

**This harness is designed to be used with the original generator light in the car. Optionally, an ammeter gauge may be added to monitor the actual charging system condition. Refer to the enclosed diagrams and instructions for installation.**

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### Connecting the front light harness - FIGURE 1

1. Be sure that your engine is properly grounded to the chassis.
2. Disconnect the battery.
3. Remove the original generator and voltage regulator from the car.
4. Install the new internal regulator alternator in place of the generator on the driver's side of the car.
5. Plug the connector with the red and brown wires into the alternator. The connector is indexed so it can only be plugged in one way. Connect the 10 gauge red wire with the protective boot to the "BAT" lug on the alternator.
6. Connect the horn relay wires as per the diagram. The new front light harness does not contain the red jumper wire to the voltage regulator "BAT" terminal. This wire is now handled by an internal connection within the new harness.
7. All other front light connections remain as they were in the original stock harness.

### Connecting the dash side harness - FIGURE 2

1. Remove the brown wire from its location in the dash harness bulkhead connector. The bulkhead connector is the mating connector in the firewall for the front light harness. Readjust the locking tang on the terminal and insert it into the single female connector, provided with the generator light jumper harness, on the side of the generator light jumper harness with the bare female terminal. Plug this connector into the mating connector on the generator light jumper harness. Plug the bare female terminal on the generator light jumper harness into the same bulkhead connector slot from which you just removed the original brown wire.
2. Remove the pink wire plugged into the "ACC" terminal on the ignition switch. Plug this wire into its mating connector on the generator light jumper harness. In some cases it may be necessary to trim the connector on this wire so that it will fit into the mating connector on the generator light jumper harness. Plug the other remaining connector on the generator light jumper harness into the same "ACC" terminal from which you just removed the original pink wire.
3. If you are going to install an ammeter, now is the time to do so:

### Testing the installation - FIGURE 3

1. Reconnect the battery. Make sure that the battery is fully charged.
2. If you have installed an ammeter, turn on the light switch and verify that the ammeter gauge shows a "negative" or discharge value. If the reading is positive, the wires to the ammeter gauge must be reversed.
3. Turn on the ignition switch. The generator light will come on. If it does not, check all dash side connections and check that the generator light bulb is not burned out.
4. Start the car. If the alternator is charging the circuit, the generator light will stay lit for several seconds before going out. With a good alternator, a good battery, and a tight alternator belt, an ammeter gauge should read between 10-15 amps for several minutes before returning to 0.

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PART #

**92963738**

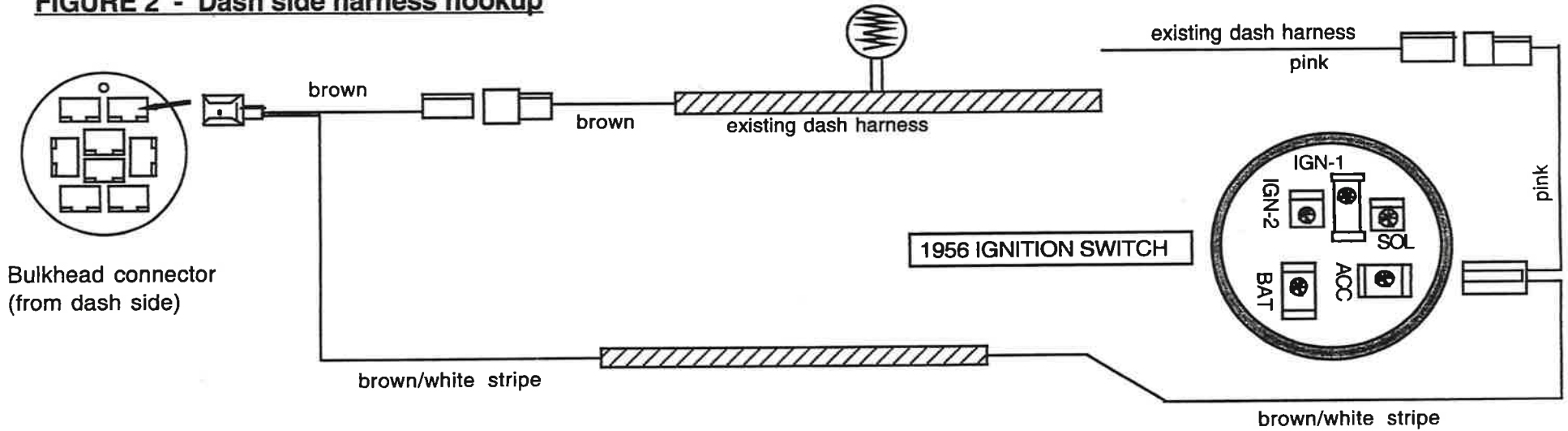
DESCRIPTION:

**FRONT LIGHT HARNESS**  
**1956 Chevy w/ internal regulator**

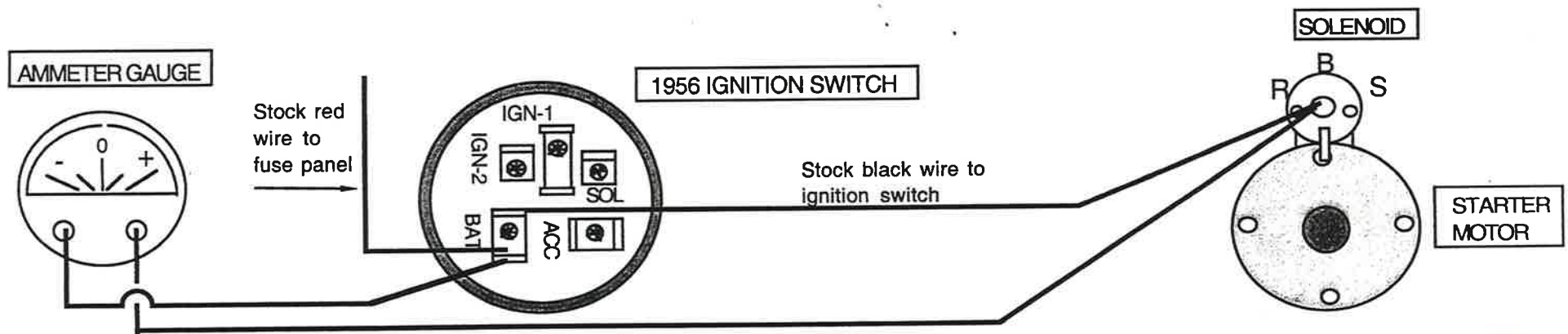
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**FIGURE 2 - Dash side harness hookup**



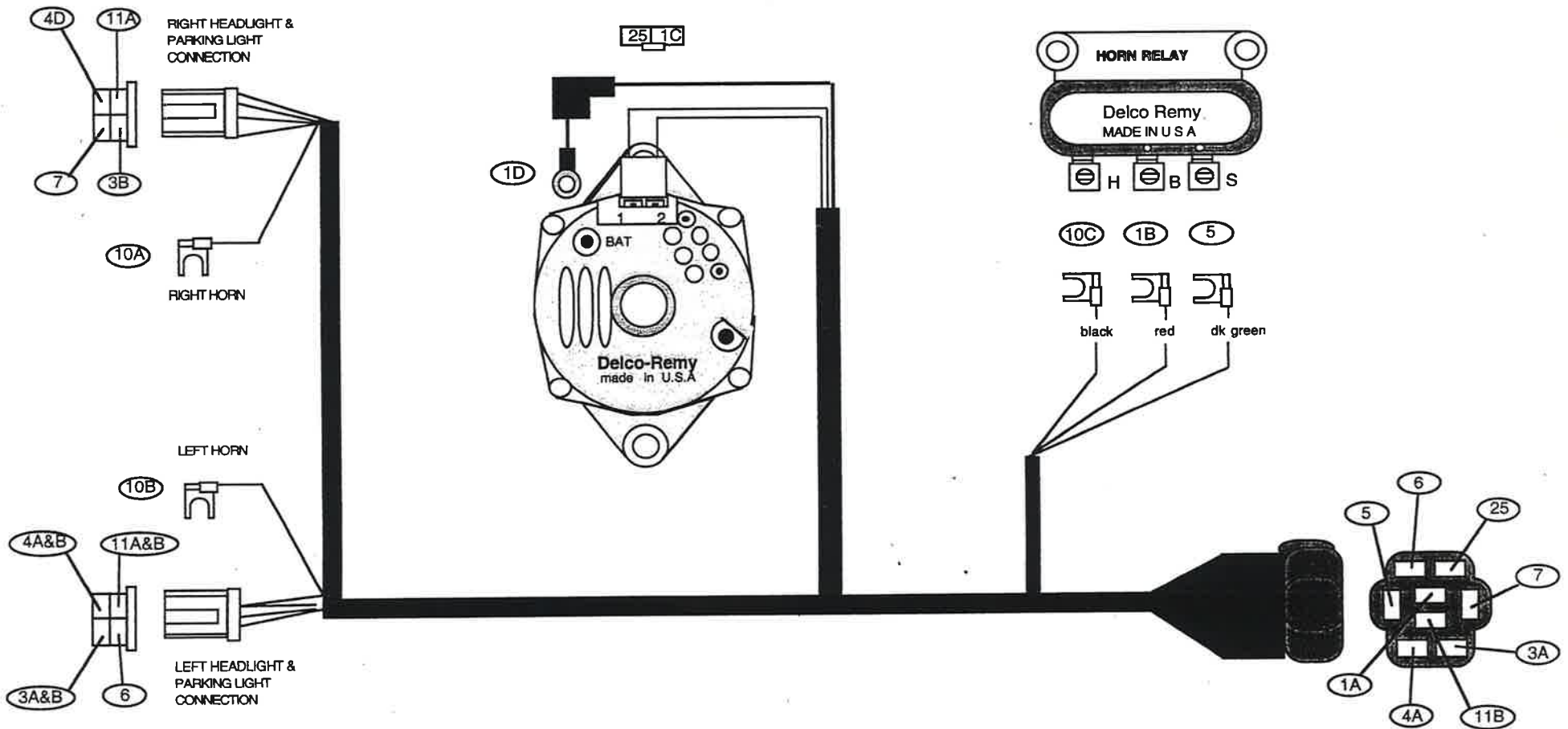
**FIGURE 3 - Recommended hookup for ammeter gauge**



**FRONT LIGHT HARNESS**  
 1956 Chevy w/ internal regulator

**92963738**

**FIGURE 1 - Front light harness hookup**



**FRONT LIGHT HARNESS**  
 1956 Chevy w/ internal regulator

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WIRE USAGE CHART INSTRUCTION SHEET

929663738

| WIRE # | WIRE COLOR | GAUGE | CIRCUIT DESCRIPTION   |
|--------|------------|-------|---|
| 1 a    | red        | 10    | In-line battery power splice to front light bulkhead connector                        |
| 1 b    | red        | 14    | Horn relay "BAT" terminal to in-line battery power splice                             |
| 1 c    | red        | 14    | Alternator voltage regulator connector to in-line battery power splice                |
| 1 d    | red        | 10    | Alternator "BAT" terminal to in-line battery power splice                             |
| 3 a    | purple     | 18    | Left hand parking light connection to front light bulkhead connector                  |
| 3 b    | purple     | 18    | Left hand parking light connection to right hand parking light connector              |
| 4 a    | lt green   | 18    | Left hand high beam connection to front light bulkhead connector                      |
| 4 d    | lt green   | 18    | Left hand high beam headlight connection to right hand high beam headlight connection |
| 5      | dk green   | 18    | Horn relay "S" terminal to front light bulkhead connector                             |
| 6      | lt blue    | 18    | Left hand parking light connection to front light bulkhead connector                  |
| 7      | dk blue    | 18    | Right hand parking light connection to front light bulkhead connector                 |
| 10 a   | black      | 16    | Horn to in-line horn wire splice  |
| 10 b   | black      | 16    | Horn to in-line horn wire splice  |
| 10 c   | black      | 14    | Horn relay "HORN" terminal to in-line horn wire splice                                |
| 11 a   | tan        | 18    | Left hand low beam headlight connection to right hand low beam headlight connection   |
| 11 b   | tan        | 18    | Horn relay "BAT" terminal to front light bulkhead connector                           |
| 25     | brown      | 16    | Alternator voltage regulator connector to front light bulkhead connector              |