

MODEL NO. A-100-6P AND MODEL NO. A-150-6P

INSTALLATION AND OPERATING INSTRUCTIONS

Both of these units are 6 volt positive ground. To install, first disconnect both battery cables and remove the generator or alternator to be replaced.

Install the new alternator mounting bracket with the offset towards the front of the car using the half inch generator bolt, nut and lock washer. The bracket should extend outward and upward at approximately a 45degree angle. Tighten this bolt securely.

Now install the alternator using the 3/8" grade 8 bolt nut and lock washer provided. Tension the fan belt by pulling on the top of the alternator and tighten the pivot bolt securely.

Note: This alternator has a specially designed pulley and will not run properly with anything other than an actual 5/8" wide model A belt. The belt can be tensioned by hand and need only be tight enough to prevent slippage. Check belt tension frequently. If the belt is slipping you will see the ammeter fluctuate.

Reinstall the two wires removed from the generator, or alternator on the new alternator output post. Now reconnect the battery cables, and then start the engine. These are "self-exciting" alternators, which means that they rely on residual magnetism in the alternator rotor to excite the voltage regulator and cause the alternator to charge.

This means that the engine must be revved up to about 1500 rpm before it kicks in, or energizes. Once it is energized, it will charge at any rpm, even a slow idle, but, when you shut it off and stop the engine, you have to start over.

As this alternator is used it will continue to increase the magnetism in the rotor and will "kick-in" at lower rpm's. These units have been shipped with an external post, located next to the output post, which is covered by a rubber cap. In the event that the vehicle sits for an extended period of time and the rotor loses it's magnetism, it can be manually excited by removing the rubber cap and briefly touching the metal stud underneath to the alternator case with a screwdriver with the engine running. This will turn the unit on at any rpm. The alternator will charge at 20 amps plus when you first start the engine, but will drop down to about 5 amps very quickly. This is a normal charge rate.

Happy motoring!

Alternators

Thanks for choosing Mike's Custom Fitted Alternators, available in 6V or 12V applications. This Alternator is a special rendition of the famous GM "Single Wire" alternator arguably the most reliable in the world with millions in use in thousands of applications. Please follow Mike's Instructions "to the letter" for many miles and years of trouble free service.

Installation Instructions

1. Disconnect BOTH battery terminals
2. Remove existing Generator or Alternator
3. If changing from 6V to 12V or 12V to 6V determine proper coil & battery polarity. For Model "A" 's 6 volt is positive, and 12 volt is negative.
4. Install Mike's alternator using the special pivot bolt that you will find supplies in alternator box. Use 3/4" socket and extension and 3/4" wrench. Bolt head should face radiator – in most applications.
5. Install fan belt. The custom pulley fits the original Model A fan belt
6. Install tension brace that you also find in alternator box to the timing cover bolt hole that is located at the approx 2:00 O'clock position when you are looking from the front of the engine to the rear of vehicle. Use 9/16" wrench cone washer – small end toward the engine
7. Snug fan belt with about 1/2" of "push in" play. Tighten pivot bolt and tension brace at this time
8. Install existing Gen. Lights & Horn wires to the red lug on the Alternator. You may need to enlarge the terminal holes. A small rat tail file or pocket knife blade works best. Use 7/16" wrench or socket. DO NOT OVERTIGHTEN.
9. Hook up battery. Again check polarity
10. Crank Vehicle
11. Happy Model "A" ing!!!

Additional Information

- 1 The Model A charging system starts & stops at approx 800 RPM
- 2 The Ammeter will not show a charge when the battery is fully charged. This alternator has an internal regulator
- 3 A "30to 30" ammeter is required
- 4 An easy way to check that the alternator is charging – turn on the Headlights with the engine off – 5 minutes or so then turn off lights. Crank Engine. The ammeter should show a charge for a minute or so depending on battery condition. Ammeter should return to "0" as the battery has been recharged. The alternator only charges when there is a demand for more electricity
- 5 An alternator will not fully charge an "old,used up" battery – so make sure that your battery is sound
- 6 Make sure all of your vehicle's wiring is sound – especially the dash and engine systems
- 7 Caution – Never, never, not ever should you disconnect the alternator with the engine running. This can & will destroy the alternators internal regulator
- 8 Again a "0" ammeter reading with "engine only" running usually means that the battery is fully charged
- 9 Additional accessories i.e.: Fog lights, CB radios, etc will add load to the charging system
- 10 Mike's alternators are fully checked and tested for 100% reliability before sale
- 11 We at Mike's feel that we are supplying to you the best model A alternator conversion that is available. However, If you feel that your system is not functioning properly please follow these simple steps:
 - A. Check all your wiring
 - B. Have your battery load tested
 - C. Have your new Mike's Alternator load testedThese 3 simple steps can save you postage & shipping charges, down time, and possibly a restocking fee to trade out 1 good alternator for another good alternator.
- 12 Last – If you have a problem that you feel you can't solve – call us. All of us at Mike's drive Model A's, with over 150 combined years of experience - we'll get it sorted out.
- 13 Just Call
- 14 Again thanks for your business