REBEL WIRE

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.

WIRE BUNDLE IDENTIFICATION

RED WIRE TIE - DASH WIRING SWITCHES

BLUE WIRE TIE- DASH WIRING part 2

YELLOW WIRE TIE- FRONT SECTION

GREEN WIRE TIE- REAR SECTION

PLEASE READ INSTRUCTION MANUAL BEFORE CALLING

You Will Need To Be Familiar With The Manual For Tech Assistance

REBEL WIRE HARNESSES
DOs AND DON'Ts

- ✔ **Don't** let the size of this job scare you. This is a very simple kit to install.
- ✔ **Don't** start this installation before disconnecting both battery cables.
- ✔ **Do** install main ground cables from the engine to the frame and from the frame to the body. Main ground cables should be the same size as the battery cables.
- ✔ **Do** remember to ground all accessories.
- ✔ **Don't** Forget. A good ground is a clean, no rust, no paint connection to metal.
- ✔ **Do** route the wires before installing terminals or making connections.
- ✔ **Don't** route wires over sharp edges or next to the exhaust components.
- ✔ **Don't** route wires too near moving parts such as fans, belts, steering gear, hood latches or hinges.
- ✔ **Do** fasten the harness down with clamps and ties to keep it secure.
- ✔ **Don't** stretch wires to make them reach. Always lengthen as necessary.
- ✔ **Do** use grommets when passing wires through holes.
- ✔ **Do** use insulated terminals or heat shrink over the connections.
- ✔ **Do** always use the correct size terminal for the gauge of wire/
- ✔ **Don't** over crimp the terminals
- ✔ **Don't** forget if you are using an amp meter, you MUST follow special instructions on the dash diagram.
- ✔ **Do** use the diagrams provided with aftermarket or specialty accessories.
- ✔ **Don't** forget these are only general instructions and you may need to modify.

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

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

When installing the engine wiring use the diagram from the Ford, GM, or Mopar section that matches your vehicle. Remember when connecting the 10GA. BATTERY PWR=Red 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

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

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

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

If you are using an amp meter please follow the amp meter section on the dash diagram.

START UP PROCEDURE

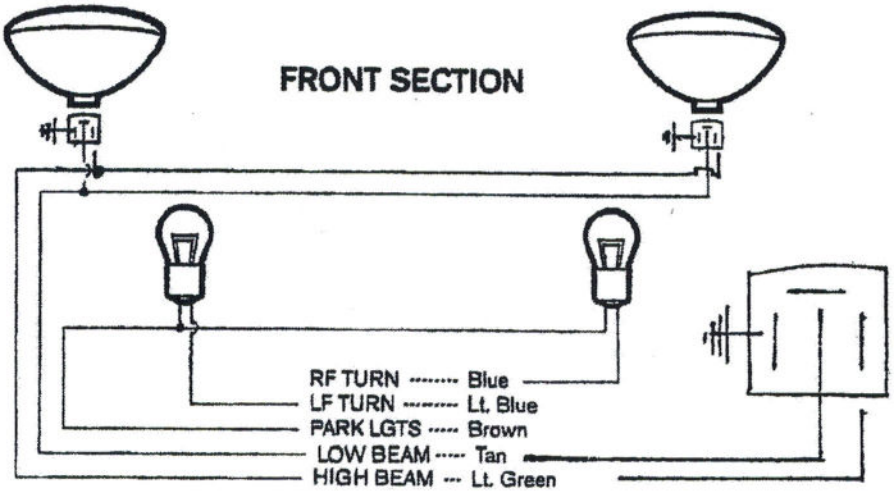
By now you should be out of wires, all that remains is a simple start up procedure. Start by turning off all accessories. Place the ignition switch in the off position. Now connect the POS. battery cable before connecting the NEG. cable you should check for current draw. This can be done easily with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

9+3 CIRCUIT TERMINALS

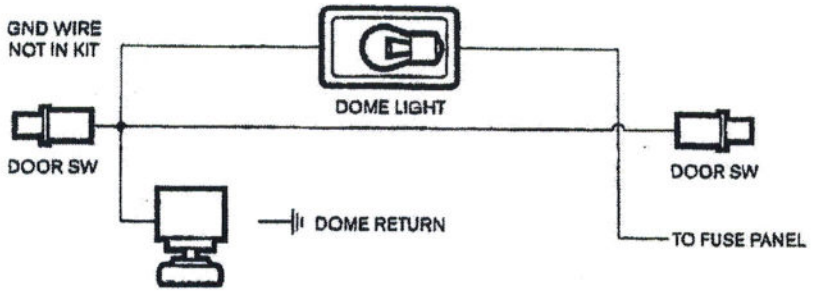
There are 3 terminals provided in 9+3 kit, to add extra circuits to fuse panel. Install terminal to appropriate gauge wire and plug into rear of fuse panel. From flasher side acc 1 & acc 2 are both keyed acc 3 is hot .

LIGHTING SYSTEM

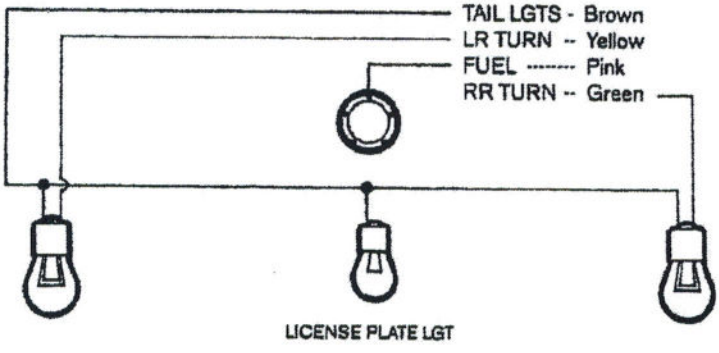
FRONT SECTION



DOME LIGHT

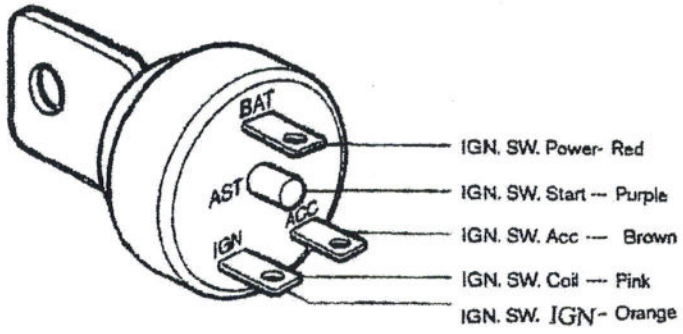


TAIL SECTION

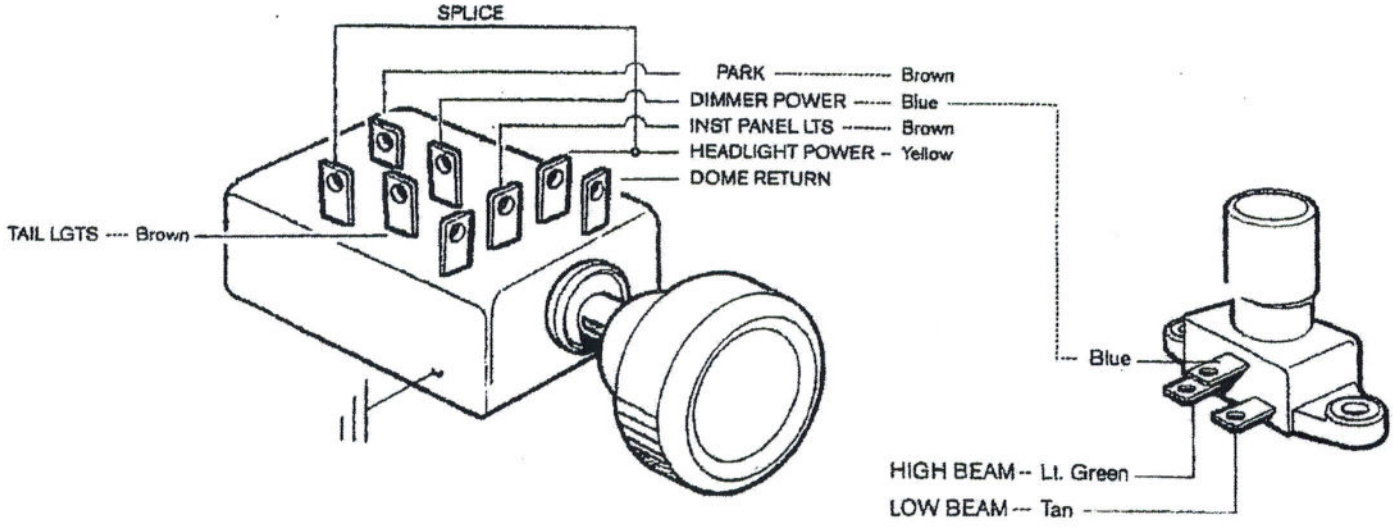


3RD BRAKE LGT --- Orange

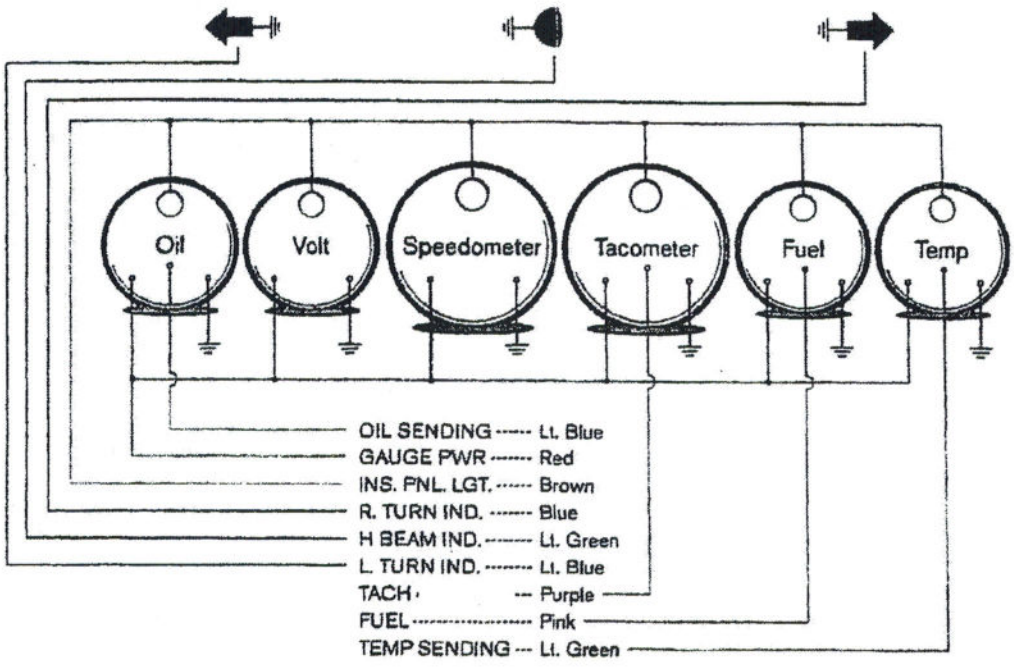
DASH IGNITION SWITCH



GM HEADLIGHT SWITCH

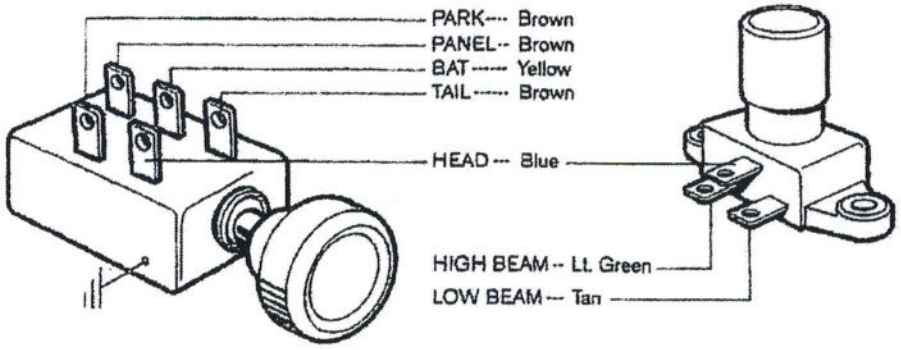


TYPICAL GAUGE WIRING



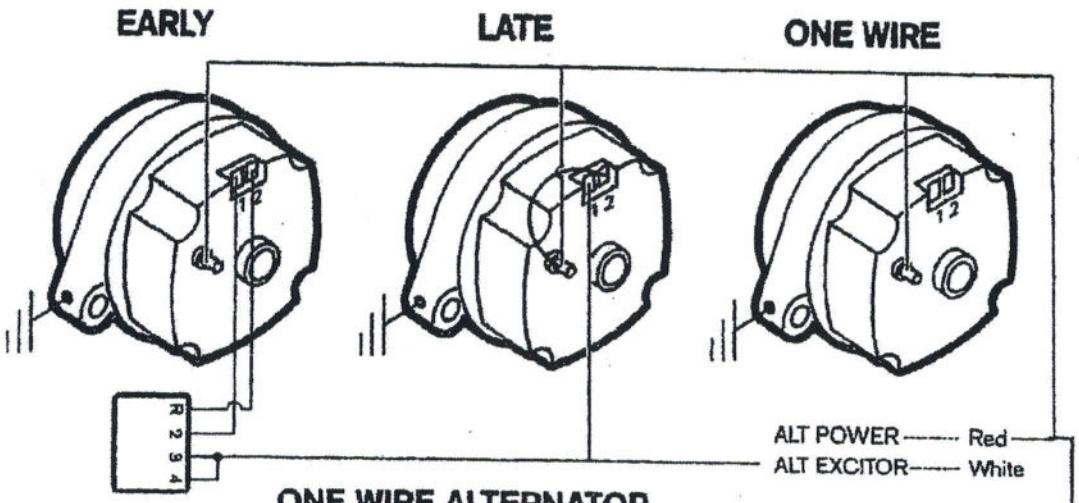
IMPORTANT AMP METER INSTRUCTIONS

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



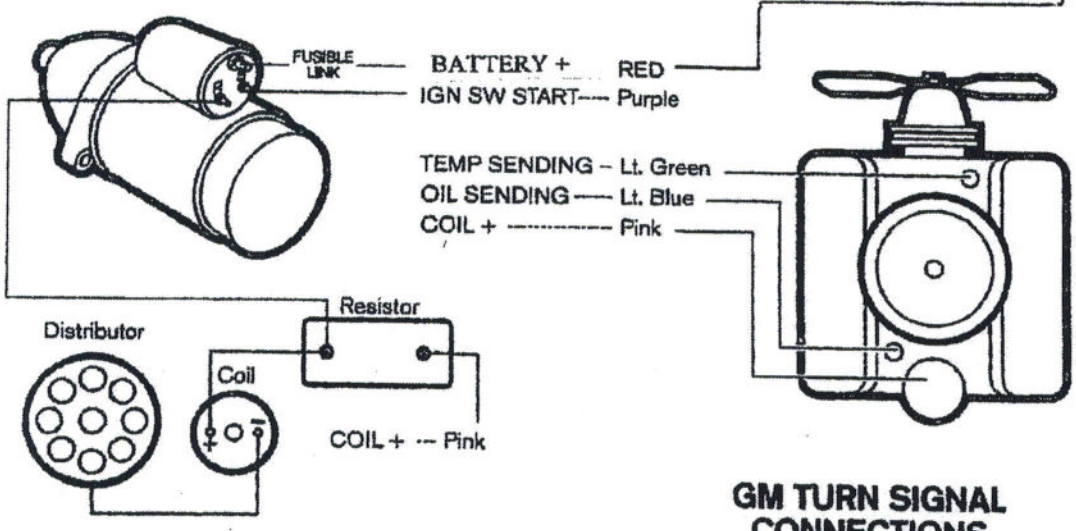
represents ground connection

GM SPECIFIC DIAGRAMS



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



GM STANDARD IGNITION POINTS STYLE

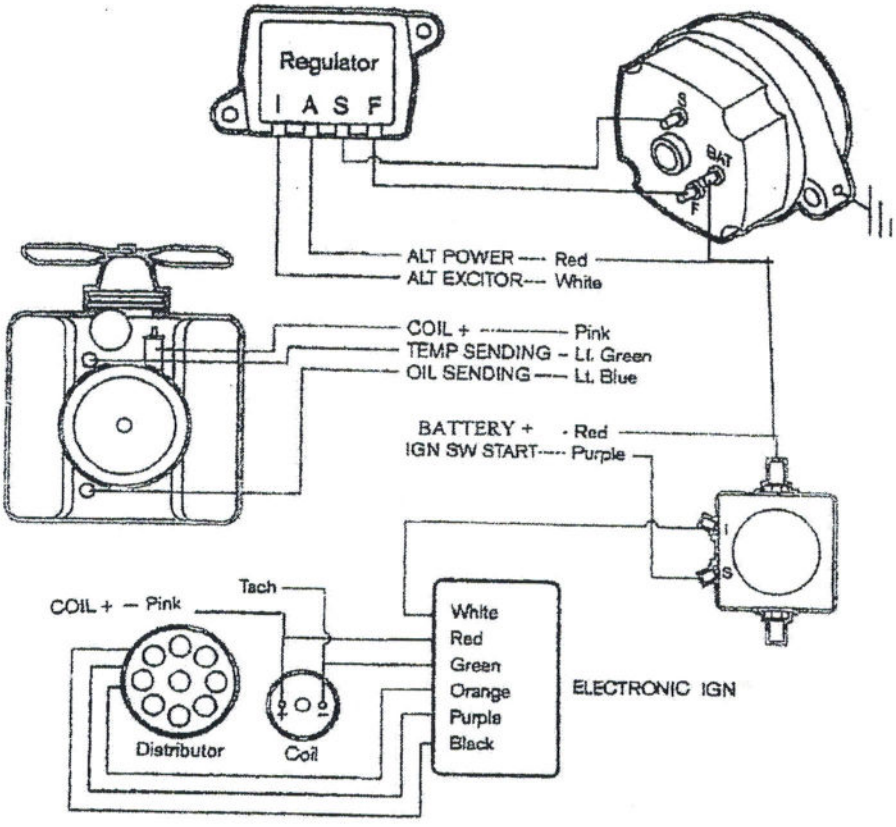
GENERATOR SYSTEM

Use ALT PWR = Red wire to battery terminal on voltage regulator

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
HAZZARD	Brown	K	BROWN
TRN FLASHER	Purple	L	PURPLE
LR TURN	Yellow	M	YELLOW
RR TURN	Green	N	GREEN
BRAKE SW	White	P	WHITE

FORD SPECIFIC DIAGRAMS



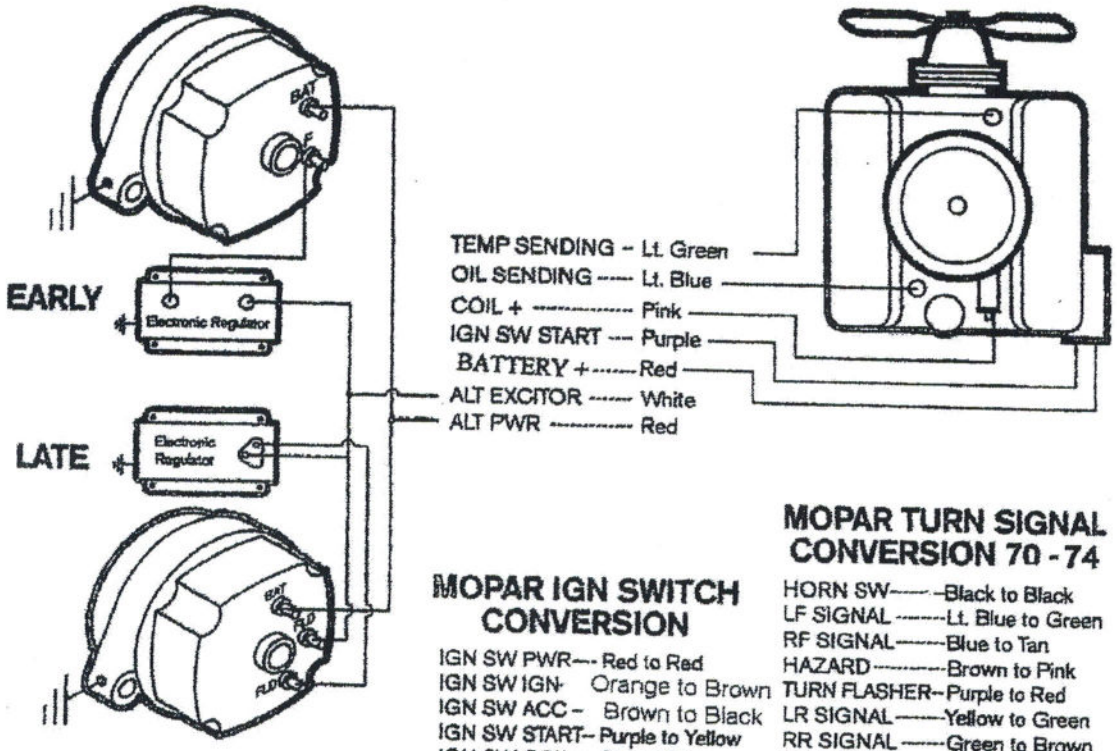
FORD IGN SWITCH CONVERSION

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
HAZZARD — 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

MOPAR SPECIFIC DIAGRAMS



MOPAR IGN SWITCH CONVERSION

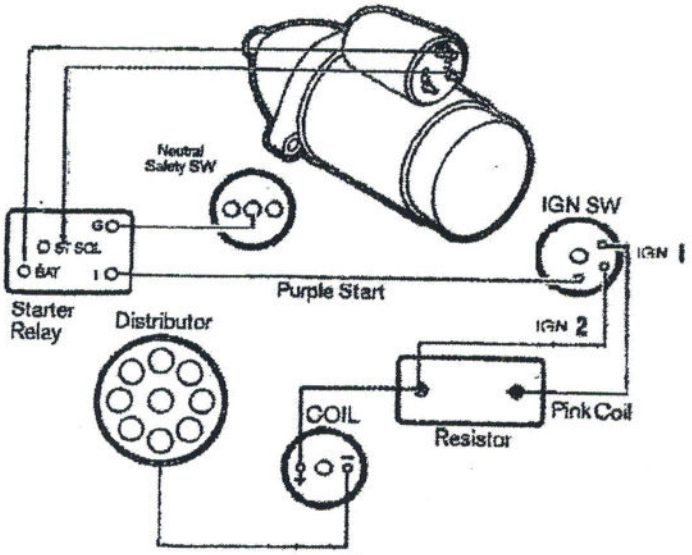
IGN SW PWR--- Red to Red
IGN SW IGN- Orange to Brown
IGN SW ACC – Brown to Black
IGN SW START– Purple to Yellow
IGN SW COIL--- Pink to Blue

MOPAR TURN SIGNAL CONVERSION 70 - 74

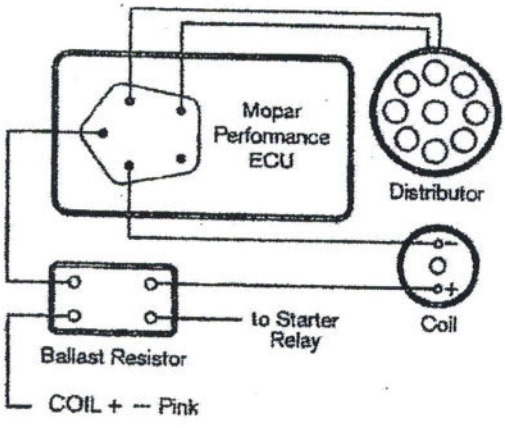
HORN SW------Black to Black
LF SIGNAL -------Lt. Blue to Green
RF SIGNAL-------Blue to Tan
HAZARD ----------Brown to Pink
TURN FLASHER--Purple to Red
LR SIGNAL-------Yellow to Green
RR SIGNAL ------Green to Brown
BRAKE SW-------White to White

MOPAR COLUMNS USED
MANY COLOR CODES

MOPAR IGNITION START RUN



MOPAR ELECTRONIC IGNITION



REBEL WIRE

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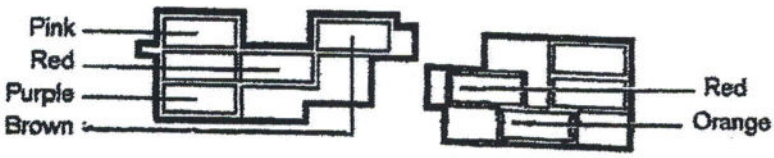
GM KEYED STEERING COLUMN



IGNITION SWITCH COLOR CODES (blue or white housing)

Brown	ACCESSORY
Red	IGN SW PWR
Pink	IGNITION COIL (uses smaller wire size terminal)
Purple	START

IGNITION SWITCH COLOR CODES (black housing)

Red	IGN SW PWR
Orange	IGN SW IGN

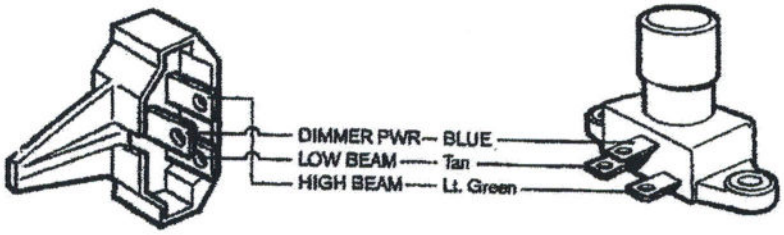
Note: The Orange wire requires a larger terminal

DIMMER SWITCH COLOR CODES (black pyramid housing)

Blue	DIMMER PWR FROM LIGHT SWITCH
Tan	HL LOW BEAM
Lt. Green	HL HIGH BEAM

STEERING COLUMN DIMMER SWITCH

FLOOR DIMMER SWITCH



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