



Technical Bulletin TB 06 - 2019 FE2 Updated Charge Harness

As part of the new FE2 engine package, a real alternator was added. Keeping everything as simple as possible, the charge harness is attached to the battery lug on the starter solenoid and charges through the battery cable. The voltage regulator sensing and charge light circuits are powered from that 12V source.

The FE2 engine uses an under-driven crank pulley, the alternator drive pulley is sized just barely make 12 volts at idle. The alternator produces full output around 3600/3800 rpm.

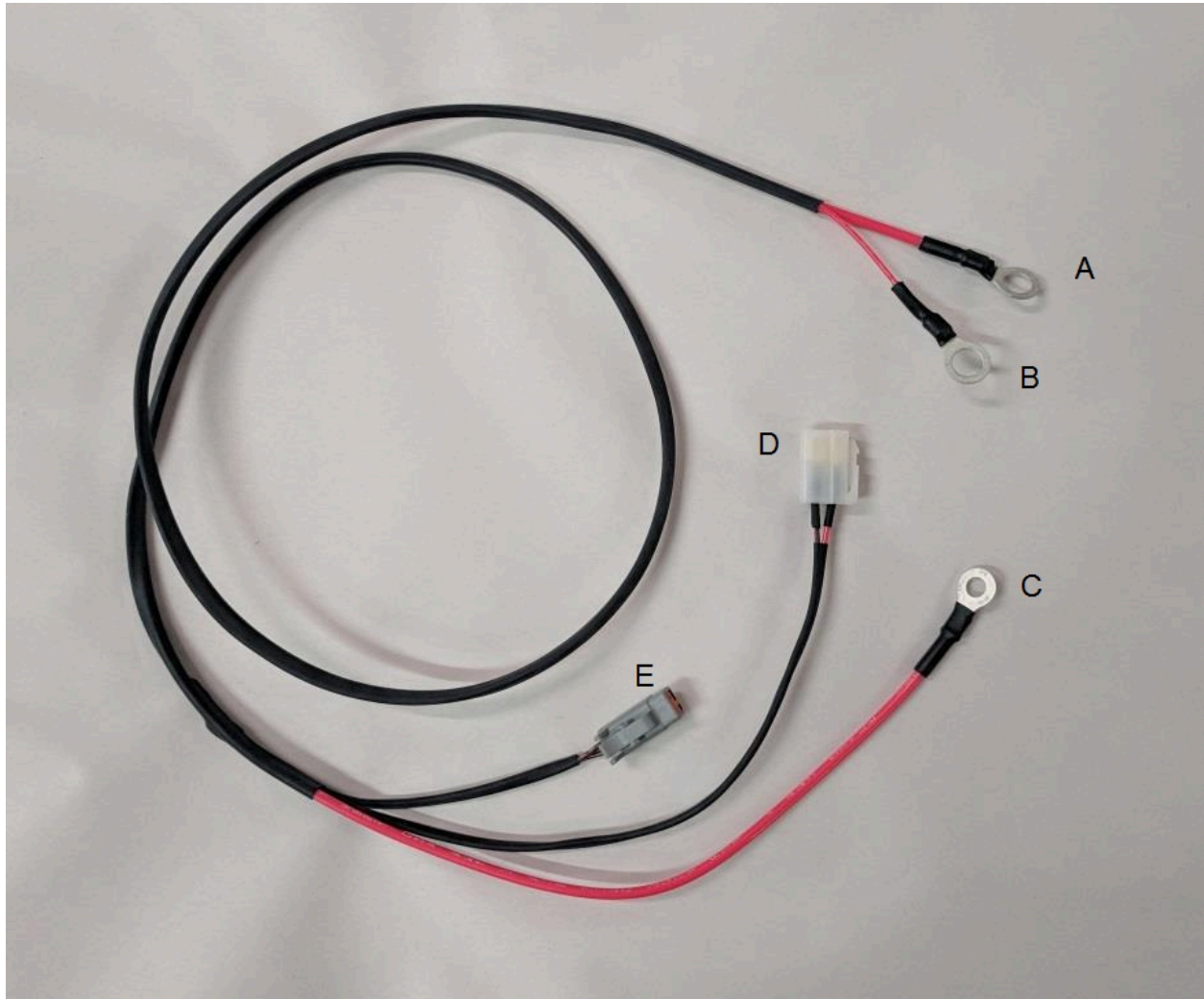
Roughly 60% of the cars would die when the master switch was turned off. Some alternator's output more than others, and some idle at a little higher RPM. These cars would not shut off with the master switch, creating a tech problem.

We now have a revised FE2 Charge Harness. The updated harness is attached to the master switch. On the master switch end of the harness, there are two .375" eyelets, one with a 12GA wire and one with a 16GA wire. The 12 GA wire is the output from the output post on the alternator, the 16GA wire is the voltage regulator sensing and the charge light circuit.

The 12GA wire is to be placed on the battery side of the master switch. The 16 GA wire is to be placed on the switched side of the master switch.

Now, when you turn the master switch off, the switch will split the alternator output post from the Car/ECU supply wire and shut off the engine instantly.

- A Battery side of the master switch/should be covered
- B Switched side of the master switch/should be covered
- C Output post of the alternator/should be covered
- D 2 pin plug on the alternator body
- E Charge light connector/standard 12 V incandescent bulb



Install the updated harness along the diagonal round chassis tube, then the vertical round chassis tube. Next attach the harness to the bottom of the 1" longitudinal square tube, above the fuel cell enclosure. Take care to keep the harness off the edge of the fuel cell enclosure. Then route the harness across to the master switch, secure with ty-wraps as necessary.