

M&H Electric Fabricators, Inc.
INSTALLATION INSTRUCTIONS

#21470

SHEET 1 of 3

92963211

1955 DASH HARNESS
WITH EXTERNAL REGULATOR ALTERNATOR

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.

Connections in the engine compartment - FIGURE 1

1. Disconnect the battery.
2. Remove the generator from the car and install the new alternator.
3. Remove the original voltage regulator from the car.
4. Install the new voltage regulator matched to your alternator in the stock location. Be sure to use the correct insulating mounts. Install the regulator ground wire and capacitor.
5. 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.
6. Plug the connector with the blue, white, red and brown wires into the new voltage regulator. The connector is indexed so it can only be plugged in one way.
7. Connect the horn relay wires as per the diagram.
8. All other connections remain as they were in the original stock harness.
9. If you are going to install an ammeter, now is the time to do so.

Connections at the ignition switch - FIGURE 2

1. If you are going to install an ammeter, now is the time to do so. Hook up instructions are on Figure 2.
2. The alternator conversion requires an extra connection to be made to the "ACC" terminal of the ignition switch. To accomplish this, a pigtail wire is provided for the end of the brown and brown/white wire that originally would have plugged into the ignition switch. The pigtail wire contains a heavy brown wire and a heavy pink wire. The heavy brown wire should be plugged into the connector containing the brown and brown/white wire.
3. An original connection at the "ACC" terminal of the ignition switch contained 2 pink wires. These wires will be connected to the pink wire of the pigtail wire. The pigtail will then be plugged to the ignition switch in the position originally used by the 2 pink wires. Figure 2 illustrates this setup.
4. All other connections at the ignition switch remain as per the original stock setup.

Testing the installation

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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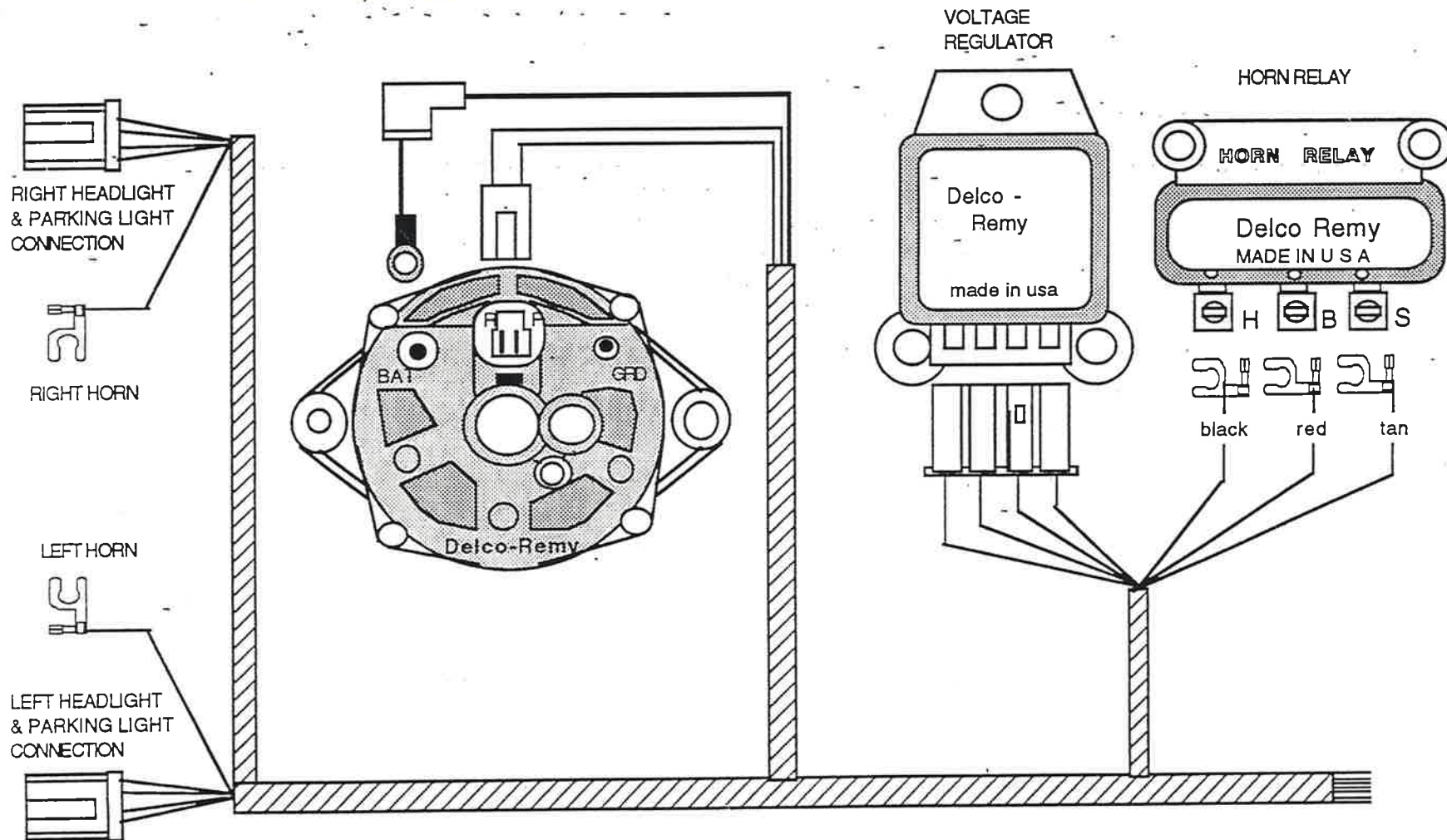
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FIGURE 1 - Connections in the engine compartment



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FIGURE 2 - Ignition switch and ammeter gauge connections

