



1960 FRONT LIGHT HARNESS
WITH INTERNAL REGULATOR ALTERNATOR

This harness is designed to be used with the original generator light in the car and with a drivers side internal regulated alternator. If you would like to install an after market ammeter gauge refer to the enclosed diagrams (Figure 3) for instructions.

Installing the Generator Light Jumper Harness to the Dash Harness

1. Disconnect the battery. Remove your old Front Light Harness, external voltage regulator, generator, and horn relay as they will not be needed.
2. Install your new Internal Regulated Alternator. (driver side mounted)
3. Remove the brown wire for the generator light from the Dash Harness bulkhead connector (Figure 2 - Detail "A"). After removal, bend the locking tang on the terminal back (approximately a 30 degree angle). Install the loose piece connector supplied (Figure 2) onto the end of the brown wire from the generator light. Use caution when inserting the terminal into the connector, as it can be inserted in the wrong direction. Lightly tug on the brown wire to ensure that the terminal is properly locked into the connector. If the terminal pulls out of the connector, you either have the terminal in upside down or the locking tang is not bent out far enough.
4. Install the female terminal with the brown and brown with white stripe wires from the **GEN LIGHT JUMPER HARNESS** into the original cavity on the bulkhead connector (Figure 2) that you previously removed the brown wire from. Lightly tug on the wires to ensure that the terminal is properly seated into the bulkhead. If the terminal pulls out of the connector, you either have the terminal in upside down or the locking tang is not bent out far enough. Plug the brown wire from the Dash harness into the brown wire from the **GEN LIGHT JUMPER HARNESS**.
5. If your Dash Harness is an original GM it will contain a 4 contact ignition switch connector, you must remove the pink wire (part of Dash Harness) from the ignition switch connector and insert it into the supplied loose piece connector. You then plug this into the pink wire on the **GEN LIGHT JUMPER HARNESS**. Find the female terminal with the brown with white stripe wire & pink wire and insert it into the cavity on the ignition switch connector where you previously removed the pink wire from. If your Dash Harness is a reproduction, it will have a 1 contact connector and a 3 contact connector for the ignition switch as the original 4 contact connector is no longer available. In this case you will remove the pink wire with a single contact connector from the Ignition and plug it into the pink wire on the gen light jumper harness. Find the female terminal with the brown with white & pink wire and insert it into the supplied loose piece connector. Plug this connector into the ACC terminal on the Ignition switch. If you are going to install an after market ammeter gauge, now is the time to do so. (see Figure 3)
6. You have now successfully completed the modifications to the dash harness.

Installing the Front Light Harness

1. Be sure your engine is properly grounded to the chassis. This is necessary for the alternator to charge correctly.
2. Plug the Front Light Harness into the bulkhead connector on the fire wall. Route the wires forward to the headlights and parking lights in the same position as your old Front Light Harness. Install the new horn relay onto the radiator core support in the same position as your old one. Install the 2 wire connector and brown fusible link from the Front Lamp Harness to the horn relay as shown in Figure 1. (This harness must be used with the new horn relay, GM Part # 12339243 or Delco Part # D-1709A).
3. Connect the wires to the alternator as shown in Figure 1.
4. Find the secondary lead from your stock battery cable and attach it to the horn relay as shown in Figure 1. **Warning:** The wire on the stock battery cable is 12 gauge. If a lot of power options (i.e. stereo, amplifiers, etc.) will be added, this wire must be upgraded to 10 gauge.
5. You have successfully installed the Front Lamp Harness.

Testing the Installation

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 may be reversed or the gauge housing is not properly grounded.
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 a reading slightly above "0".
5. If you are experiencing any problems, call our technical support line Monday through Friday 8 a.m. to 5 p.m. EST at 609-753-0352.

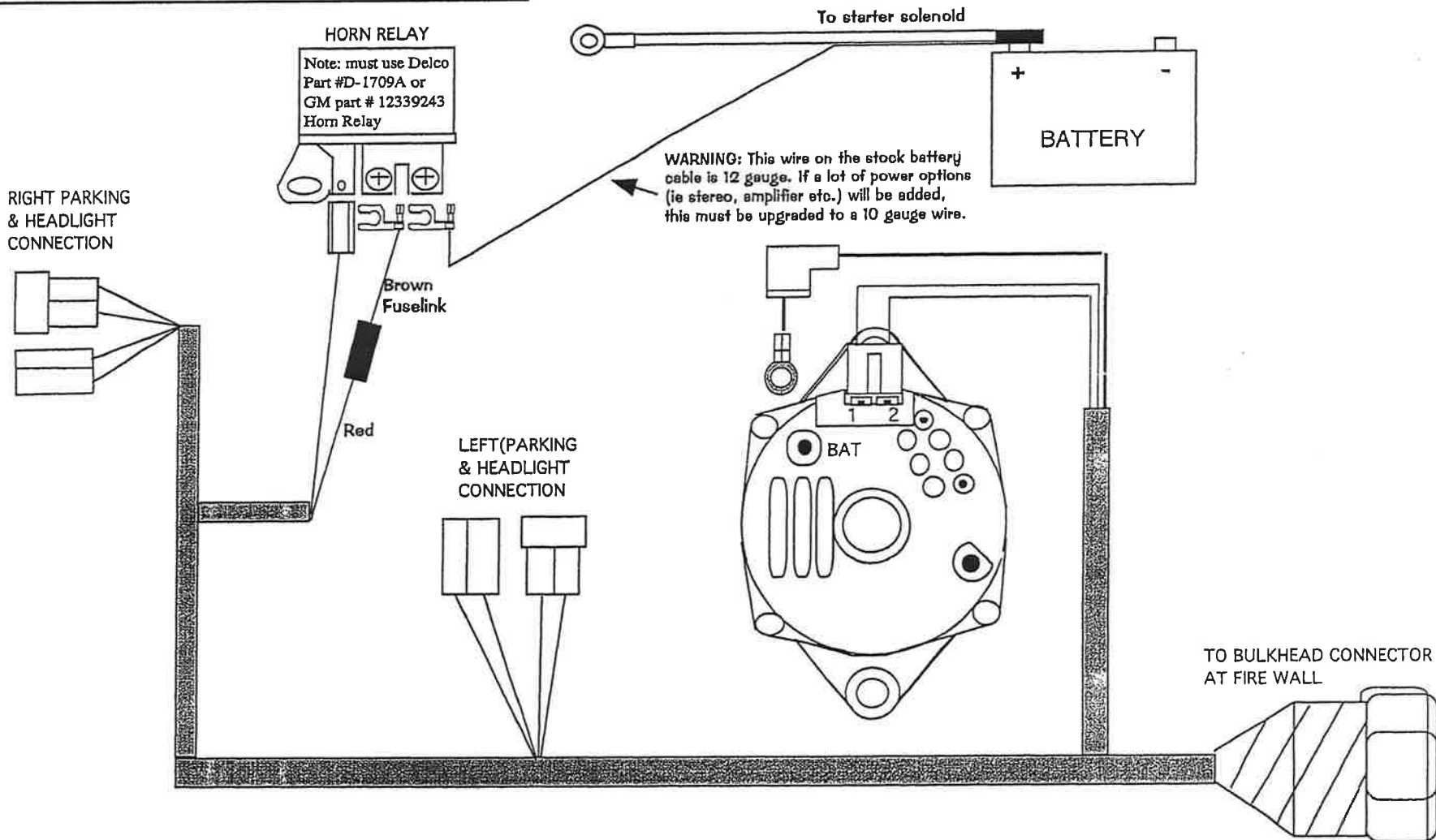


FIGURE 1 - Front light harness hookup

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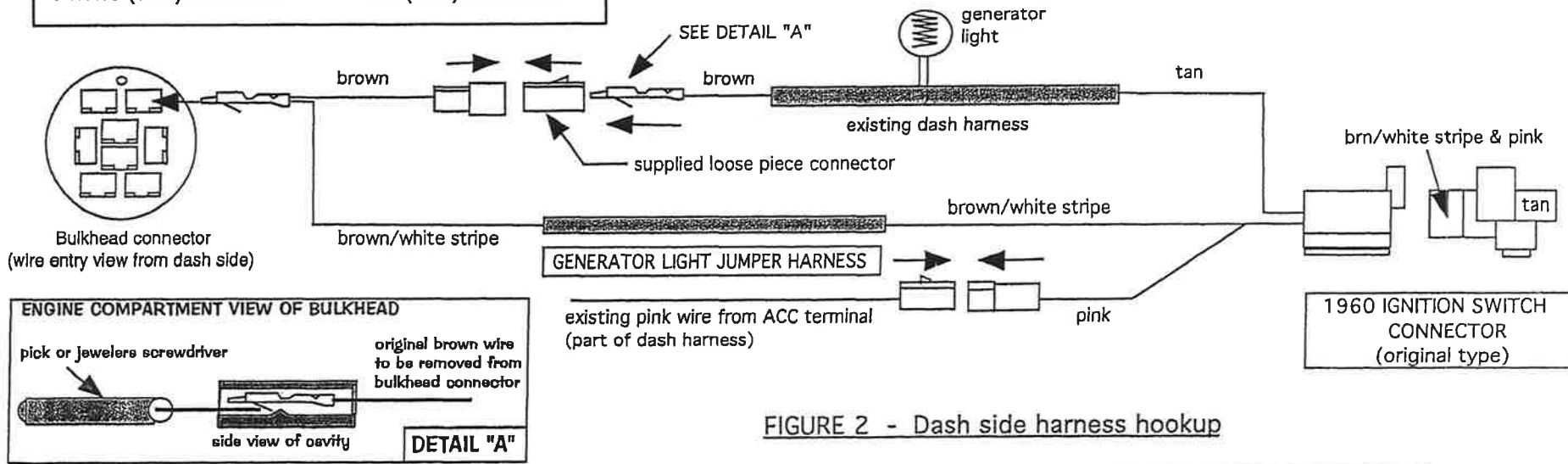


FIGURE 2 - Dash side harness hookup

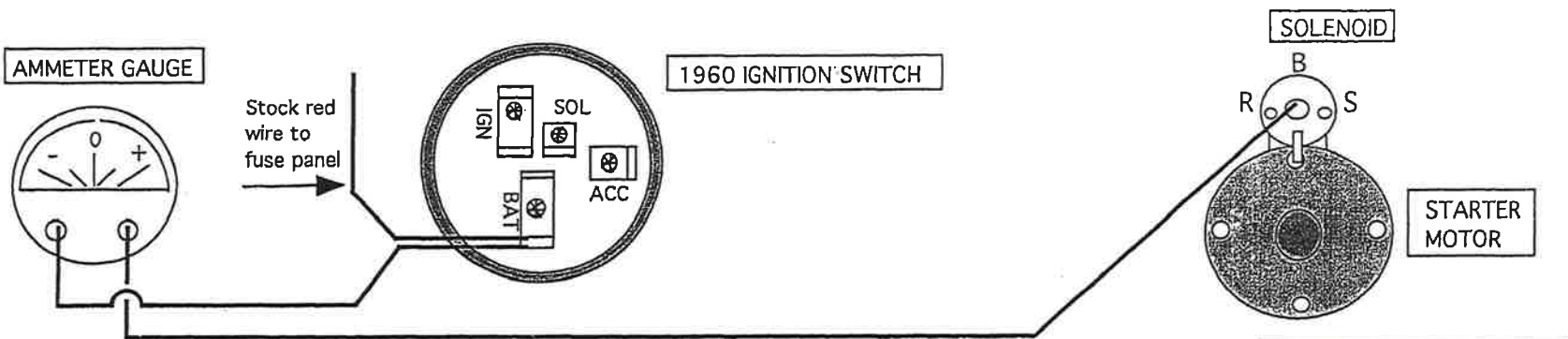


FIGURE 3 - Recommended hookup for ammeter gauge

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