

## 441 A 1957 Front Light 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.

### Connecting the front light harness - FIGURE 1

1. Be sure that your engine is properly grounded to the chassis.
2. Disconnect the battery.
3. Remove the original generator and voltage regulator from the car.
4. Install the new internal regulator alternator in place of the generator on the driver's side of the car.
5. 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.
6. Plug the horn relay connector into the horn relay. The front light harness does not contain the red jumper wire to the voltage regulator "BAT" terminal. This wire is now handled by an internal connection within the new harness.
7. Look for the point in the harness where the right headlight connector exits the harness. There will be a 10 gauge red wire connected to a fusible link wire with the large ring terminal on the end. Connect the ring terminal directly to the positive battery terminal. This connection eliminates the original wire that ran from the battery positive terminal to the voltage regulator. The fusible link is a protection against a short that normally could destroy the entire front light harness. The original harness did not offer this type of protection.
8. All of the front light connections remain as they were in the original stock harness.

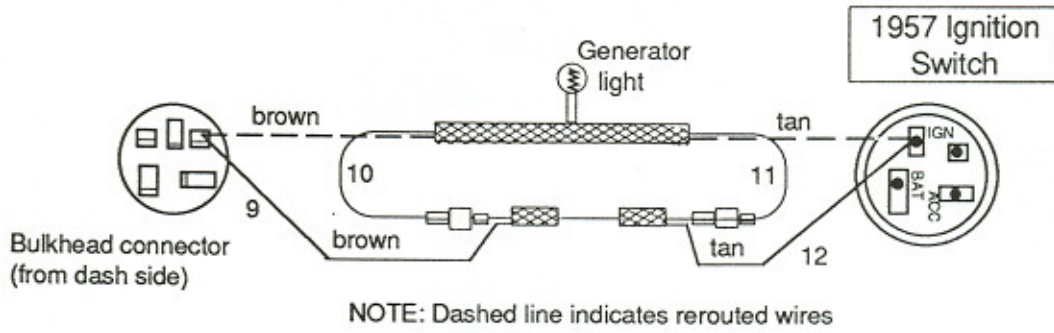
### Connecting the dash side harness - FIGURE 2

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. Plug this connector into the mating connector on the generator light jumper harness. Plug 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.

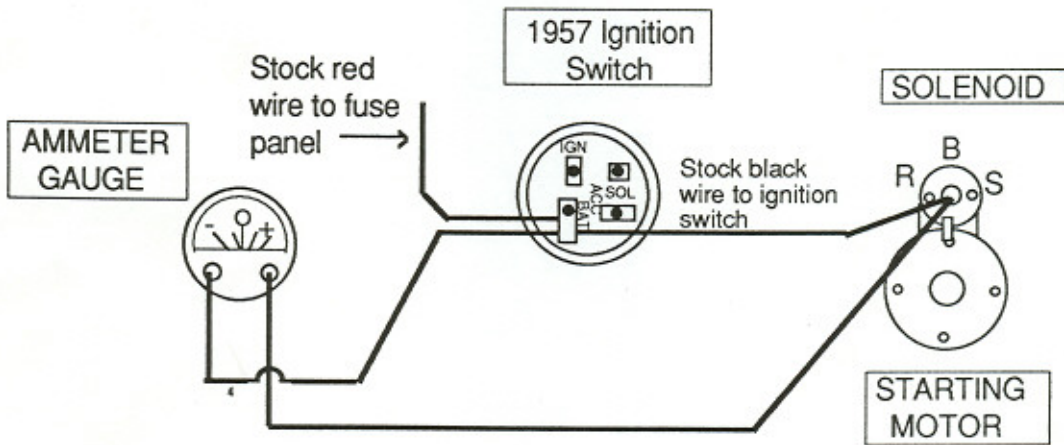
### Testing the Installation - FIGURE 3

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 zero (0).

### DASH SIDE HARNESS HOOKUP

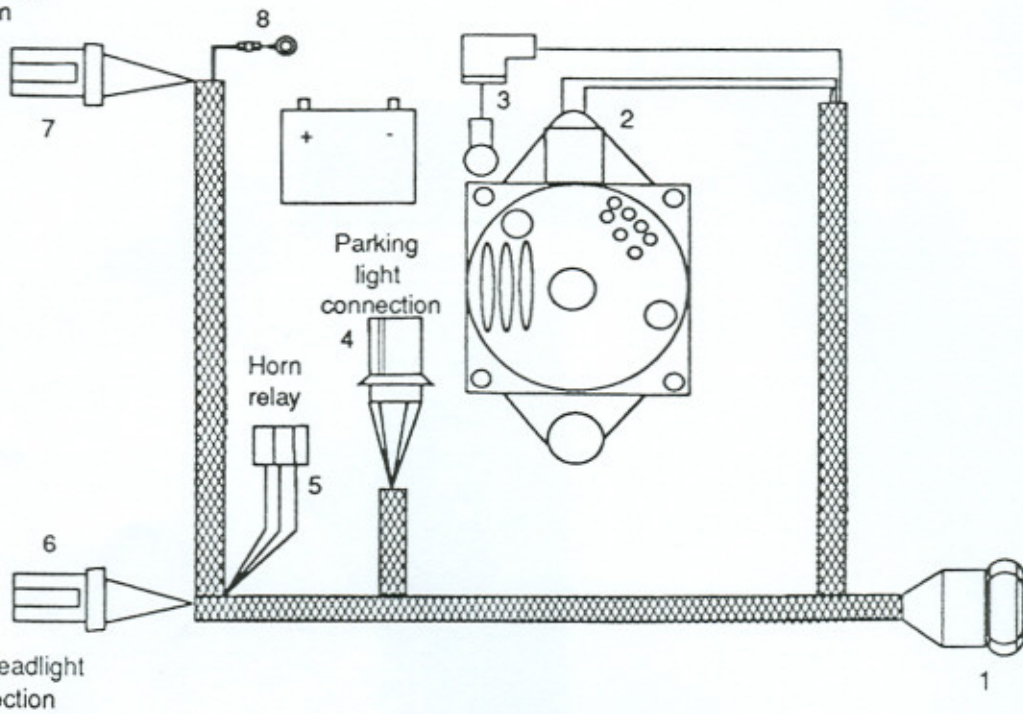


### RECOMMENDED HOOKUP FOR AMMETER GAUGE



## FRONT LIGHT HARNESS HOOKUP

Right headlight connection



Left headlight connection