

**6 volt to 12 volt conversion  
Keeping original generator**

**INST-93282**

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**#@\$!\*@#\$\$% INSTRUCTIONS  
MID FIFTY F-100 PARTS 1-800-252-1956**

**1. Rebuild the Generator**

There are good diagrams and instructions for servicing the generator in the shop manual which will help here.

**2. Polarize the generator (see instructions below)**

**3. Install the other electrical components required**

Wiring harness (if being replaced), voltage regulator, headlight relay (recommended), heavy duty voltage reducer for heater blower motor and windshield wiper motor (1 each), runtz voltage reducers for dash gauges.

**Note:** The starter solenoid, headlights, ignition switch and horn should all work without modification. If you have a single horn there is some chance that the higher current may burn it out. If you have a dual horn, you can change the wiring slightly so that you run a single power line to both horns rather than having the power run individually to each horn. This will cut the current running through the horns in half and they will function normally.

**Polarizing a generator**

From Fifty Avenue Internet Garage—Thanks to Randy Rundle

[http://www.fifthaveinternetgarage.com/tech\\_tips/tech\\_tips\\_polarizing\\_generator.html](http://www.fifthaveinternetgarage.com/tech_tips/tech_tips_polarizing_generator.html)

**“A” circuit generators (most GM models)** strike the battery and armature posts together using a jumper wire or a pair of pliers, (spread the handles) and touch the two posts together briefly. You should see a small spark then you are done. You need to do this every time you remove either the generator or regulator for service.

**“B” circuit generators (most Ford products)** - DISCONNECT the FIELD wire from the regulator and strike in onto the BATT post on the regulator. When you see some small sparks you are done. Reconnect the field wire to the regulator. You have to remove the wire to polarize a **“B”** circuit generator. DO NOT use a jumper wire. You will need to do this every time you remove either the generator or regulator for service.

**“A” or “B” circuit??**

Look at the back of the generator; If the generator field wire is connected to the INSULATED brush you have an **“A”** circuit. If the field coil wire is connected to the NON-INSULATED brush or ground you have a **“B”** circuit generator.

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