

415A 1955 Dash Harness with Internal 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. Plug the connector with the red and brown 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.
5. Connect the horn relay wires as per the diagram.
6. All other connections remain as they were in the original stock harness.
7. If you are going to install an ammeter, now is the time to do so.

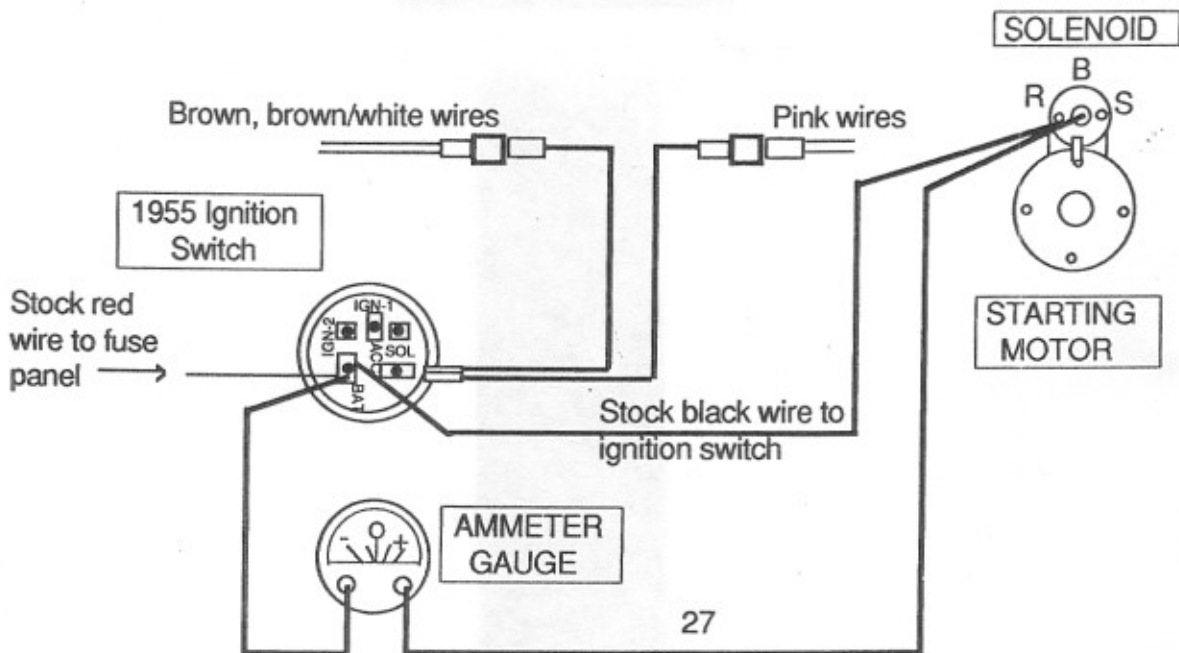
Connections at the ignition switch - FIGURE 2

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 has 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 two pink wires. These wires will be connected to the pink wires of the pigtail wire. The pigtail will then be plugged to the ignition switch in the position originally used by the two pink wires. Figure 2 illustrates this set up.
4. All other connections at the ignition switch remain as per the original stock set up.

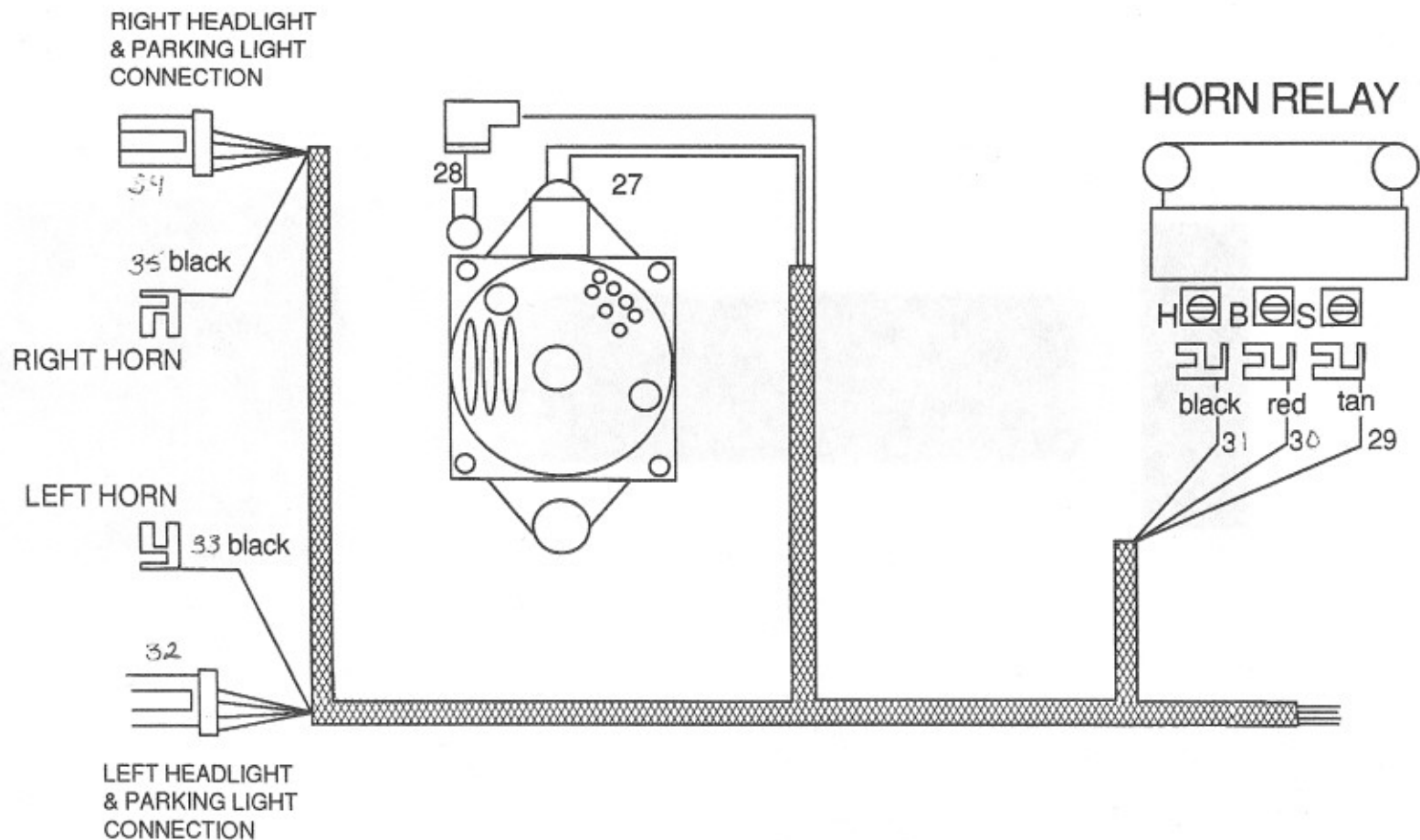
Testing the Installation

1. Reconnect the battery. Make sure it is fully charged.
2. If you've 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 doesn't, 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 zero (0).

Ignition switch and ammeter gauge connections



CONNECTIONS IN THE ENGINE COMPARTMENT



1. High beam lights instrument cluster
2. Instrument lights - instrument cluster
3. Sender side of gas gauge - instr. cluster
4. Ignition side of gas gauge - instr. cluster
5. Acc. on ignition switch
6. Battery on ignition switch
7. Ignition #1 on ignition switch
8. RH turn indicator - instr. cluster
9. Cigarette lighter
10. Heater
11. Cloçk
12. Clock
13. Stop light switch
14. Stop light switch
15. Turn signal wiring
16. Horn button
17. Turn signal wiring
18. Instrument lights on headlight switch
19. "PK" on headlight switch
20. "SD" on headlight switch
21. "B" on headlight switch
22. Ground on headlight switch
23. "H" on headlight switch
24. "U" terminal on dimmer switch
25. "L" terminal on dimmer switch
26. "B" terminal on dimmer switch
27. "A" on alternator
28. "F" on alternator
29. "S" to horn button on horn relay
30. "B" on horn relay
31. "H" on horn relay
32. To front light ext.
33. Horn
34. To front light ext.
35. Horn
36. Flasher
37. LH turn signal indicator
38. Alternator light
39. "T" on headlight switch
40. Tail lamp harness connector

