

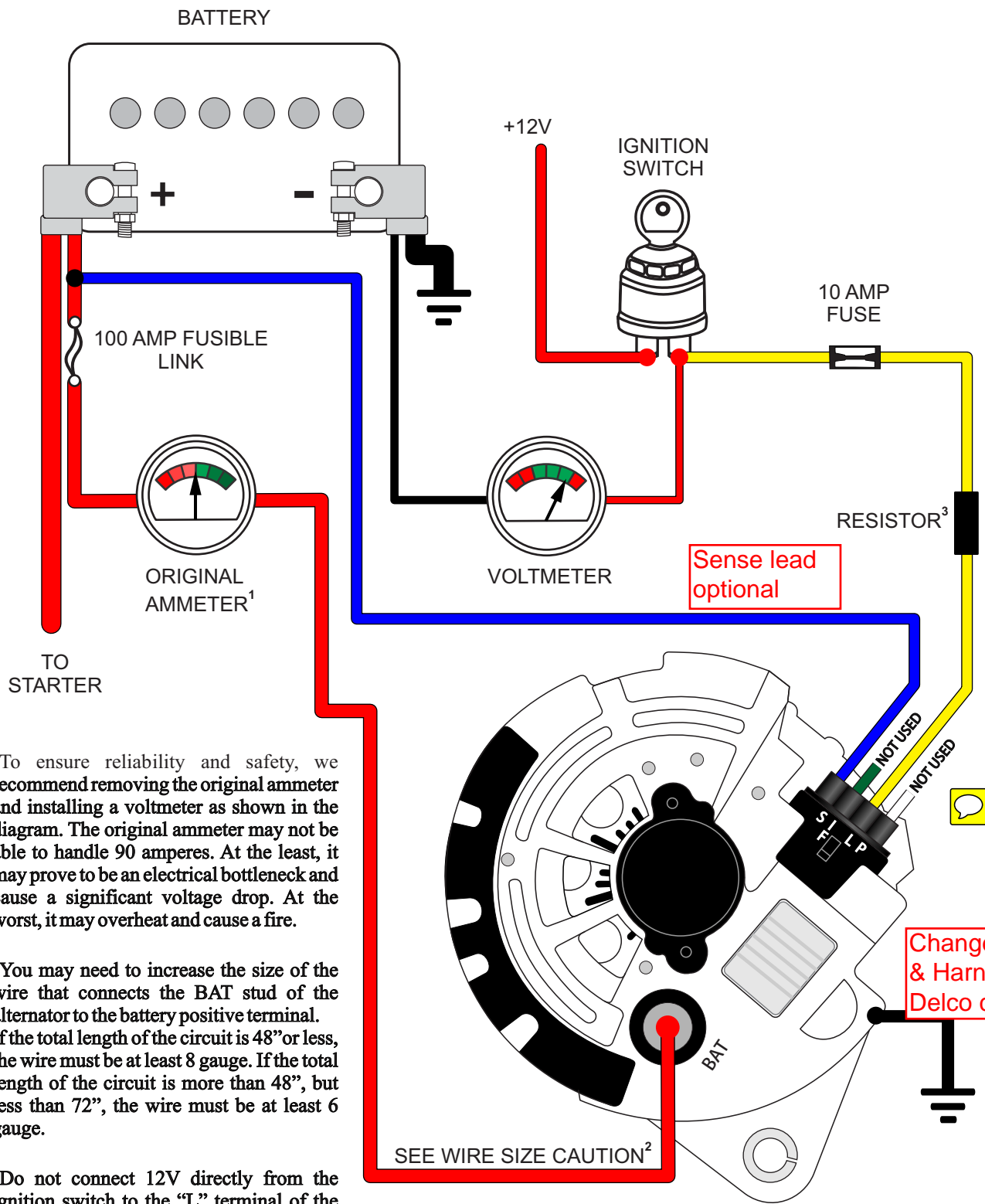
12ALTV - Alternator Kit for Willys Jeep

Installation of ALT12V Alternator Kit (Wiring)



1. Vehicle must be negative ground only to utilize this alternator.
*Wiring and ammeter must be replaced with 0-100 AMP scale.
(Use of original 30 or 60 AMP meter will cause readings off scale and damage meters)
2. Wiring for alternator to ammeter and on to battery must be 6 or 8-gauge.
(Failure to do this will result in overheating of small wiring, fire hazard and alternator failure).
3. Voltmeter is included with kit and can be used to replace ammeter.
4. New 10 Ga. wiring is not longer terminated on ammeter when voltmeter is used.
5. Wiring for volt meter can be 16 Ga. and is run from the + and - of the battery.
6. IGN feed to new alternator regulator plug must be fused with 10 Amp fuse.
7. Positive alternator return at battery must have 100 Amp fuse link installed.
8. See wiring diagram on next page for IGN feed fusing and fuse link.

CONVERSION ALTERNATOR WIRING



¹To ensure reliability and safety, we recommend removing the original ammeter and installing a voltmeter as shown in the diagram. The original ammeter may not be able to handle 90 amperes. At the least, it may prove to be an electrical bottleneck and cause a significant voltage drop. At the worst, it may overheat and cause a fire.

²You may need to increase the size of the wire that connects the BAT stud of the alternator to the battery positive terminal. If the total length of the circuit is 48" or less, the wire must be at least 8 gauge. If the total length of the circuit is more than 48", but less than 72", the wire must be at least 6 gauge.

³Do not connect 12V directly from the ignition switch to the "L" terminal of the voltage regulator. This will destroy the voltage regulator. The wiring harness provided has an inline resistor in the wire that connects to the "L" terminal. Do not remove this resistor.

90 AMP ALTERNATOR