

This kit is designed to be used in conjunction with our full wiring kits or as a stand alone application.

1. Connection will be made to either cavity "B" or "C" as follows:

B = cars equipped with charge indicator light only.

C = cars equipped with charge gauge only.

Note: The connection to the "B" or "C" cavity is critical.

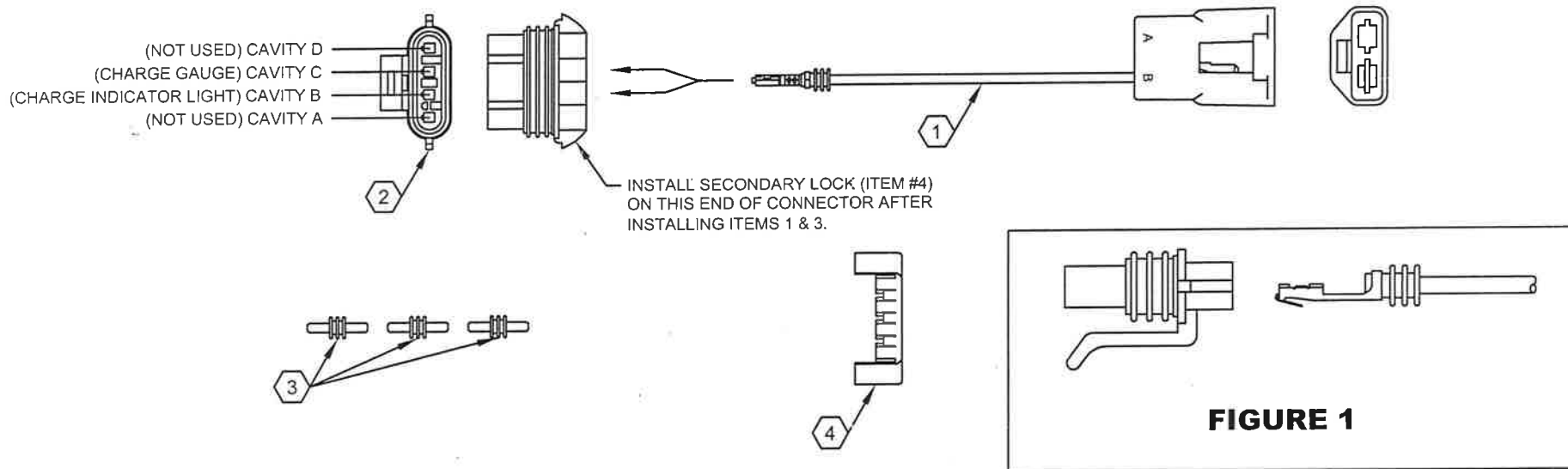
Anything more than the specified voltage will destroy the voltage regulator instantly!

2. Insert wire assembly (Item #1) into the appropriate cavity of connector (Item #2). Wire assembly must be installed into cavity correctly for it to lock. See figure 1.

3. Insert plug seals (Item #3) into remaining unused cavities in connector (Item #2).

4. Install secondary lock (Item #4) over rear of connector (Item #2).

5. Install Alternator Adapter into alternator.



Cavity definition chart (for reference only)

Cavity A - Stator tap that can be used for a tachometer and hour meter. The connection will have about 7 volts output. (Not used in this application)

Cavity B - In an application using a charge indicator light for the charging system, this is the ignition source for the internal voltage regulator. This connection wants to see a switched ignition source of 3 or less volts when charge light is on.

Cavity C - In an application using a gauge for the charging system, this is the ignition source for the internal voltage regulator. This wire needs to be connected to a 12 volt switched ignition source. If you are using an American Autowire wiring kit, this connection can be made to an ignition source at the panel or the ignition switch using the alternator connection instructions in your kit.

Cavity D - Battery sensing. Connect to the main battery post on the isolator or on the main battery positive post. (Not used in this application)

ENGLISH		SHEET NO. 1
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SPECIFIED		DRAWN BY: 309
 M&T ELECTRIC FABRICATORS, INC. AUTOMOTIVE WIRING SYSTEMS (562) 926-9552 www.wiringharnes.com		DWG. DATE: 02-16-06
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