

F-2831K 1928-31 Ford Model A 12 volt Negative Ground Conversion

***Please read these instructions before you get started.***

1. Disconnect the battery, then tape the fan blades so the blades do not cut you while performing this installation.
2. Remove the generator and the wire from cutout, you will not need this.
3. Install the H bracket to the new alternator using the bolts and lock washers supplied and do not tighten.
4. Install the H bracket to the original generator mount on the motor and tighten.
5. Remove the crankcase bolt closest to the alternator. You are going to use this bolt location to attach the alternator tension brace with the new hardware provided.
6. Slide the alternator toward the motor and place the fan belt on the pulley. Make sure your belt is in good condition. Replace if worn.
7. Screw the new tension brace bolt in where you removed the crankcase bolt and snug down. Make sure the cone shaped washer is facing toward the motor.
8. Now slide the alternator to tighten the belt leaving about 1/2" play just snug enough where the belt does not squeal. Tighten the tension brace bolt.
9. Now go back and tighten all the bolts and double check the belt tension.
10. Connect the new 10AWG wire to the output of the back of the alternator and other end to the + side of the new 12 volt battery. The alternator must be connected direct to the + side of the battery and the case of the alternator should be grounded all the way back to the - side of the battery. You can run the 10 awg wire from the alternator to the ammeter and from the ammeter to the + side of the battery this way the ammeter will read as it did before.
11. Install the new 12 volt coil, making sure the plus side goes to the key switch and neg. side to the distributor. The coil we provide are internally resisted coils so no external ballast resistors needed.
12. Install the wiper and horn resistors. These install in series from the 12 volt power to the wiper and horn.
13. Replace all the lights as provided in the kit.
14. Before you starting your engine, check that the battery is completely charged to 12.6 volts. Do not let the alternator charge a low or dead battery. will cause damage to the rectifier.
15. **Make sure the battery is connected negative to the frame and positive to the starter. Everything will work the same on negative ground as it did before.**
16. Remove the tape from the fan blades.
17. Start the engine and increase the RPM one time to excite the alternator. check the output of the alternator should read 14.1-14.6 volts.

- 18.If the alternator output is below 14 volts check all the connections and make sure the grounds are good.
- 19.We recommend using a digital volt meter to check the output fo the alternator voltage. There is a quick way to check that the alternator is charging by taking a pocket knife or screw driver and placing on the rear alternator bearing, should feel slight magnetic pull on the bearing surface.
- 20.Word about ammeters, these read current flow from the alternator to the battery and are not voltage sensitive, so no reducers are needed. The 20 amp meter should be sufficient even though the alternator generates 63 amps, because the meter reads current flow that is being replenished back into the battery, as long as your battery is in good shape and stays charged there should not be any problems running

***General safety: Working around rotating parts can be dangerous, keep hands, loose clothing and hair away from the pulleys and fans.***

***Always disconnect the battery when working on the electrical system.***