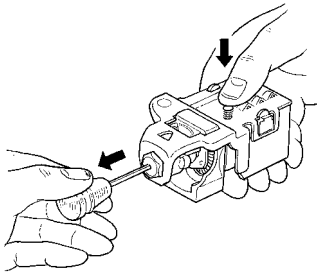


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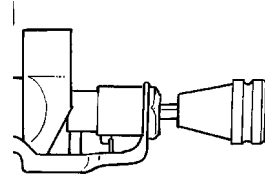
Head Light Switch
Classic Series



Switch Installation

Pull the head light knob out just as you would when turning on the head lights. Now push down and hold the spring loaded button on the metal side of the switch while pulling on the knob. The shaft and knob will slide out together. **NOTE: Choose the location for the switch MAKING SURE to allow room for the plug and wires to exit the switch.** Unscrew the mounting nut and drill a 7/16 hole to mount the switch in your desired location. Install the mounting nut. **NOTE: Do not over tighten nut.** The shaft installs by pushing it back into the switch until it locks.

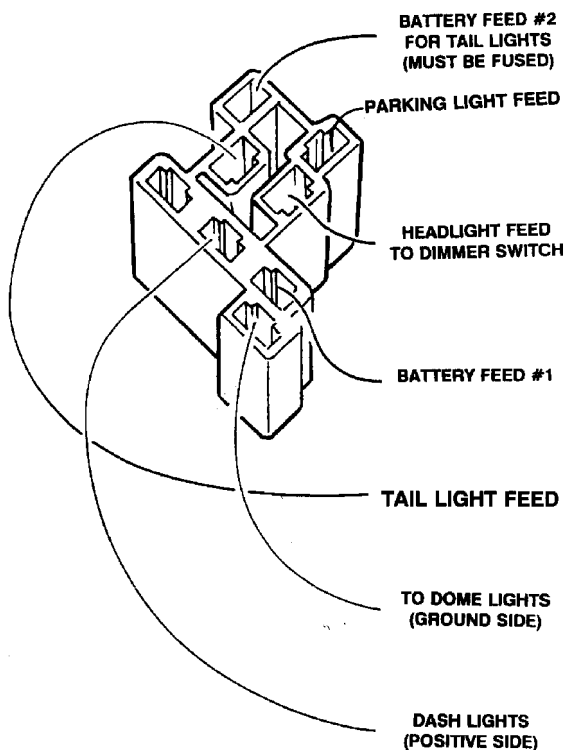
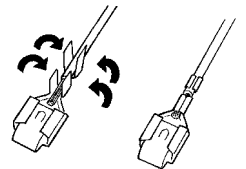
NOTE: If the head light shaft will not re-lock in the switch after removal, the shaft is entering the switch base at a angle. Carefully bend the mounting nut area so it will allow the shaft to enter the body of the switch straight. If the shaft is at any angle, it will not lock into the switch body.



Wiring Instructions

Provided with the switch is a wiring connector and terminals. Strip and install the wires into the terminals as shown in the drawing to the right.

A minimum of 14 gauge wire should be used when wiring the head light circuit and 16 gauge for the tail light circuit. 18 gauge may be used on the dome and dash light circuit.



The battery feed #2: is a 12 volt, hot all the time input. Run a wire from a fused source at the fuse block to feed this connection. This wire must be fused to protect the tail light circuit.

Parking Light Feed is hot with the switch in the parking light position and turns off with the switch in the head light position. Wire both front parking light wires to this terminal if you desire the parking lights to be turned off when the head lights are on. See tail light feed below to have the parking lights on with the head lights.

Head light feed to dimmer switch: runs from the head light switch to the dimmer switch. This wire will have 12 volts when the head light knob is pulled all the way out.

The battery feed #1: is a 12 volt, hot all the time input. This wire feeds the head light circuit portion of the switch. It does not have to be fused as the switch has a 20 amp circuit breaker built into it.

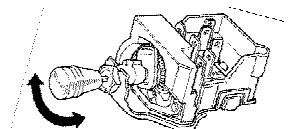
To tail lights: runs from the switch to both the front parking lights and rear running lights. This wire has 12 volts with the head light switch in the running and head light position.

To dome lights: The head light switch is **CONTROLLING** (turning on & off) the GROUND side of the dome light. A two wire, un-grounded dome light must be used. Run a fused, 12 volt, hot all the time wire direct to one of the connections on the dome light. Run the other wire from the dome light down to the dome light wire on the head light switch. **NOTE: The head light switch must be grounded in order for this circuit to function.** *Fiberglass cars please pay attention here.*

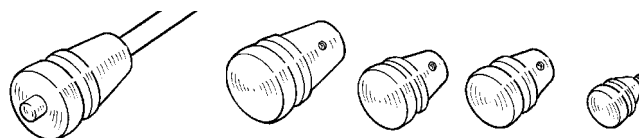
Dash lights: wire runs from the switch to all the vehicles dash lights. This circuit is fused on the same circuit as the tail lights. To dim the dash lights see below.

To dim or brighten the dash lights rotate the knob as shown.

To turn on the dome light rotate the knob full counter clockwise until it clicks.



Matching Knobs & Column Levers Available



Ron Francis Wiring offers a variety of matching knobs for other switches, GM column shift, turn signal and tilt levers, and emergency flashers to fit your needs. We also offer the capability of using one of the push button tilt (TL-2) or turn (SL-5) signal levers along with our RP-3 dimmer relay to allow your dimmer switch to be column mounted on older steering columns. Other applications include custom horn, alarm and cruise buttons. A full color catalog of all our different products is available by calling 1-800-292-1940.