

## DA PLUG INSTALLATION INSTRUCTIONS

(10/03)

### Step 1

Begin by removing the positive battery cable from the battery. Next remove the (BATT) wire, from the external voltage regulator (or cutout) and connect it to the (10/32) stud on the back of the alternator. Use 10-gauge wire for this connection

**Next...** Remove and tape (using electrical tape) the remaining wires (leftover from the old voltage regulator) back into the original wiring harness. (That way everything will be there in case the next generation wants to do a 100-point restoration) Finally... remove the old voltage regulator.

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**POSITIVE GROUND** -- If your vehicle was originally positive ground (the battery (+) cable connected to ground) you need to reverse the cables on the battery to match the polarity of your new alternator. The (-) battery cable will now go to ground. The (+) positive cable will become the "hot" cable.

**Part Two** - reverse the two wires on the back of the amp gauge or in the case of Fords; reverse the loop of wire on the back of the gauge. This will make your amp gauge read correctly. (If you fail to reverse the wires on the amp gauge nothing bad will happen, your gauge will just read backwards...) The only exception is 1939-1940 Fords that use a Buss Bar type Amp Gauge. DO NOT change anything and this style of Amp gauge will work fine.

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Now snap the **DA Plug**, into the top of the alternator. The red wire (with the ring terminal) attaches to the same (10/32) stud on the back of the alternator that you attached the (BATT) wire too. The yellow wire should connect to the (+) terminal of the ignition coil or the (I) terminal on the ignition switch. In some applications it may be easier to connect the yellow wire to the **(S) terminal** on the starter solenoid. Now reinstall the positive battery cable, check all of your connections to be sure they are tight, and you are finished.

**By the way... THAT SHRINK-WRAPPED BUMP** -- in the DA Plug harness is what allows your engine to be turned off with the original ignition key. (No we are not cheap and didn't splice the wire there...) Because an alternator produces electrical current at idle (where as a generator does not) if you were to turn off the key (with the alternator installed, and no DA Plug) the engine would still keep running, because there is still electrical current reaching the ignition coil from the alternator.

**QUESTIONS -- Call FIFTH AVENUE ANTIQUE AUTO PARTS 785-632-3450**