

INSTRUCTION SHEET FOR ELECTRONIC IGNITION CONVERSION HARNESS CHRYSLER BIG BLOCK & HEMI

OVERVIEW: THIS HARNESS WILL WORK WITH ALL OF EARLY STYLE CHRYSLER & AFTERMARKET ELECTRONIC IGNITION MODULES WITH FIVE PINS, AS WELL AS THE LATEST REVISIONS FROM MOPAR PERFORMANCE WITH FOUR TERMINALS AND THE CURRENT MODULES AVAILABLE IN THE AFTERMARKET.

THIS HARNESS WAS DESIGNED TO FUNCTION WITH THE *FOUR TERMINAL TYPE BALLAST RESISTORS ONLY*. THE ORIGINAL EQUIPMENT TWO TERMINAL TYPE BALLAST RESISTOR MUST BE REPLACED WITH THE FOUR TERMINAL TYPES. THEY ARE AVAILABLE THRU YOUR LOCAL CHRYSLER DEALER, SOME AUTO PARTS STORES, OR FROM YEAR ONE, INC. THEIR PART NUMBER "QY4".

DUE TO WIRE LENGTH CONSTRAINTS, THE ELECTRONIC IGNITION MODULE MUST BE MOUNTED ON OR NEAR THE PASSENGER SIDE OF THE FIREWALL, TO THE LEFT OF THE MAIN WIRING BULKHEAD CONNECTOR (AS SEEN WHEN STANDING IN FRONT OF THE VEHICLE).

1) BEGIN BY REMOVING THE WIRES & CONNECTORS FROM THE ORIGINAL TWO TERMINAL BALLAST RESISTOR ON THE FIREWALL. THESE WIRES & CONNECTORS ARE PART OF THE ORIGINAL ENGINE HARNESS. NEXT, REPLACE THE TWO TERMINAL BALLAST RESISTOR WITH THE FOUR TERMINAL BALLAST RESISTOR. NOTE: ON SOME MODELS, IT MAY BE NECESSARY TO RE-MOUNT THE RESISTOR SLIGHTLY BECAUSE OF OBSTRUCTIONS ON THE FIREWALL (WELD LINES ON THE SHEET METAL, VOLTAGE REGULATOR ETC.)
CAUTION: OVER TIGHTENING THE RESISTOR WILL BREAK THE PORCELAIN.

2) START INSTALLING THE CONVERSION HARNESS BY PLUGGING IN THE TWO (2 CONTACT) NATURAL COLORED CONNECTORS TO THE NEW BALLAST RESISTOR. THE CONNECTORS ARE INDEXED & WILL ONLY PLUG ON IN ONE DIRECTION (ROTATION WISE). IT DOES NOT MATTER WHICH CONNECTOR PLUGS IN ON WHAT SIDE FIRST. THIS STEP BEGINS THE ALIGNMENT OF THE HARNESS TO THE VEHICLE.

3) TURN THE IGNITION SWITCH TO THE "ON" POSITION MOMENTARILY (*DO NOT ATTEMPT TO CRANK THE VEHICLE*). USE A TEST LIGHT OR EQUIVALENT DEVICE TO TEST THE TWO CONNECTIONS PREVIOUSLY REMOVED FROM THE ORIGINAL TWO TERMINAL BALLAST RESISTOR. ONE OF THEM SHOULD BE ENERGIZED WITH THE IGNITION SWITCH SET TO THE "ON" POSITION. *CAUTION: TURN OFF THE IGNITION SWITCH ONCE THE TEST HAS BEEN COMPLETED.* NEXT, PLUG THIS CONNECTOR INTO THE "J2G 16 GAUGE DARK BLUE" WIRE WITH THE GRAY CONNECTOR ON THE CONVERSION HARNESS. THE REMAINING CONNECTOR & WIRE ON THE ORIGINAL ENGINE HARNESS IS THE COIL (+) WIRE & MUST BE PLUGGED INTO THE "J3 14 BROWN" WIRE ON THE CONVERSION HARNESS.

NOTE: THE ORIGINAL WIRE COLOR & CONFIGURATIONS FOR THE BALLAST RESISTOR CONNECTIONS VARY CONSIDERABLY FROM MODEL TO MODEL & YEAR TO YEAR. THE MOST COMMON WAS AS FOLLOWS: THE COIL (+) SIDE OF THE BALLAST RESISTOR WAS 14 GAUGE DARK BLUE (SOMETIMES WITH A WHITE STRIPE) & 14 GAUGE BROWN, TERMINATED TOGETHER USING A ONE CONTACT BLACK CONNECTOR ON THE END. THE IGNITION FEED SIDE OF THE BALLAST RESISTOR WAS 16 GAUGE DARK BLUE (SOMETIMES WITH A WHITE STRIPE) & 18 GAUGE DARK BLUE TERMINATED TOGETHER ALSO USING A ONE CONTACT BLACK CONNECTOR ON THE END. BOTH CONNECTORS LOOKED IDENTICAL. SOMETIMES THERE WERE TWO WIRES IN ONE CONNECTOR & ONE WIRE IN THE OTHER CONNECTOR ETC. IN EVERY CASE OUR MATING CONNECTORS ON THE END OF THE "J2G" & "J3" WIRES WILL MATE WITH THESE ORIGINAL CONNECTORS.

4) PLUG THE FIVE CONTACT CONNECTOR (BLACK VINYL "MOLDED-ON" STYLE) FROM THE CONVERSION HARNESS INTO THE ELECTRONIC IGNITION MODULE. THE ORIGINAL VEHICLES HAD A # 8 X 1-3/4" SHEET METAL WASHER / HEX HEAD SCREW HOLDING THE CONNECTOR ON TO THE MODULE. THIS SCREW IS NOT NECESSARY BUT CAN BE BOUGHT AT YOUR LOCAL HARDWARE STORE. USE CARE NOT TO OVER TIGHTEN THE SCREW AS YOU WILL DAMAGE THE RETAINER ON THE MODULE OR CRUSH THE CONNECTOR. THEN ROUTE THE



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WIRES "ALONG WITH THE MODULE" TOWARDS THE PASSENGER SIDE OF THE FIREWALL. FIND A SUITABLE LOCATION ON THE FIREWALL AWAY FROM ANY SHARP OR HOT SURFACES. DO NOT STRETCH THE HARNESS TIGHTLY. LEAVE SOME SLACK. CONSIDER THE SPOT CAREFULLY. IT SHOULD BE AS FLAT AS POSSIBLE & THERE SHOULD BE CLEARANCE FOR THE SHEET METAL SCREWS / BOLTS & NUTS. IF USING BOLTS & NUTS, MAKE SURE YOU CAN REACH THE NUTS FROM THE REAR. ALSO, IF USING SHEET METAL SCREWS, USE CAUTION WITH THE SHARP POINTS IN THE REAR NOT TO DAMAGE OR CONTACT ANYTHING INSIDE OF THE FIREWALL.

CAUTION: THE ELECTRONIC IGNITION MODULE REQUIRES AN EXTERNAL GROUND THRU THE HOUSING TO THE FIREWALL. SCUFF THE METAL ON THE FIREWALL TO ENSURE FOR AN ADEQUATE GROUND. DO NOT ASSUME THE BOLTS / SCREWS WILL MAKE SUFFICIENT GROUND. MARK & DRILL THE HOLES ACCORDING TO THE SIZE BOLTS / SCREWS YOUR USING. ATTACH THE MODULE TO THE FIREWALL. USE CARE NOT TO OVERTIGHTEN THE BOLTS / SCREWS AS THE BOLT BOSSES ON THE MODULE HOUSINGS ARE FRAGILE.

5) ROUTE THE REMAINING PART OF THE CONVERSION HARNESS FORWARD TO THE COIL & DISTRIBUTOR ALONGSIDE THE ENGINE WIRING HARNESS IN THE VALLEY OF THE INTAKE MANIFOLD. CARE SHOULD BE TAKEN TO ATTACH THE TWO HARNESSES TOGETHER AND AVOID ANY DAMAGE FROM ENGINE HEAT. FIRST PLUG THE TWO CONTACT DISTRIBUTOR CONNECTOR WITH "J6" & "J7" WIRES INTO THE DISTRIBUTOR. NEXT, CONNECT THE "J5" WIRE TO THE *NEGATIVE (-)* SIDE OF THE COIL IN PLACE OF THE ORIGINAL DISTRIBUTOR WIRE (WIRE FROM THE POINTS). **DO NOT** REMOVE ANY OTHER WIRES CONNECTED TO THE IGNITION COIL FROM ANY OF THE ORIGINAL HARNESSES IN THE VEHICLE. NEXT, PUSH THE SLACK OF THE CONVERSION HARNESS TOWARDS THE FIREWALL, AND THEN ATTACH THE TWO HARNESSES TOGETHER AS PREVIOUSLY DESCRIBED. ALL OF THE SLACK SHOULD BE LOCATED AT THE REAR OF THE ENGINE, BETWEEN THE ENGINE & THE FIREWALL. DO NOT LEAVE AN EXCESSIVE AMOUNT OF SLACK. IF NECESSARY, USE A TIE STRAP TO WRAP UP THE EXCESS HARNESS & KEEP IT AWAY FROM THE EXHAUST MANIFOLD OR OTHER HEAT SOURCE.

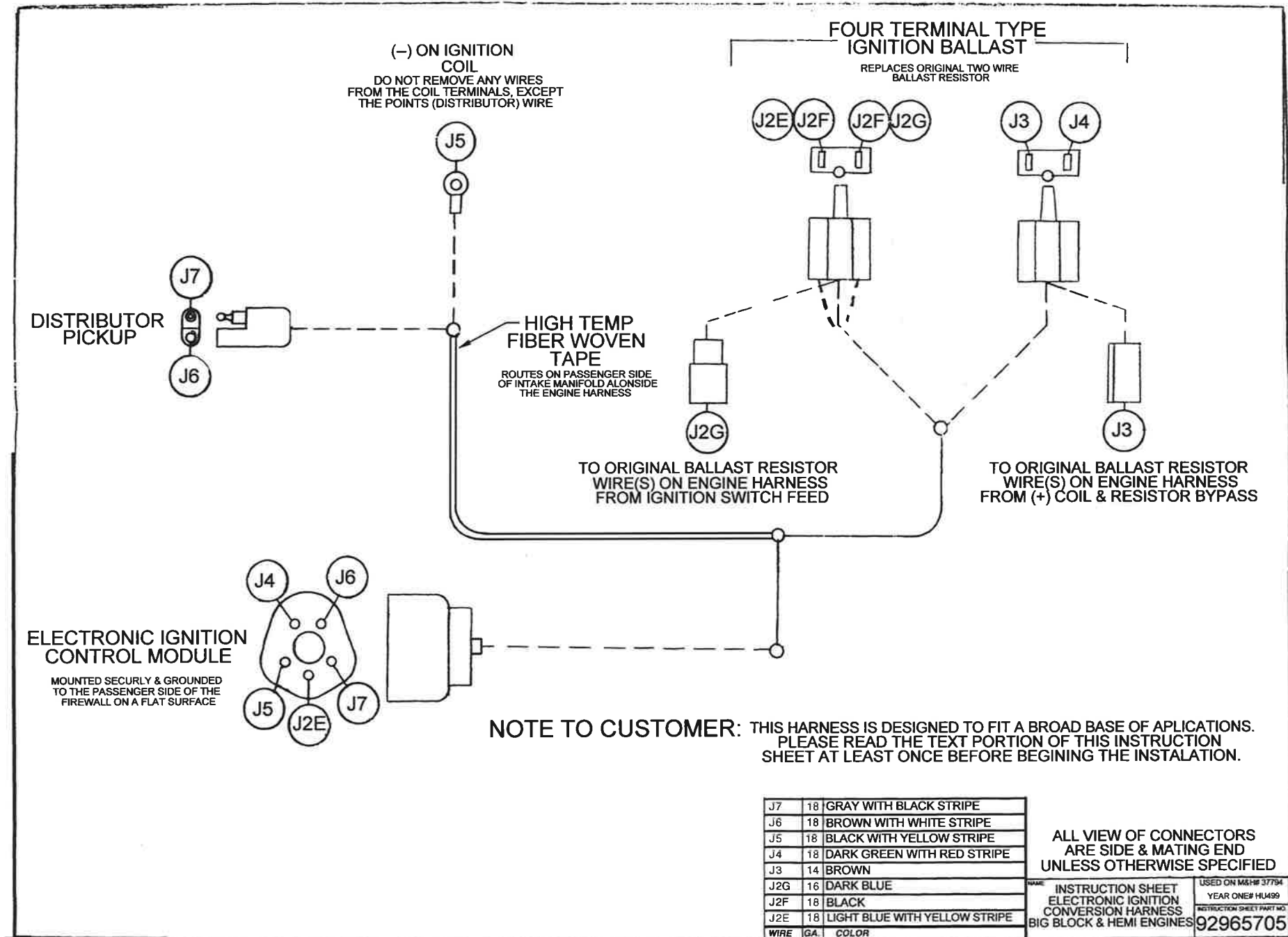
TACHOMETER: IF THE VEHICLE HAS A TACHOMETER, CONNECT IT TO THE *NEGATIVE (-)* SIDE OF THE COIL, UNLESS THE MANUFACTURE STATES OTHERWISE. IF THE TACHOMETER DOES NOT FUNCTION CORRECTLY, CONTACT THE TACH MANUFACTURE FOR FURTHER ASSISTANCE.

CUSTOMER SUPPORT

IN THE EVENT THAT YOUR ORIGINAL HARNESSES ARE DAMAGED OR ALTERED MAKING IT DIFFICULT TO INTERFACE TO THE CONVERSION HARNESS WITHOUT MODIFYING IT, *WE ENCOURAGE YOU* TO CONTACT OUR TECHNICAL SUPPORT STAFF FOR ASSISTANCE OR ADVICE FIRST. NOTE THAT BY MODIFYING THE CONVERSION HARNESS, YOU TYPICALLY VOID THE ONE-YEAR WARRANTY.

AS PART OF OUR CONTINUED COMMITMENT TO OUR CUSTOMERS, WE WELCOME INPUT FROM YOU. OUR FRIENDLY TECHNICIANS WILL DISCUSS ANY IMPROVEMENTS OR MODIFICATIONS TO THE PRODUCT YOU SUGGEST, INCLUDING POSSIBLE UP OR DOWN SIDES TO YOUR SUGGESTIONS.

TECHNICAL SUPPORT IS AVAILABLE MONDAY THRU FRIDAY FROM 8:00 AM TO 4:00 PM PACIFIC STANDARD TIME. THE TECHNICAL SUPPORT PHONE NUMBER IS (562) 926-9562.



J7	18	GRAY WITH BLACK STRIPE
J6	18	BROWN WITH WHITE STRIPE
J5	18	BLACK WITH YELLOW STRIPE
J4	18	DARK GREEN WITH RED STRIPE
J3	14	BROWN
J2G	16	DARK BLUE
J2F	18	BLACK
J2E	18	LIGHT BLUE WITH YELLOW STRIPE
WIRE	GA.	COLOR

ALL VIEW OF CONNECTORS ARE SIDE & MATING END UNLESS OTHERWISE SPECIFIED

NAME: INSTRUCTION SHEET
ELECTRONIC IGNITION
CONVERSION HARNESS
BIG BLOCK & HEMI ENGINES

USED ON M&H# 37794
YEAR ONE# H4499
INSTRUCTION SHEET PART NO.
92965705