

**M&H Electric Fabricators, Inc.**  
 AUTOMOTIVE WIRING SYSTEMS  
 Phone (562) 926-9552 Fax (562) 926-9572

TITLE: INSTRUCTION SHEET  
 DASH HARNESS  
 WITH INTERNAL REGULATOR  
 1955 CHEVY

DWG NO. **92963712** SHEET: 1 OF 5

# WIRE USAGE CHART

WIRE	WIRE COLOR	G.A.	CIRCUIT DESCRIPTION
1 a	black	16	In-line horn wire splice to horn
1 b	black	16	In-line horn wire splice to horn
1 c	black	14	Horn relay to in-line horn wire splice
2 a	purple	18	Left hand headlight/park light connector to right hand headlight/park light connector
2 b	purple	18	Headlight switch "PARK" terminal to left hand headlight/park light connector
3 a	lt green	18	Dash high beam indicator light to in-line headlight splice
3 b	lt green	18	In-line headlight splice to left hand headlight/parking light connector
3 c	lt green	18	Left hand headlight/park light connector to right hand headlight/park light connector
3 d	lt green	18	Dimmer switch "HIGH" terminal to in-line headlight splice
4 a	tan	18	Left hand headlight/park light connector to right hand headlight/park light connector
4 b	tan	18	Dimmer switch "LOW" terminal to left hand headlight/park light connector
5 a	dk blue	18	Dash right indicator light to steering column connector
5 b	dk blue	18	Steering column connector to right hand headlight/park light connector
6 a	lt blue	18	Steering column connector to left hand headlight/park light connector
6 b	lt blue	18	Dash left indicator light to steering column connector
7	pink	18	Rear body connector left hand directional lead wire to steering column connector
8	purple	18	Rear body connector right hand directional lead wire to steering column connector
10	brown	18	Dash alternator indicator light to internal alternator splice
11	lt blue	18	Headlight switch "HEAD" terminal to dimmer switch "BAT" terminal
12 a	orange	18	Rear body connector to stop light switch connector
12 b	orange	18	Headlight switch "STOP" terminal to stop light switch
13	white	18	Steering column connector to stop light switch
14	black	18	Headlight switch "TAIL" terminal to rear body connector
15	tan	18	Horn button connector to Horn relay
16 a	red	14	In-line battery power splice to horn relay "BAT" terminal
16 b	red	10	In-line battery power splice to alternator "BAT" terminal
16 j	red	10	In-line battery power splice (internal wire that does not appear on the illustration)
16 d	red	12	Headlight switch "BAT" terminal to in-line battery power splice
16 e	red	18	Glove box light power lead to in-line battery power splice
16 f	red	18	Clock power lead to in-line battery power splice
16 g	red	14	Cigarette lighter power lead to in-line battery power splice
16 h	red	10	In-line battery power splice to ignition switch "BAT" terminal
16 c	red	18	In-line battery power splice to alternator voltage regulator connector
17	yellow	18	Steering column connector to turn signal flasher
18	brown	18	Rear body connector fuel sender lead wire to fuel gauge
19 a	gray	18	Clock light lead to in-line instrument light splice
19 b	gray	18	Ignition switch light lead to in-line instrument light splice
19 c	gray	18	Dash light to in-line instrument light splice
19 d	gray	18	Dash light to in-line instrument light splice
19 e	gray	18	Dash light to in-line instrument light splice
19 f	gray	18	Headlight switch "PANEL" terminal to in-line instrument light splice
20	white	18	Headlight switch "DOME" terminal to rear body connector
21 a	pink	18	Ignition switch "ACC" terminal to turn signal flasher
21 b	pink	18	Ignition switch "ACC" terminal to fuel gauge "+" terminal
21 c	pink	16	Ignition switch "ACC" terminal jumper
22	brown	18	Ignition switch "ACC" terminal to in-line alternator splice
22 a	brown	16	Ignition switch "ACC" terminal jumper
25	brown	16	In-line alternator splice to alternator voltage regulator connector
130	brown-white	24	Ignition switch "ACC" terminal to in-line alternator splice



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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.

#### Connections in engine compartment - FIGURE 1


1. Disconnect the negative battery cable.
2. Remove the generator from the car and install the new alternator.
3. Remove the original voltage regulator from the car.
4. 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. Connector the 10-gauge red wire with the protective boot to the "BAT" lug on the alternator.
5. Connector the horn relay wires per diagram.
6. All the other connections remain as they were in the original stock harness.
7. If you are going to install an ammeter, now is the time to do so.

#### Connections at the ignition switch - FIGURE 2

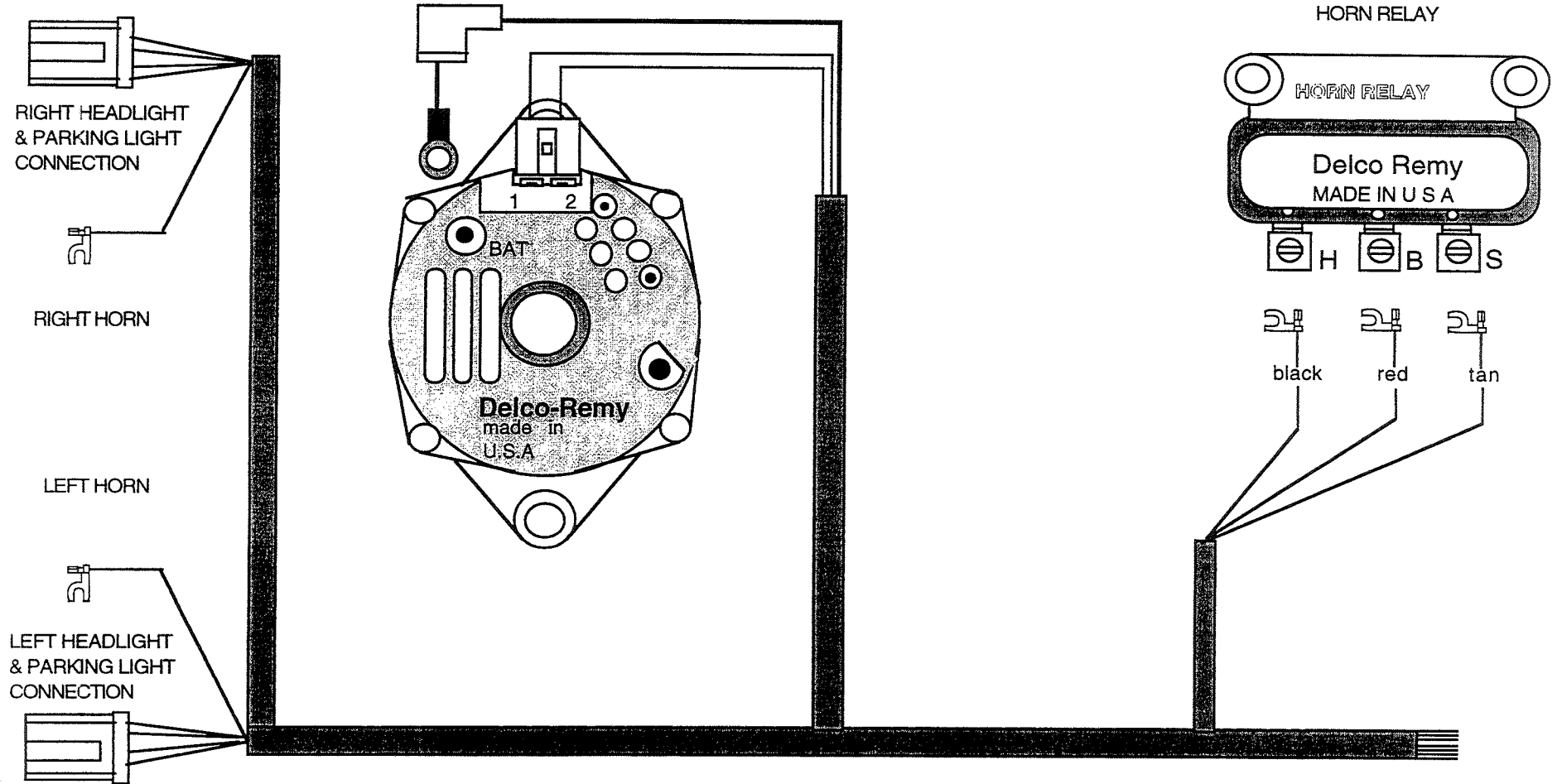
1. If you are going to install an ammeter, now is the time to do so. Hook up instructions are on Figure 2.
2. The alternator conversion requires an extra connection to be made to the "ACC" terminal on the ignition switch. To accomplish this, a pigtail wire is provided for the end of the brown and brown/white wire that originally would have plugged into the ignition switch. The pigtail wire contains a heavy brown wire and a heavy pink wire. The heavy brown wire should be plugged into the connector containing the brown and brown/white wire.
3. An original connection at the "ACC" terminal on the ignition switch contained two pink wires. These wires will be connected to the pink wire of the pigtail wire. The pigtail will then be plugged to the ignition switch in the position originally used by the two pink wires. Figure 2 illustrates this setup.
4. All other connections at the ignition switch remain as per the original stock setup.


#### Testing the installation

1. Reconnect the negative battery cable.
2. If you have installed the 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, and ammeter gauge should read between 10-15 amps for several minutes before returning to 0.

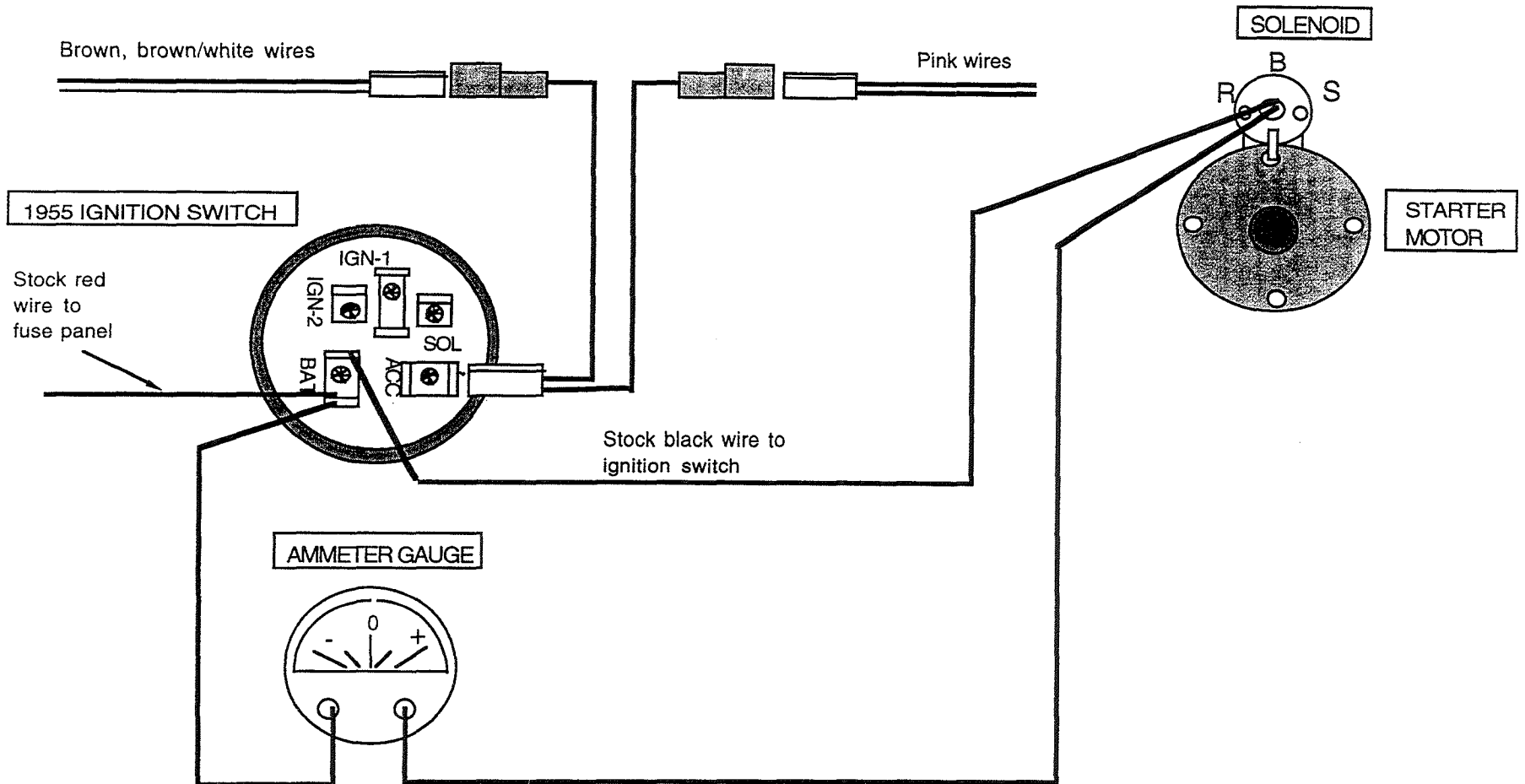
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**FIGURE 1 - Connections in the engine compartment**



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**FIGURE 2 - Ignition switch and ammeter gauge connections**



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