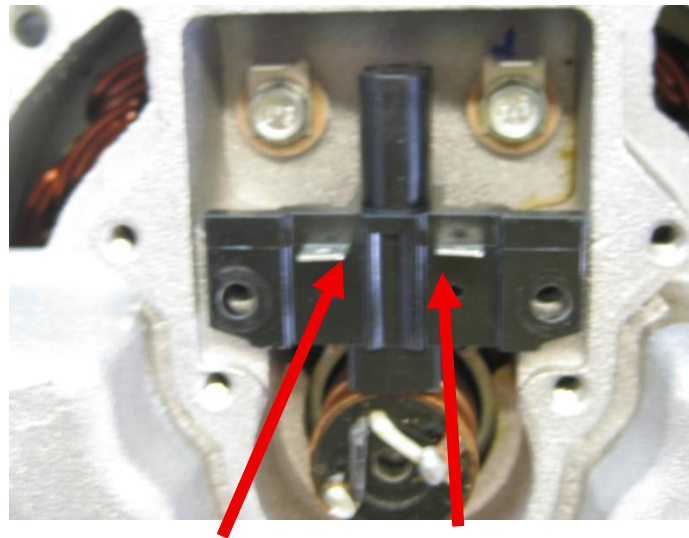
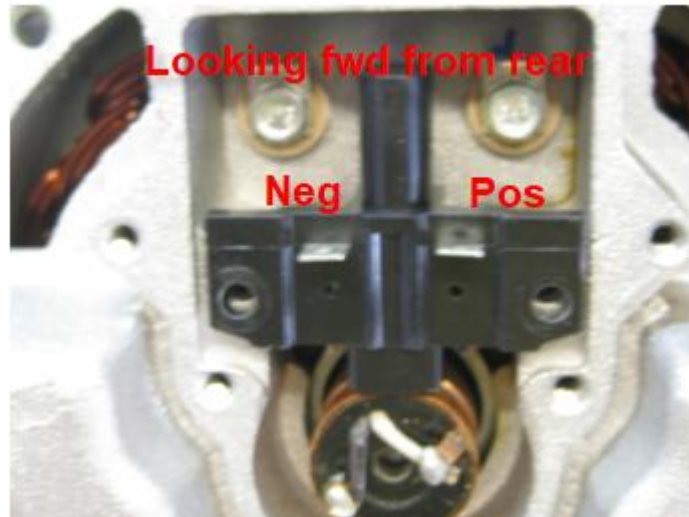


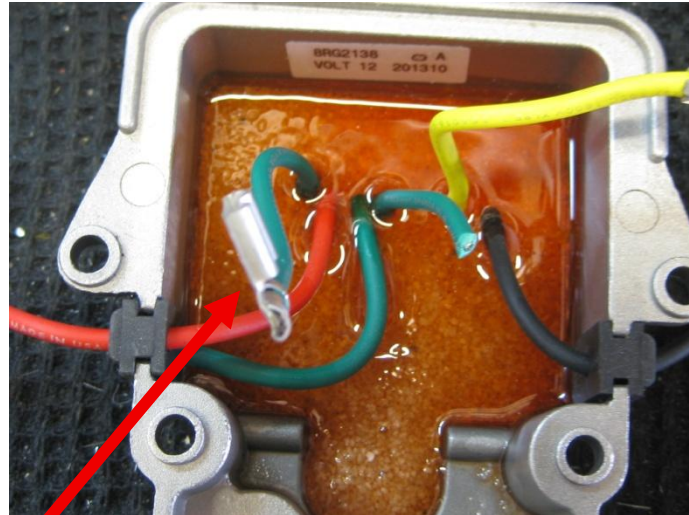
Leece Neville 8SC3009 ZA Alternator conversion to "P" external regulator

The aim is to control the positive side of the alternator brush block. To achieve this, we run a wire from the positive brush to the ZM6, with the other side of the ZM6 connected to the earth terminal.



This brush to earth

This brush the ZM6 Field terminal



1. Cut this wire. Cut the other side as well and route it out to the negative brush. You will need right-angle spade terminals, as straight terminals will not fit inside the housing.
2. Follow the **“Alternator Disassembly”** instructions to gain access to the brush block.
3. Attach a wire to the positive brush terminal and route it to the **FIELD** terminal on the ZM6. Blue is the industry-standard colour for a FIELD connection. You will need to drill a small hole in the rubber brush-cover boot to allow the new wire to exit the side of the brush block.
4. Before connecting the wire to the ZM6 FIELD terminal, carry out the following test to confirm that the wiring is correct.
5. Take the new FIELD wire on the brush block. With the engine running, briefly connect this wire to positive voltage for **1–2 seconds**.
6. **NOTE:** You will hear the engine RPM drop as the test attempts to drive the alternator to full output. Keep the connection to positive to a maximum of 1–2 seconds. A spark may occur because the circuit can draw up to approximately 5 amps. This should confirm that the wiring is correct.
7. If possible, connect a multimeter to the alternator output terminal as an additional confirmation of voltage rise.
8. Once the test confirms that applying the appropriate control signal produces the expected alternator response, the ZM6 can be connected to the FIELD terminal and should function correctly.
9. Reassemble the alternator by following the disassembly instructions in reverse order.
10. Complete the remaining ZM6 connections by following the **ZM6 installation instructions**.