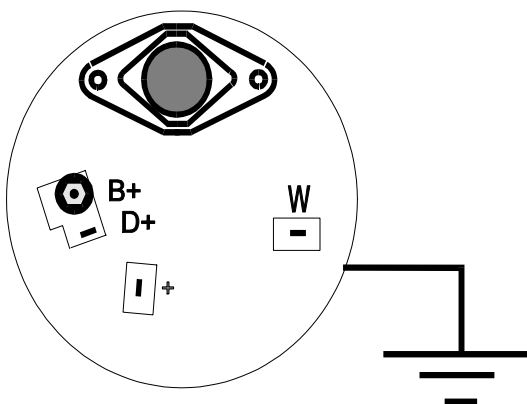


### CONVERSION FROM EXTERNALLY REGULATED UNIT TO INTERNALLY REGULATED UNIT

Certain vehicles may be equipped with the older, less reliable, external regulator system prone to various wiring problems. To update the vehicle charging system to the internally regulated unit follow these steps:

1. Install new alternator following standard procedures.
2. Connect the D+ wire (usually orange) and the B+ wire to the new alternator.
3. Leave the three terminal plug, that attached to the old alternator, disconnected. The harness leading to the regulator, and the regulator itself may be removed and discarded.



#### PLEASE NOTE:

1. Most alternator failures are caused by defective/discharged batteries, loose drive belts, or corroded wires. Check for these conditions to prevent a recurring problem!
2. B+ wire must have battery voltage at all times.
3. D+ wire must have **at least 2** volts when the ignition switch is "ON". Lower voltage readings will prevent the alternator from charging. Check D+ wire for breaks, indicator lamp (burned out bulb), and all fuses.
4. In many applications, the alternator frame is insulated from the engine block by rubber cushioned brackets. Because of this, the ground wire is a critical part of the charging system. Be sure the ground wire is connected securely to the alternator and engine block.

The "+" wire may not be used in all applications