



AMERICAN MADE FOR REAL RODS

INSTALLATION MANUAL

Rebel Wire harnesses are all assembled in America from American made components. We use only heavy duty SXL wire and label each one every 6" then bundle them for easy installation.

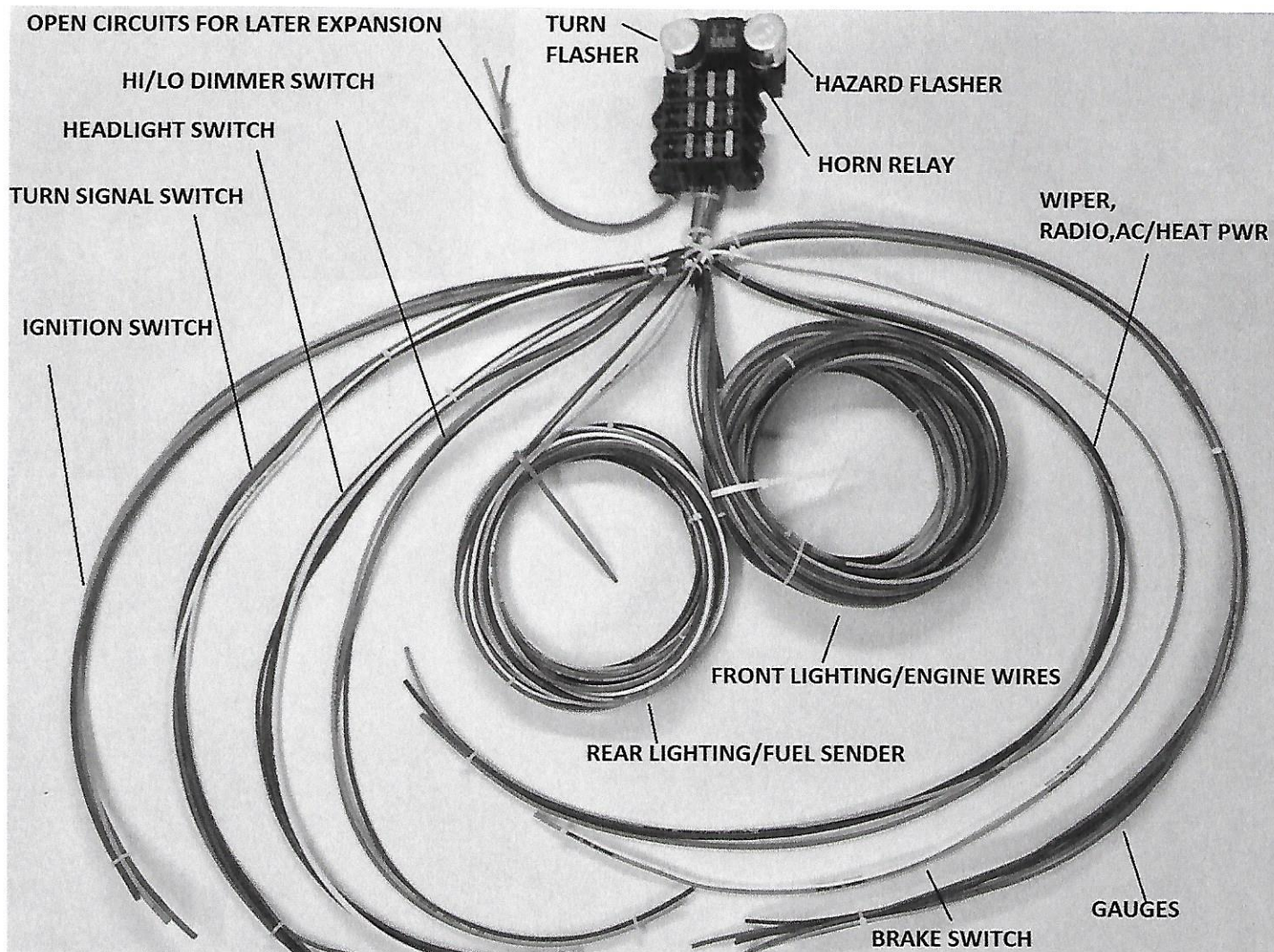


www.rebelwire.com | 423-263-5399

PAGE INDEX:

INTRODUCTION TO YOUR WIRING KIT-----	1-3
IGNITION SYSTEM AND GAUGE WIRING-----	4
LIGHTING SYSTEM-----	5
STEERING COLUMN AND SIGNAL WIRING-----	6
GM SPECIFIC WIRING DIAGRAMS-----	7
FORD SPECIFIC WIRING DIAGRAMS-----	8
MOPAR SPECIFIC WIRING DIAGRAMS-----	9
ADDITIONAL RELAY WIRING-----	10

ADDITIONAL SPACE FOR NOTES



*** 9+3 wiring kit shown**

***Rebel Wire kits are bundled as shown in the above picture. The overall layout of and wire bundles in your kit will be similar to what is shown. Your kit may vary by the amount of circuits available on the fuse panel. Each kit will come with a complete fuse panel, flashers and a new horn relay.**

***Begin your installation by mounting the fuse panel close to your switches and steering column. Then begin routing the wire bundles to their own locations. Run the front section out into the engine compartment and the headlights, turn signals, etc. Route the rear section to the rear of the vehicle. Pick a place to start making connections and then work through the harness one section at a time. Take time to plan out the installation, keeping wires in their bundles until you're ready to make final connections.**

***Rebel Wire kits can be used with a variety of switches and electrical components. Your components will need to work together and match each other, such as gauges need to match senders, alternator/generator needs to match voltmeter/ammeter capacity, turn signal switch needs to match lighting setup. If you need additional information, please call our tech line at the number on the bottom of each page.**

THE FUSE PANEL

The fuse panel of our standard harness is designed to be mounted under the dash on the driver's side of vehicle. The fuse panel should be mounted securely to a flat surface, care should be taken to keep it and the wires away from moving objects such as gas and brake controls. The panel should be accessible in case you blow a fuse. When selecting a location make sure that steering column section will reach your column.

Note where the front section wires exit the panel. Find a spot on the firewall where these wires can enter the engine compartment without interfering with other components such as brake booster, wipers, engine, steering, etc. At that spot drill a 1 1/4" hole and install grommet provided in your kit. Remove the cable ties on the front section wires and pass them through the grommet into the engine compartment one wire at a time.

FRONT SECTION *yellow wire tie

The front section wires include the front lighting, engine and accessories normally mounted in the front of the vehicle. Start by separating the engine wires from the rest. When installing the front lighting and accessory wires follow the front lighting diagram.

ENGINE SECTION *yellow wire tie

When installing the engine wiring use the diagram from the Ford, GM, or Mopar section that matches your vehicle. Remember when connecting the Red 10GA. BATTERY + wire to use the fusible link provided in your kit. Failure to install the fusible link voids any and all warranty on this harness system.

TAIL SECTION *green wire tie

The tail section is designed to be routed to the back of the vehicle inside along the floor (pick-ups can go through the firewall and along the frame). The wires can be taped to the floor or run under the driver's side door sills. They need to be routed where they won't be walked on and where the seats won't interfere. At the rear of the vehicle you will attach the wires to your lights and gas tank sender as indicated on tail section diagram.

- * As you complete each section use cable ties to group the wires together and at points where wires branch off from the harness.

STEERING COLUMN SECTION *red wire tie

The steering column section has the four groups of wires for your turn signals, ignition switch, headlight switch and dimmer switch.

If you are using a GM column we have all the plugs available. If you are using a Ford or Mopar column use the diagrams in the ford and mopar section. But remember because they change colors often, these interchanges may not match your column. You may have to sort the turn signal wires with an OHM meter. Most original ignition switches are marked on the back of the switch.

DASH SECTION *blue wire tie

The dash section contains the wires for the gauges, radio power leads, heater and wiper, the order you install these wires depends greatly on your dash configuration. Here it is better to start working from the driver side of the dash toward the passenger side.

AMP METER

MAKE SURE YOUR METER CAN HANDLE YOUR CHARGING SETUP. SO NO 100AMP ALTERNATORS WITH 30AMP GAUGES. YOU RUN THE RISK OF GAUGE FAILURE AND POSSIBLE FIRE.

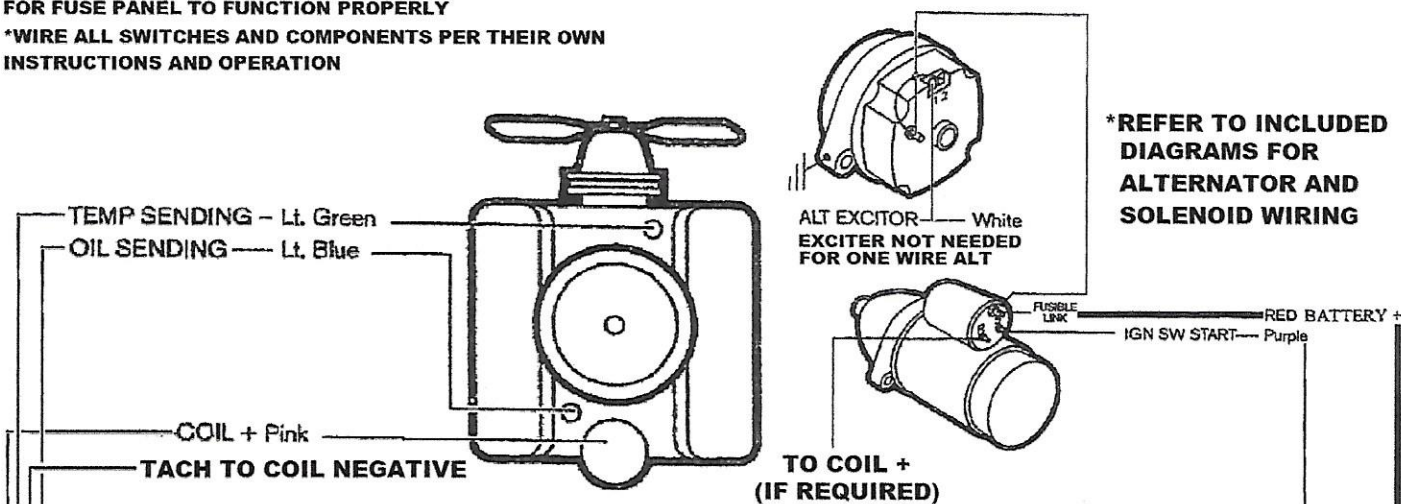
FOR AMP METER WIRING, REFER TO THE AMP METER NOTES IN THE IGNITION AND GAUGE WIRING SECTION

START UP PROCEDURE

By now you should be out of wires, all that remains is a simple start up procedure. Start by turning off all accessories. Place the ignition switch in the off position. Now connect the POS. battery cable before connecting the NEG. cable you should check for current draw. This can be done easily with a test light connected between the NEG. battery post and the NEG. battery cable and start checking the system.

IGNITION SYSTEM

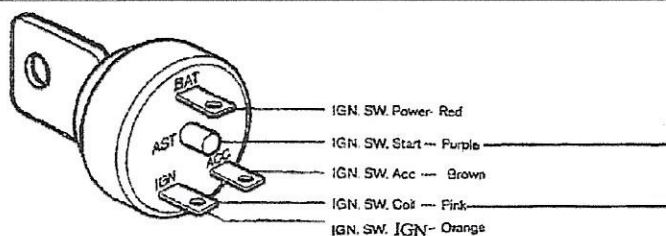
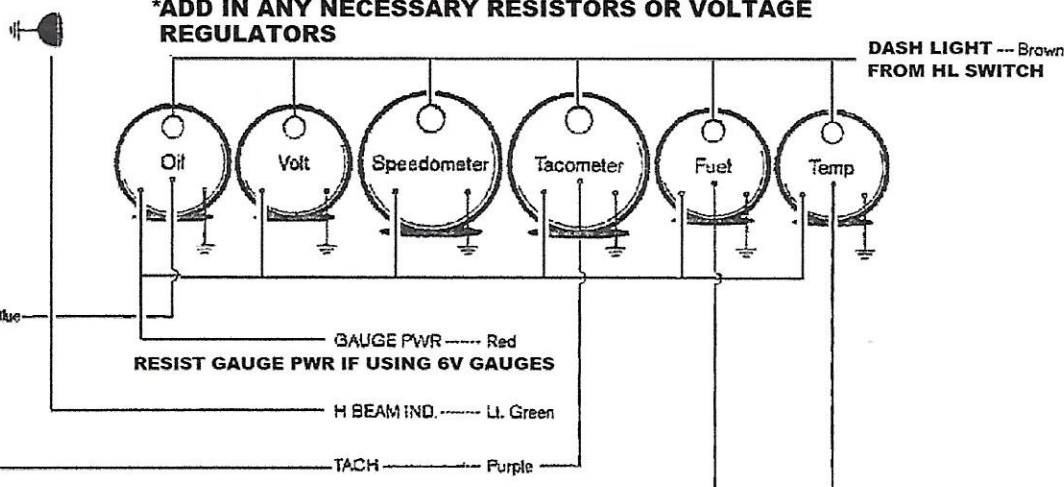
*ALL IGN SWITCH WIRES MUST BE CONNECTED FOR FUSE PANEL TO FUNCTION PROPERLY
*WIRE ALL SWITCHES AND COMPONENTS PER THEIR OWN INSTRUCTIONS AND OPERATION



*REFER TO INCLUDED DIAGRAMS FOR ALTERNATOR AND SOLENOID WIRING

TYPICAL GAUGE WIRING

*ADD IN ANY NECESSARY RESISTORS OR VOLTAGE REGULATORS



FROM FUSE PANEL

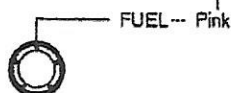
IGNITION SWITCH OPERATION:

RED POWER WIRE--FEEDS IGNITION SWITCH
BROWN IGN SW ACC--FEEDS ACC ROW OF FUSES
ORANGE IGN SW IGN--FEEDS IGN ROW OF FUSES
(IF YOU HAVE AN 8 CIRCUIT OR SMALLER KIT)
(YOU MAY NOT HAVE AN ORANGE IGN WIRE)

* TYPICAL IGNITION SWITCH TERMINALS AND WIRING:

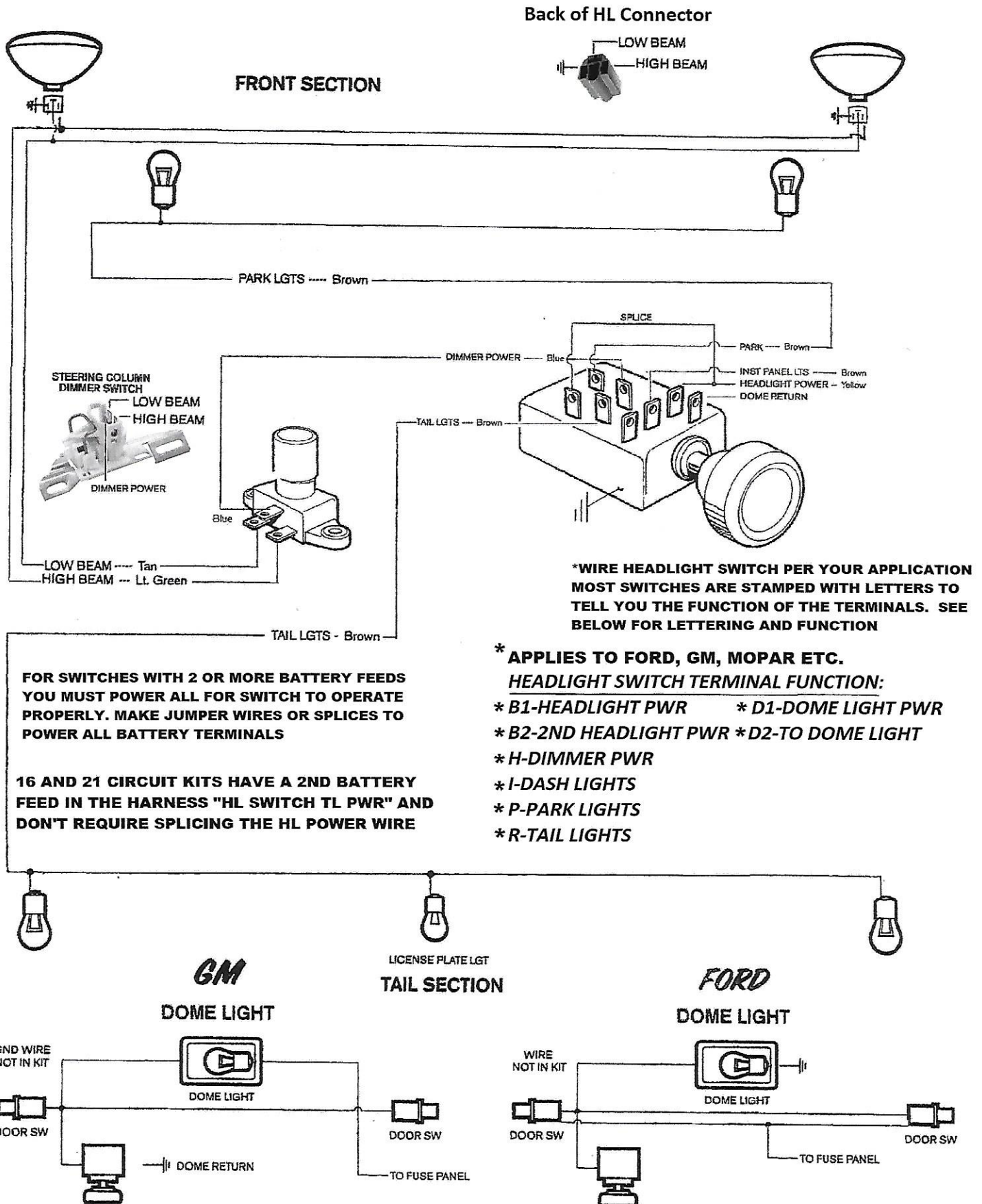
B OR AM: BATTERY--RED IGN SWITCH PWR
SOL: PURPLE IGN SWITCH START
IGN: ORANGE IGN SW IGN/COIL WIRE
ACC: BROWN IGN SW ACC

IMPORTANT AMP METER INSTRUCTIONS
IF YOU ARE USING AN AMP METER, CONNECT THE 10GA BATTERY + WIRE TO ONE SIDE OF THE AMP METER, THEN COME OUT OF THE OTHER SIDE TO THE SOLENOID. THEN RUN A 10GA WIRE FROM THE ALT. TO THE FUSE PANEL SIDE OF THE AMP METER



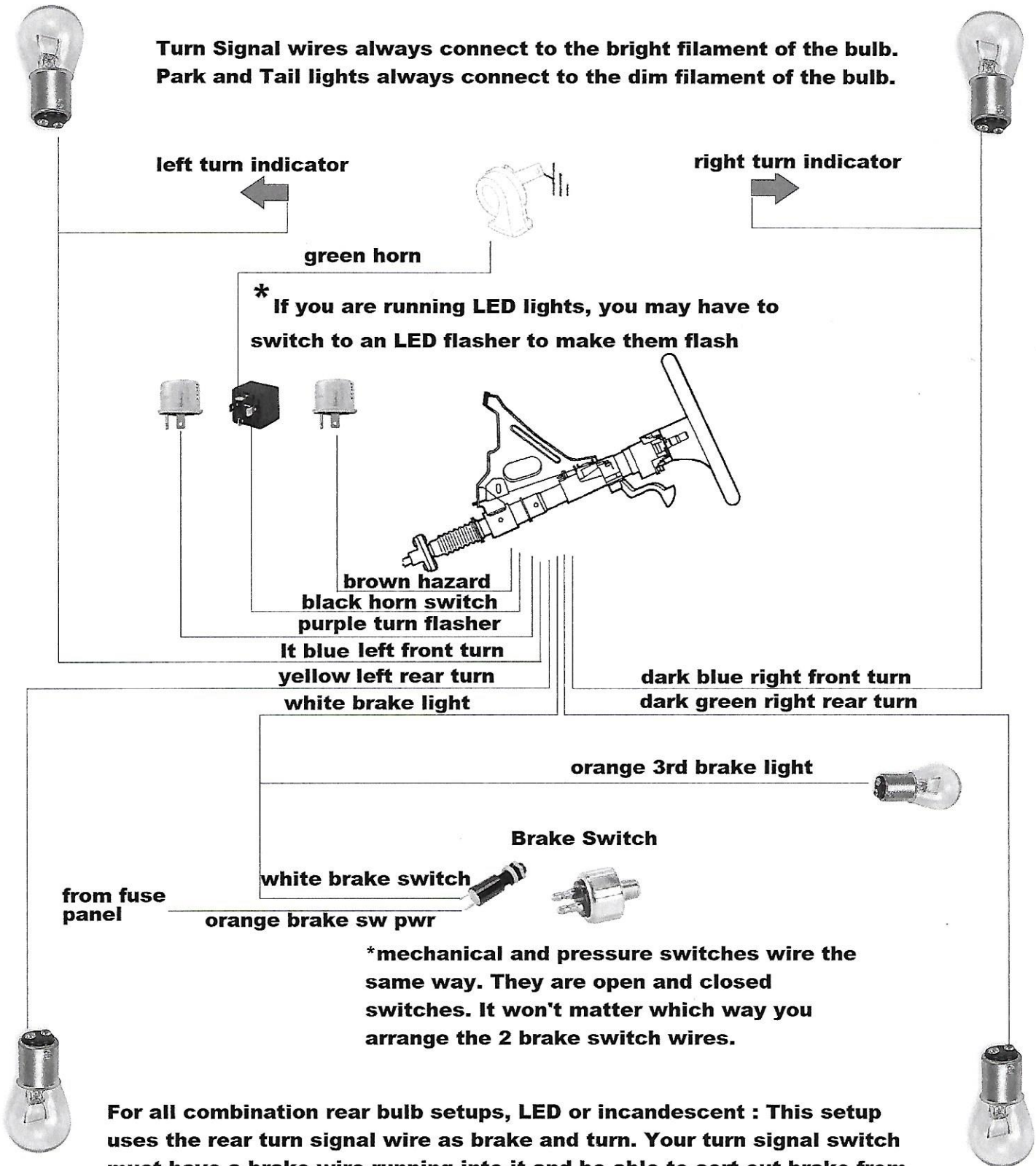
FUEL SENDER AND FUEL GAUGE NEED TO MATCH OHM RANGE TO GIVE AN ACCURATE READING

LIGHTING SYSTEM



STEERING COLUMN

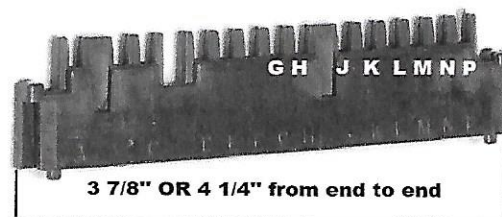
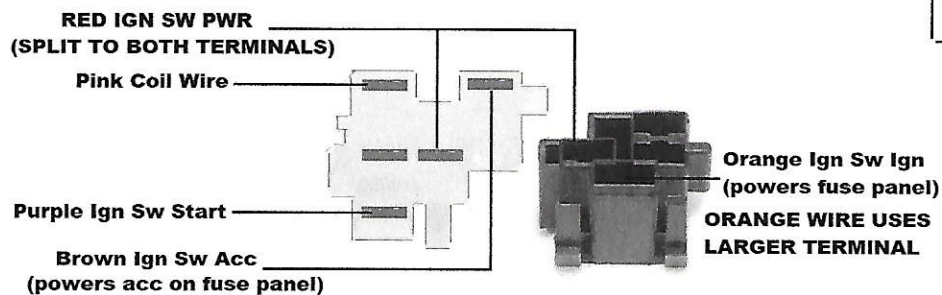
* This is the general layout of the column wiring.
Wire steering column connections per your application



For all combination rear bulb setups, LED or incandescent : This setup uses the rear turn signal wire as brake and turn. Your turn signal switch must have a brake wire running into it and be able to sort out brake from turn signals. If not, you will have to run separate brake and turn bulbs, using a separate 16ga wire from the brake switch to the rear brake lights.

GM SPECIFIC DIAGRAMS

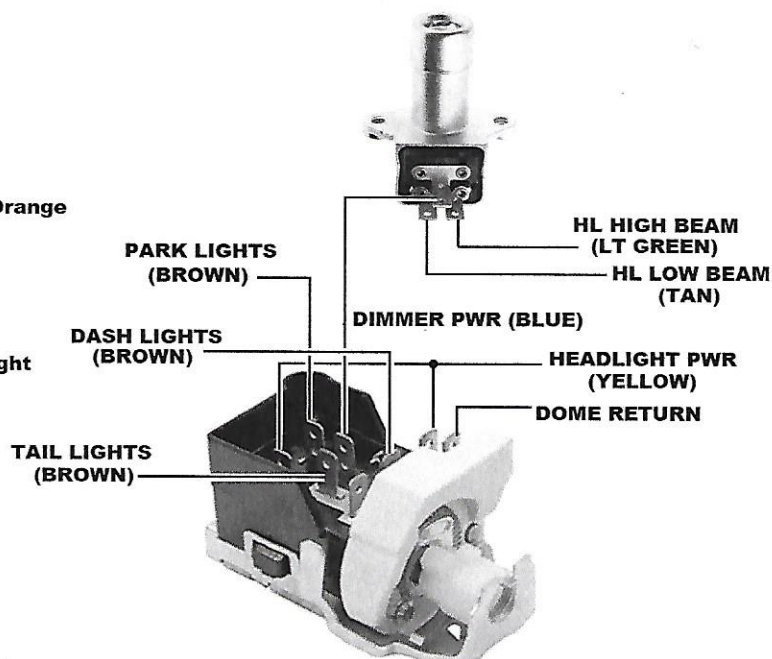
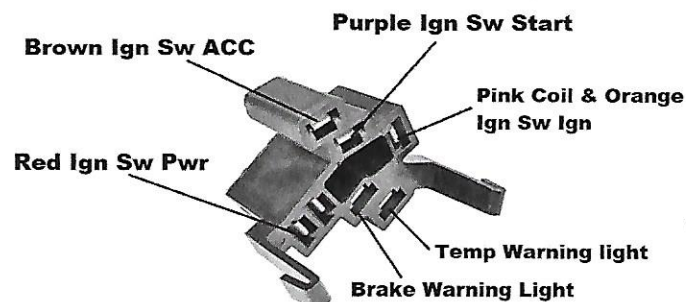
GM KEYED STEERING COLUMN



GM TURN SIGNAL CONNECTIONS

Wire	Code	GM Color
HORN SW	Black	G BLACK
LF SIGNAL	Lt. Blue	H LT BLUE
RF SIGNAL	Blue	J BLUE
HAZARD	Brown	K BROWN
TRN FLASHER	Purple	L PURPLE
LR TURN	Yellow	M YELLOW
RR TURN	Green	N GREEN
BRAKE SW	White	P WHITE

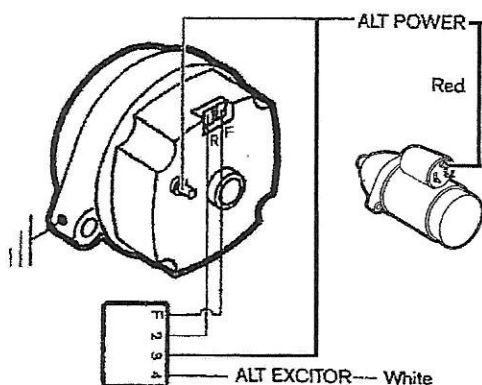
GM DASH IGNITION SWITCH



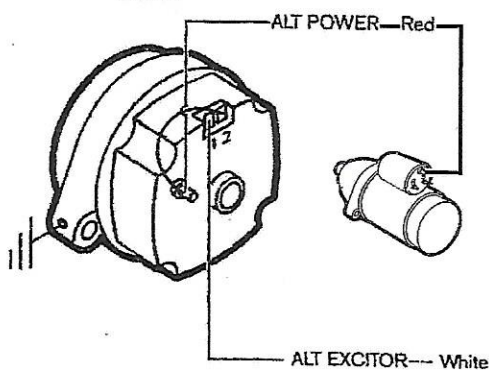
OLDER SWITCHES WITH IGN 1 AND IGN 2:
IGN 1 IS HOT IN RUN OR ON POSITION. IGN 2 IS ONLY HOT IN THE START POSITION AND WAS USED FOR POINTS IGNITION. FOR ELECTRONIC IGNITION, YOU MAY NEED A JUMPER WIRE BETWEEN IGN 1 AND IGN 2. FOR POINTS IGN YOU MAY NEED AN ADDITIONAL WIRE FROM IGN 2 OUT TO THE + SIDE OF THE COIL TO GIVE A FULL 12V IN START, THEN RUN OFF OF RESISTED VOLTAGE.

16 AND 21 CIRCUIT KITS HAVE A 2ND BATTERY FEED IN THE HARNESS "HL SWITCH TL PWR" AND DON'T REQUIRE SPLICING THE HL POWER WIRE

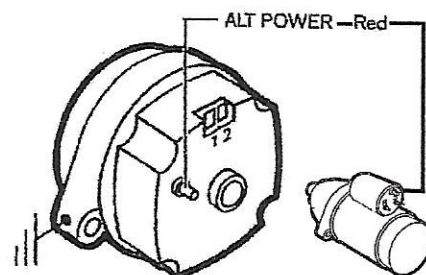
EARLY



LATE



ONE WIRE

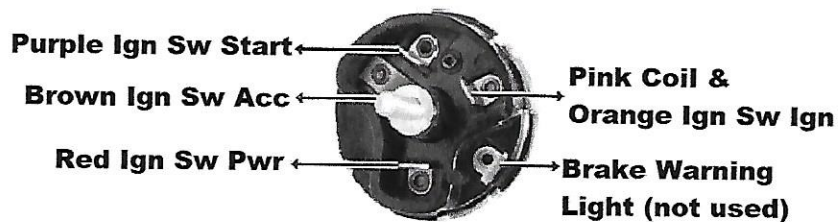


ONE WIRE ALTERNATOR

When using a one wire alternator the only wire you need is the ALT PWR = Red wire. We suggest you include the ALT EXCITOR = White wire in your harness, so that if you need to you can install a stock alternator to get you home.

FORD SPECIFIC DIAGRAMS

EARLY IGNITION SWITCH

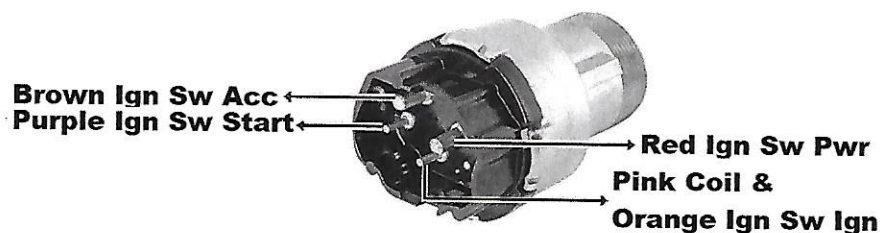


FORD IGN SWITCH CONVERSION

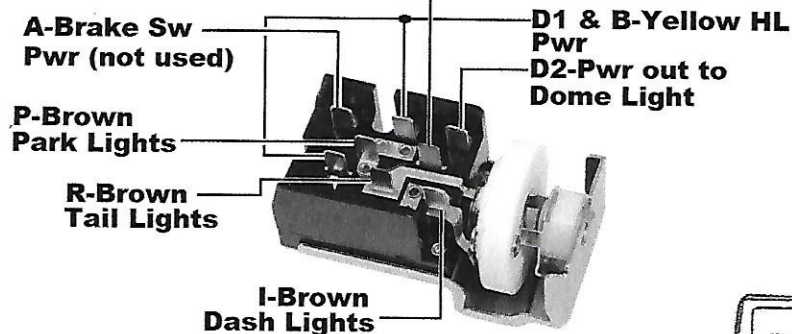
IGN SW PWR—Red to Yellow
IGN SW IGN—Orange to Brown
IGN SW ACC—Brown to Black/ Green stripe
IGN SW START—Purple to White/Blue
IGN SW COIL—Pink to White or Red/Green Stripe

FORD TURN SIGNAL CONVERSION

HORN SW—Black to Yellow
LF SIGNAL—LT Blue to Green/White
RF SIGNAL—Blue to White/Blue
HAZARD—Brown to White/Red
TURN FLASHER—Purple to Blue
LR SIGNAL—Yellow to Green/Orange
RR SIGNAL—Green to Orange/Blue
BRAKE SW—White to Green

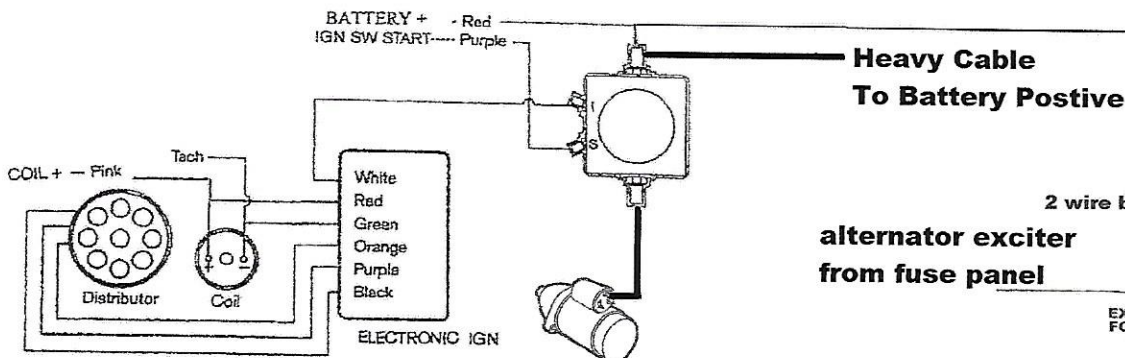
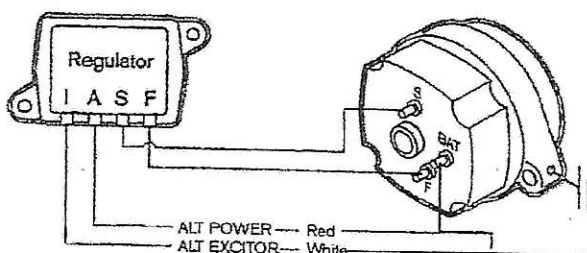


H-Blue Dimmer Pwr



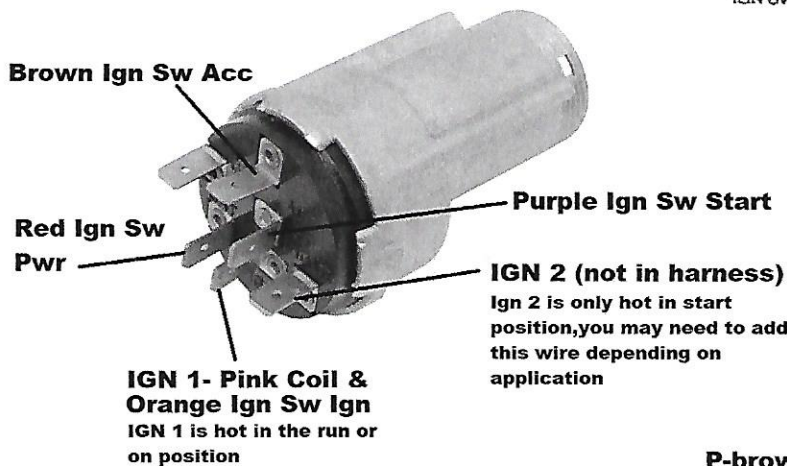
HL High Beam
HL Low Beam

*connect gray fusible link to the end of 10ga red Battery + wire, then install on battery post of solenoid.



MOPAR SPECIFIC DIAGRAMS

* Wiring may differ by application



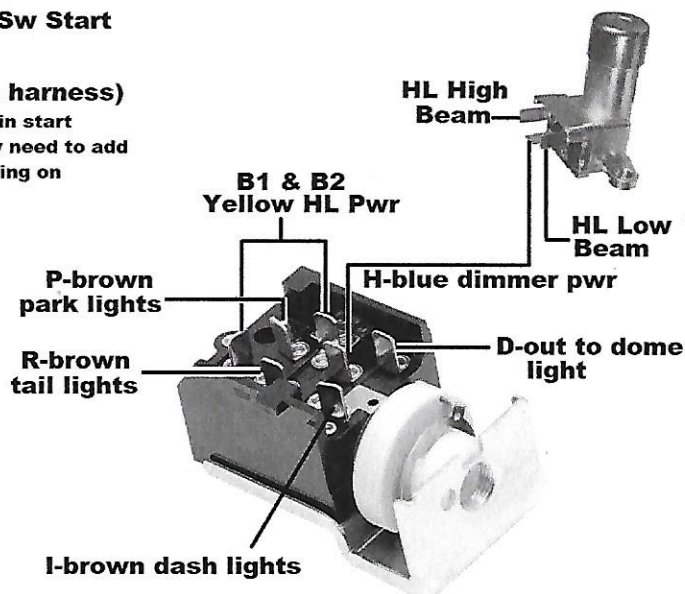
MOPAR IGN SWITCH CONVERSION

IGN SW PWR—Red to Red
 IGN SW IGN—Orange to Brown
 IGN SW ACC—Brown to Black
 IGN SW START—Purple to Yellow
 IGN SW COIL—Pink to Blue

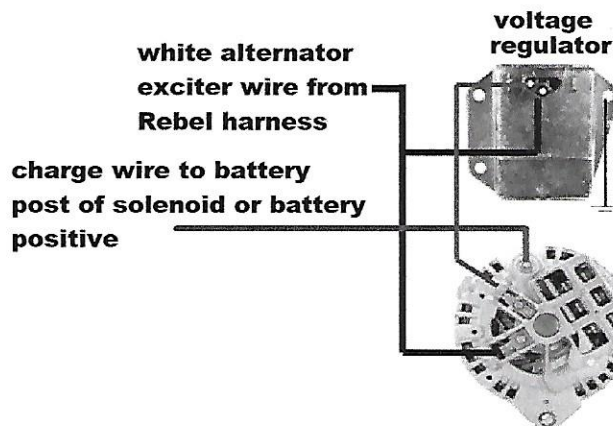
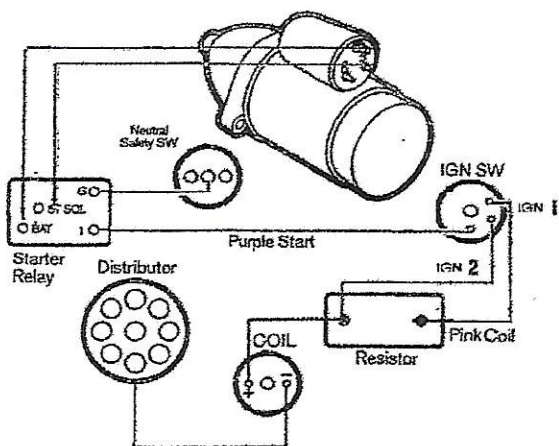
MOPAR TURN SIGNAL CONVERSION 70-74

HORN SW—Black to Black
 LF SIGNAL—Lt. Blue to Green
 RF SIGNAL—Blue to Tan
 HAZARD—Brown to Pink
 TURN FLASHER—Purple to Red
 LR SIGNAL—Yellow to Green
 RR SIGNAL—Green to Brown
 BRAKE SW—White to White

MOPAR COLUMNS USED
 MANY COLOR CODES

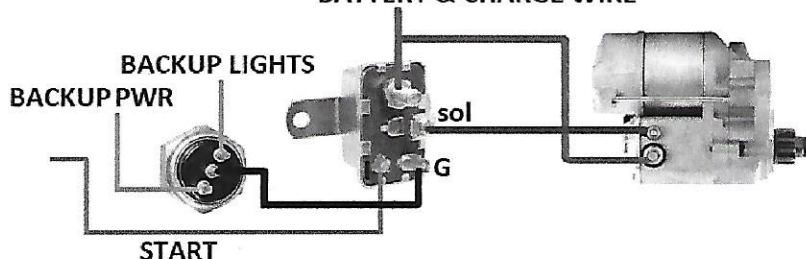


MOPAR IGNITION START RUN

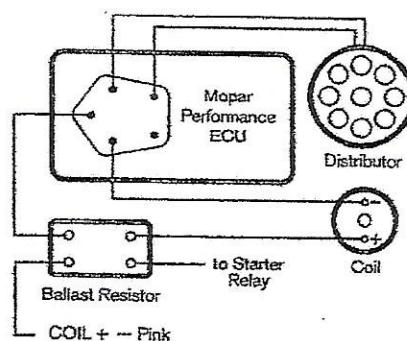


REMEMBER TO INSTALL GRAY FUSIBLE LINK ON BATTERY + WIRE FROM FUSE PANEL, THEN CONNECT TO SOLENOID

BATTERY & CHARGE WIRE



MOPAR ELECTRONIC IGNITION





**30 AMP FAN
RELAY KIT**

6FT BATTERY WIRE W/CIRCUIT BREAKER

**6FT RELAY
GROUND**

6FT FAN POWER WIRE

**16FT RELAY
TRIGGER**

Relay Wiring: Each Rebel Wire kit comes complete with a new horn relay. Any additional high amp draw items will need to be wired with their own relay kit. Shown in the picture above is our Rebel Wire fan relay kit, available for purchase separately at www.rebelwire.com. Adding in a relay kit takes the high amp draw off of the fuse panel and switches being used, and puts them directly on the battery. Allowing for use of smaller "trigger" wires to activate the relays.

***If your wiring harness contains a wire labeled "relay trigger", you can use this wire to turn on any relay kits you may have added to your harness. You can also use a single relay trigger wire to turn on multiple relays.**

***check out www.rebelwire.com for our other available relay kits.**