

# Upgrade to Alternator and Electronic Distributor Keeping Wiring Original & Create a Kill Switch with Regulator which also Protects Wiring

By Steve Pope

This is an electronic upgrade I have just done to my Mk2. I decided to do this when I was tuning the car the first time after a complete restoration. When I was tuning I noticed a fluctuations in the timing etc, and as a result a very slight hardly noticeable miss. I tried a couple of distributors etc, but still not happy. I also noticed a lot of fluctuation in the charging system so decided to upgrade everything to something more modern. I didn't want the modern upgrades to be obvious and wanted the original look of the wiring, generator etc. I decided on what is called a Dynamator, which looks like the original Generator and an Electronic Distributor. Both from Accuspark



**DISCONNECT THE BATTERY  
BEFORE DOING ANY  
ELECTRICAL WORK**



Simple installation of Distributor. Remove Old and install new, Set Timing. The Dynamator, use the old pulley.

We need to re-arrange some of the wiring for the Dynamator up at the old Regulator but keep them connected to the Regulator the same. A lot of people just remove the Regulator and re-arrange wiring to suit but I wanted the original look so decided to keep the Regulator and the wiring connections as original. I also wanted to protect the wiring throughout the Car. I decided to go with a manual reset 50A Circuit Breaker as the Dynamator puts out 45A. I didn't want this Breaker visible anywhere and also wanted it to double as an anti-theft isolator hidden from view and easy to access. This is what I did.



**What is needed.** I bought this 50 A Circuit Breaker. The old RB106 regulator. Some electrical wiring 10 Gauge Min preferably 8 gauge. Some basic tools and time.

**This is what we will do.** Connect circuit **D** on Regulator from Dynamator and **A** on Regulator from the Starter Solenoid to the Circuit Breaker IN Post. Circuit **A1** on the Regulator to the AUX Post on the Circuit Breaker OUT. This will protect all the wiring throughout the Car and also serves as an Isolator when manually tripped to prevent the car from being started. All hidden away inside the Regulator.



Strip out all the internals of the Regulator keep the back plate or make an L Bracket to mount Circuit Breaker. Position the Circuit Breaker on the Plate. Make sure the Cover fits, back plate will need moving back. Mark the holes on Plate and drill suitable size holes. Bolt Circuit Breaker on.



Now we need to do some cutting and soldering. Cut and remove the E and F circuits underneath. Solder on 3 lengths of wiring as shown to A, A1 & D terminals.



Connect wires as shown. **A & D** to Right side In Post and **A1** to Left side Aux Post. Install unit in car and connect wiring as original. Connect the old Earth wire to **E**. Cut the Ignition Warning Light wire (Yellow with White Trace) at the connector D Terminal and join to the **F** wire which is connected to the Dynamator, this now operates the Ignition Warning Light



Wiring is now protected and you also have a Kill Switch by tripping the Circuit Breaker preventing the car from being started and no one knows it's even there.

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