8315 SERIES INSTALLATION INSTRUCTIONS

TOOLS NEEDED:

- 4 millimeter nut driver
- Small Phillips screw driver

VOLTAGE REGULATOR INSTALLATION PROCEDURE:

A. Remove the alternator back cover and save the hardware.
B. Remove the nuts from both field studs and save the hardware.
C. Install the regulator as indicated in the diagram below without connecting the orange and green wires.
D. Connect the black and the red wires as indicated in the diagram below.
E. Place the back cover on the alternator.
F. Run the green and orange wire under the cover where there is an outward bend (gap) from the alternator. Position the sleeving on these two wires in the gap to protect the wires.
G. Connect the orange wire (ignition) to one of the field studs.
H. Connect the green wire to the other field stud.

ALTERNATOR BENCH TEST PROCEDURE:

1. Connect the battery cables to the alternator.
2. Connect ignition to the field stud that has the orange wire connection.
3. Alternator should cut-in instantly and it should regulate at approximately 14.2 volts.

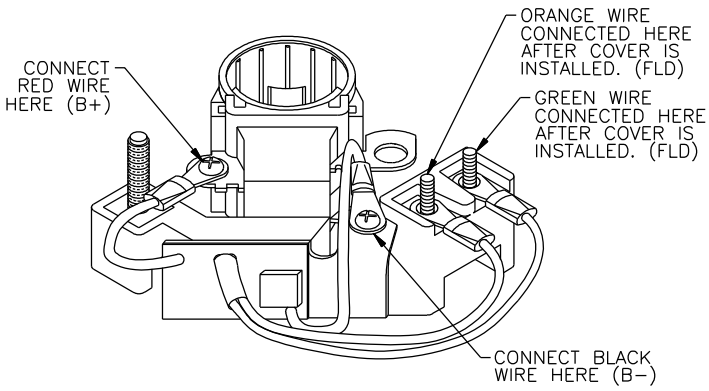
IMPORTANT NOTE TO THE ALTERNATOR INSTALLER

1. Using a voltmeter, measure the two field terminals of the harness.
2. The field terminal that becomes hot (12 volts) with the ignition switch on, must be connected to the field stud of the alternator that has the orange wire of the regulator connected on it.

   NOTE: If the field terminal that becomes hot (12 volts) with the ignition switch on routes to the green, then switch the green and orange wires of the regulator on the alternator.

3. Bend and tape the other field terminal.
4. Re-install the harness.

Mount Regulator Per Diagram Below



IMPORTANT: FIELD TERMINAL MUST BE BENT UP AND TAPED TO PREVENT SHORTING TO SURROUNDING AREAS.

NOTE: The green and orange wires are designed to exit the cover where it is bent outward creating a gap between it and the casting. Position the sleeving on the wires inside this gap to protect the wires. Bend both terminals to be routed inside the cover if the cover is modified (cut away) at the studs. The wires would exit the cover there and be hidden when the wiring harness is installed.

NOTE:
This conversion regulator is not for use on vehicles with Electronic Fuel Injection.