

DIODE CONVERSION KIT

#15600 for 1928-1939

Instructions:

Disassembly

1. Remove the cutout from the car.
2. Drill or file the (2) or (4) spot-welds which retain the cover on the base, use a small drill or file as little material as possible to break the cover loose.
3. Remove the cover and note the generator side (Gen.) and the battery side (Batt), this will aid in reassembly. The cover may be zinc or cad. plated before reassembly.
4. The base and coil assembly will look as shown in figure (1). The heavy wire between the coil assembly and die battery side post must be cut. A small wire soldered to the base must also be cut.
5. Remove two screws on the bottom of the base, take off the coil assembly, save these screws for reassembly.
6. Disassemble the coil from the frame, drill out the iron core using a 1/4 inch drill from the bottom. The frame will look as shown in figure (2).
7. Drill out die rivets that hold the small bracket (battery side) to the base, use a 1/8 inch drill. This completely disassembles the cutout.

Reassembly

On the old coil frame, saw off one of die up right flanges, and drill a 1/4 inch hole (enlarge one of the existing tapped holes) into the remaining flanges, as shown in figure (3).

2. Install the diode on the frame as shown in figure (4).

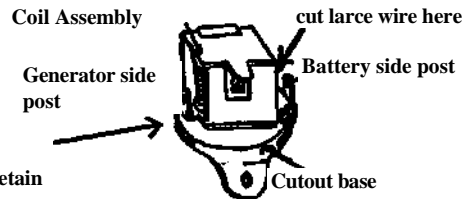


Figure 1

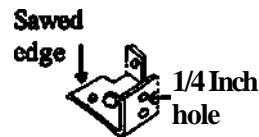


Figure 3

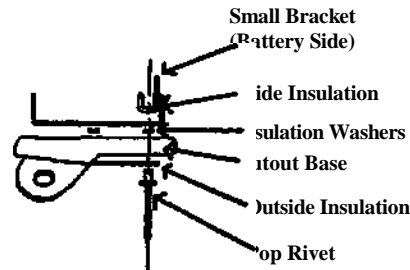


Figure 5

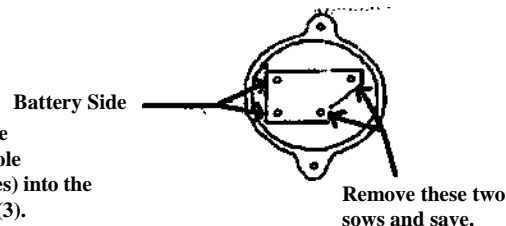


Figure 2

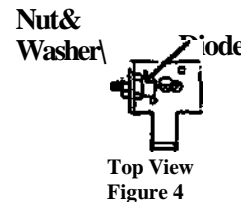


Figure 4

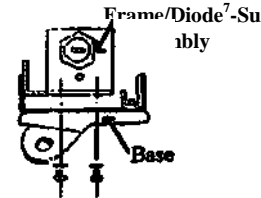
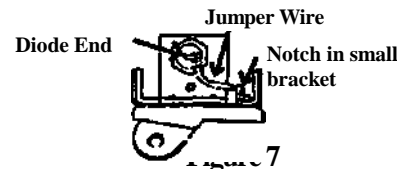


Figure 6



3. Install the small bracket on the base using two 1/8 inch pop rivets, the large and small insulation pieces and the small insulation washers. See figure (5).
4. Assemble the frame/diode sub-assembly to the base using die two small screws which were saved at disassembly. See figure (6).
5. Solder the jumper wire provided between die diode end, and the notch in the small bracket, see figure (7). Note: use long nose pliers to hold die diode end while soldering to act as a heat sink.

Replace the cutout cap, being sure to line up die holes on the cap with the tapped holes of the brackets on the base. The cap can be soldered in place if desired, however, this is optional. Before placing on the cap, note which side the battery post is on.

To test the assembly (with the generator on the car), reinstall the cutout by attaching the lead from the generator armature to the cutout. With the engine running, touch the lead from the battery to the battery side of the cutout, it should not spark. If it does, reverse the cutout. The ammeter should indicate a charge when die engine is running a fast idle.

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