

# INSTALLATION INSTRUCTIONS

## 102032 FieldFix™ ALTERNATOR PLUG-IN 1986-1989 TURBO 3.8

This "Plug-And-Play" wire harness is designed to assure uninterrupted charging system function on your turbo Buick/TTA. It forces field current to your alternator whenever the ignition switch is on, and eliminates the possibility of not charging the battery due to faulty wiring, burned-out ALT lamp, aging dash cluster flex-board connections, dash wiring problems, etc. It accomplishes this by providing current to the field winding of your alternator whenever the keyswitch is turned on.

### INSTALLATION

Locate the wastegate solenoid; it can be found on top of the passenger side valve cover, attached to one of the extended mounting bolts (Fig. 1). The wastegate uses a red two-cavity connector. Look carefully at this connector; there should be a PINK/BLACK STRIPE wire in cavity B, and a PURPLE/WHITE STRIPE wire in cavity A. Remove this connector and plug it into the black two-cavity connector on the FieldFix harness. If it is plugged in properly, the brown wire on the FieldFix harness will line up with the PINK/BLACK STRIPE wire on the red connector to the engine wiring.

**CAUTION: Be sure to plug the connector in as shown so that the lock snaps shut.  
Failure to plug in properly will result in undesired operation.**

Next, plug the red connector on the FieldFix harness into the wastegate solenoid. If you have modified your car and are not using the wastegate, you can skip this step. This harness will work whether or not the wastegate is used in your application.

Now, run the FieldFix harness under the throttle body inlet towards the alternator, being sure not to place the harness near any moving or hot components. Remove the sealed connector from the alternator by prying up slightly on the lock, then pulling the plug out of the alternator. Plug this into the FieldFix harness receptacle, the larger rectangular connector (Fig. 2). Be sure the connector lock snaps in. Then, plug the remaining connector back into the alternator receptacle.

**TO TEST:** Unplug the engine harness plug (the one you had plugged into your alternator originally) from this system and check for battery charging. Battery must charge with or without the engine harness connector plugged into the FieldFix harness. If you don't have a volt meter to check the electrical system, try turning on your headlights – when you disconnect the engine harness plug, the lights won't change in intensity. But without the FieldFix, the lights will go dimmer when you unplug the alternator connector. Also, be sure the wastegate plug has the required 12 volts to the pink/black stripe wire when the key is turned on, otherwise, the FieldFix won't work.

That's all there is to it. When you start the engine, a 12 volt feed is sent to the alternator, powering the field winding in the alternator, and providing the necessary current to cause the alternator to produce power. If for some reason a fault is created in the original wiring to the field (your ALT lamp on the dash), this harness provides the alternator with its field current, acts as a "safety net" for system charging and assures full charging capability to the car's battery.  
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Fig. 1

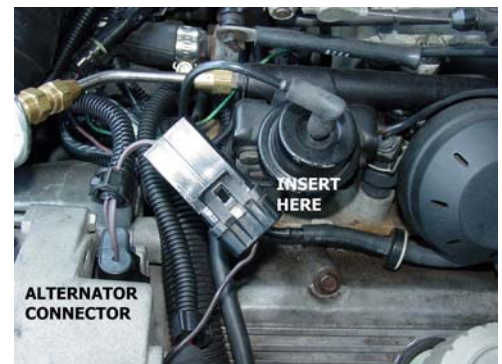


Fig. 2