

Generator to Alternator Conversion? and which model to choose?

Guide | 11 Mar 2021 | Limebug Guide

A Simple guide to converting your Aircooled VW from Dynamo/ Generator to internally regulated Alternator

The first thing to note is depending on if you are on 6 volt or 12 volt electrical system will dictate the position of your regulator on your dynamo. On 6 volt systems you will find the regulator screwed to the top of the dynamo/ generator body itself, whereas 12 volt systems will be on the left hand side of the vehicle (on beetles under the rear passenger bench seat, on buses typically in the engine bay compartment). To convert the system you will need to in the case of a 12 volt system connect the main power wires together and the two small gauge signal wires together (simply put the two thick wires together and the two thin together).

Next you will need to check which of your wires is the one leading to the alternator charging bulb on the speedometer. This should join to the spade on top of the new alternator body.

The other wire can go directly to your battery via the starter motor or direct depending on year it makes no difference really as long as the alternator has a good thick wire connecting it to the '+' of the battery from the 10mm threaded nut on top of your alternator.

Note if you are doing a 6-12 volt conversion you will need an alternator conversion kit which you can find [here](#). Note this includes the alternator, a stand which will take the larger bodied 12v alternator, a 12v alternator belt, backing plates for the different spacings and a 12v alternator pulley to match.

Choosing your alternator 55, 60 or 70 Amp

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55 Amp Alternator

Application: T1 Beetle / T14 Karmann Ghia

70 Amp Alternator

Application: T2 Bay Window with leisure battery T1 Beetle / T14 Karmann Ghia running Air
Suspension or high load installation such as aftermarket Audio Install

60 Amp Stealthinator

Application: T2 Bay Window T1 Beetle / T14 Karmann Ghia (Clean Install / No Wires)

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