

Alternator Conversion Part no. L170K

Update your electrics with this kit which contains all parts to convert your car to an alternator system, including special mounting bracket and adjuster strap.

The following instructions apply directly to Austin A60 and variants, but principals will apply to most "B" series engined cars.

Before proceeding, disconnect the battery and the clock!

The DC regulator is a RB 106/2 and the following changes must be made to the wiring to this regulator before it is removed.

The wires to AI (twin brown/blue) and the wire to A (single brown) must be disconnected and joined together by a suitable strip of copper or brass using the original connectors.

The wire to F must be removed, along with the large wire to D and taped up.

The small wire (brown/yellow) to D is disconnected and reconnected to the IGN. contact on the alternator plug. (This wire is connected to the Ignition warning lamp in the dashboard).

The two black wires from E on the regulator are to be removed. NOTE: one of these wires has to be reconnected to an earth again. (This is the earth wire from the car heater motor).

The regulator can now be removed. The final connections to the alternator are those from the alternator plug that must be connected to the battery side of the starter solenoid switch by heavy gauge wiring.

The ignition coil can be mounted in the position vacated by the regulator using its original bolts (cut down). Replace the high tension lead with the new longer one supplied.

Re connect the battery as a negative earth car (black lead to earth).

Unfortunately your clock will not work when you convert to negative earth, but we are working on a new movement which will hope will become available in the very near future. Please enquire!