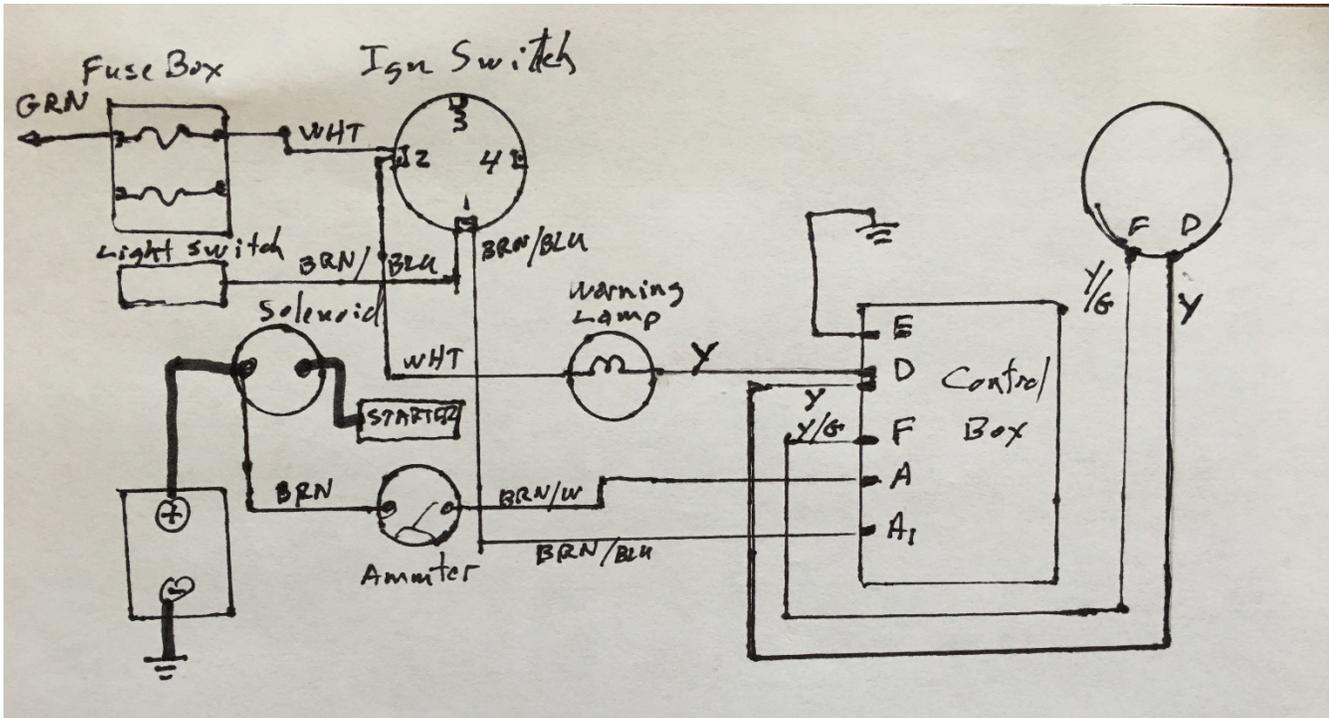


Alpine Generator to Alternator Conversion wiring. Series I – IV

By Thomas Hayden

(Assumes conversion from Positive to Negative earth already done)

Step-by-step wiring instructions for converting a Sunbeam Alpine S I-IV to use a Hitachi 14231 Alternator. (as used on a 1980 Nissan 720 pickup L4 2.0 liter 2BBL)



Original Diagram (Series II). Other Series are similar, see notes below.

Wire colors by Series

Step-by-Step Instructions for wiring changes

1) **At Alt**, connect "D" (heavy) wire to B+ terminal on Alt

2) Connect "F" wire to "L" terminal of Alt

(L= Lamp = vertical terminal of Tee shaped pair on Alt)

3) **At Control Box**, Disconnect wire from "E" term and tape it off

4) Disconnect thin wire from "D" Terminal

5) Disconnect thin wire from "F" terminal

6) Connect these two wires to each other

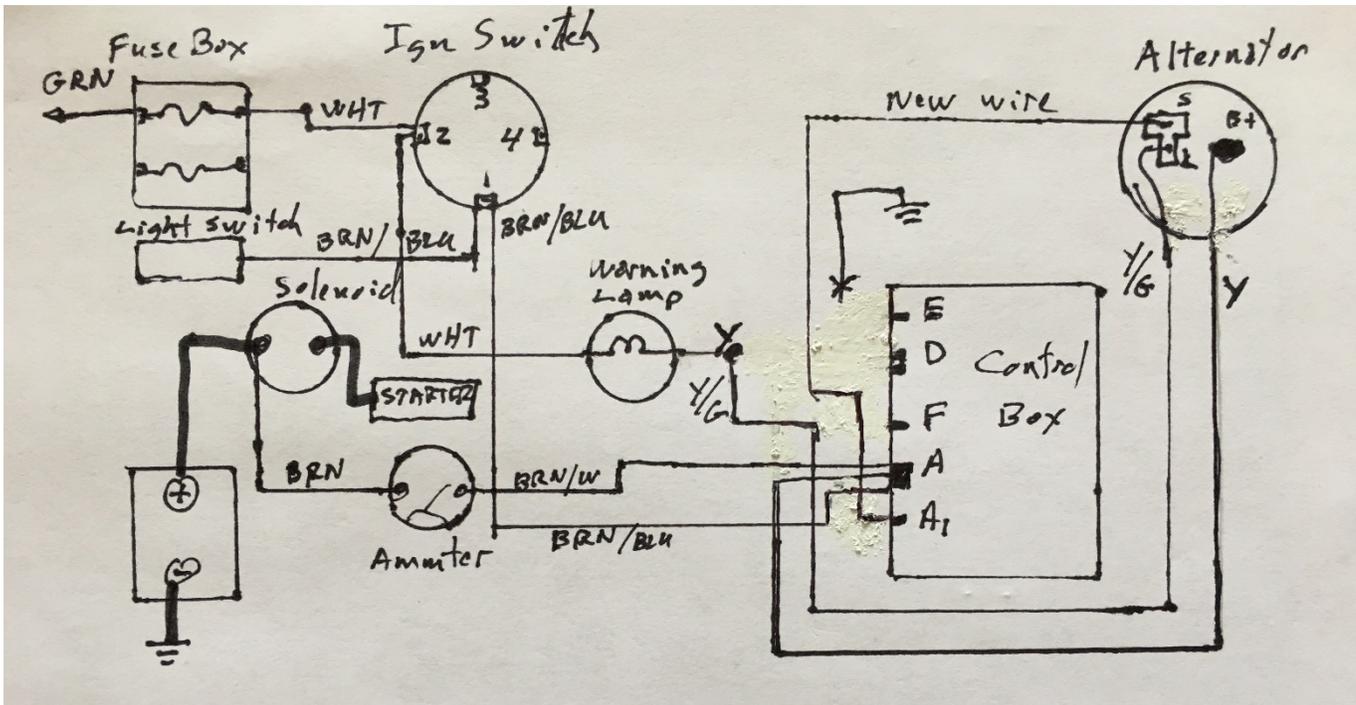
7) Move heavy wire from "D" to the "A" Terminal

8) Move heavy wire from "A1" to "A" Terminal

9) Add new wire from "S" or "R" terminal on Alt to Term "A1"

(This is the cross part of the Tee shaped Pair)

SI	SII	SIII	SIV
Y	Y	Brn/Y	Brn/Y
Y/G	Y/G	Brn/G	Brn/Y
Blk	Blk	Blk	Blk
Y	Y	Brn/Y	Brn/Y
Y/G	Y/G	Brn/G	Brn/G
Y	Y	Brn/Y	Brn/Y
Brn/Blu	Brn/Blu	Brn	Brn/Blu



Revised diagram after conversion to Alt (Series II)

Notes:

A connector for the dual Tee shaped connection is available from auto parts stores, but is not needed. Any insulated individual spade connectors will fit with adequate spacing between them.

It is recommended that the heavy cable to the B+ terminal be anchored to the Alt with a cable tie or cable clamp somewhere within 8 inches of the B+ post to relieve strain and reduce likelihood of the cable breaking off at the post due to engine vibration.

If no ammeter is fitted, the Brown cable from the solenoid goes directly to the same point that the ammeter cable would go.

This is a simplified diagram showing the parts and wires involved in the Generator to Alternator conversion. Not shown is a Brn wire connected to terminal 1 of the fuseholder on all Series. On the SI and SII, that Brn wire comes directly from the solenoid and the path is not routed through the Ammeter, if fitted. On SIII and SIV, that Brn wire comes from terminal A of the Control box. In all cases that wire should be left connected.

On Series I and II the Brn/Blu wire to the light switch is connected to the Ignition switch at the other end, but on Series III and IV it is connected to the "A1" terminal on the Control Box. Electrically the same point, but physically different. These connections should be left in place.

Terminals A and A1 on the Control box are connected to each other inside the Control box. The Control box can be left in place as a convenient place to make the connections at A and A1. If an alternative means of joining the wires connected together at A and A1 are provided, the Control box can be removed.