this wire with the brown wire and terminal on the conversion harness. Disconnect wires can be removed from the old harness as they are no longer needed.
4. Disconnect the heavy red wires from the voltage regulator and the horn relay. Trace the wires to the bulkhead connector and remove the wire and terminal from the bulkhead connector. Replace this wire with the red wire and terminal on the conversion harness. Disconnect wires can be removed from the old harness as they are no longer needed.
5. Remove the original generator and voltage regulator from the car.
6. 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.
7. 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.
8. Connect the horn relay wires as per the diagram.
9. Connect the voltage regulator as per the diagram.
10. All other front light connections remain as they were in the original stock harness.

