



IT TAKES MORE THAN A BULLDOG
TO MAKE A **Mack**

Why does this youngster sport a Mack Bulldog on his toy truck? For the same reason that many drivers of other makes fasten the Mack Bulldog on their trucks.

A man can dream, can't he? It's natural to want the best; but neither the man nor the boy is feeding himself.

They both know that it takes lots more than a Bulldog to make a Mack.

Economy-minded truck owners know it too!



Mack B-Model Wiring Harness Instructions



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TIPS

Left and right side of vehicle, as referred to in the instructions, is determined as if you were sitting in the driver's seat. If you leave the speedometer out until the very end, you can use the speedometer hole to look through to help wire behind the dash.

Before connecting your battery, check your voltage regulator to see if it is positive or negative ground. Your coil should be connected in the same manner.

The line and load side of a switch is determined as follows:

A basic on/off switch, such as an ignition switch, blackout drive light switch or a panel light has only two terminals. The *line* side is the feed (hot) side. The *load* side is the side that has the device(s) such as lamps, a coil, etc. connected to it. If you connect your line or feed wire first you can use either terminal for your line side. The remaining terminal has become your load side.

Signal switch is another name for a brake light switch.

Fuel gauge may say IGN. on one of the terminals. This is the terminal the feed wire from ammeter or circuit breaker goes on to. The remaining terminal may say "GA", "GAGE" or nothing. This terminal is where to wire to the tank sending unit goes.

After polarizing your generating system using the supplied instructions, you may find that when you step on the gas pedal, the ammeter needle dips to the negative zone. Just reverse the ammeter wires and the problem is corrected.

REMOVE NUMBER TAGS AFTER INSTALLATION!!

HOW TO POLARIZE YOUR SYSTEM

Whether the charging system in your vehicle has an alternator or a generator, correct polarity is a very important consideration. Alternator systems can be seriously damaged by even momentary reversals of polarity, and the voltage regularity in any system is also highly vulnerable. The following precautions should always be observed when working on the charging system.

- (1) When putting in a battery, always make absolutely sure that the ground polarity of the battery, regulator and generator or alternator is the same. Do not install regulators from negative ground systems in vehicles having positive ground.
- (2) If you have the occasion to use a booster battery and jumper cables, be sure that you hook the positive pole of the booster to the positive pole of the battery in the vehicle, and the negative pole to the negative side of the battery in the vehicle.
- (3) When connecting a charger to the battery, the positive lead from the charger must be connected to the positive battery pole and the negative lead to the negative pole.
- (4) Do not short across or ground any of the terminals on the regulator or the alternator or alternator system.

When a new regulator or generator is installed, or when the old one is reinstalled after testing, the generator must be polarized. If this is not done, the generator - or regulator will probably be burned out in a very short time. This is especially true on vehicles that have "idiot lights". An ammeter will show a no-charge more reliably following installation of an unpolarized unit. Polarizing the generator and regulator is a step that is often overlooked when making engine swaps. Don't bypass this vital step before "firing 'er up" for the first time, or you'll have part of the job to do over again -- plus the cost of a new generator or regulator, or both.

Polarizing the generator is necessary to restore the residual magnetism to the pole shoes. A generator that sits around on the bench for a long time, or one that has been dropped during handling, may lose its residual magnetism. The momentary surge of current through the field coils that you give when you give when you polarize the generator is enough to restore the residual magnetism. Polarization amounts to electrifying the fields with a battery but it must be done in the right direction. The safest way to do it is to complete installation of the generator, regulator and wires. Then with the engine dead and the ignition off, connect a jumper lead to the battery terminal of the regulator and touch the other end of the lead to the regulator armature terminal for just a fraction of a second. It only takes just a touch and the job is done.

B MODEL MACK

PARTS LIST

- Main Chassis Harness ✓
- Rear Chassis Harness ✓
- Dome & Clearance Light Harness ✓
- Dome Light Wires ✓
- Clearance/Cluster Light Wires ✓
- Starter Cable ✓
- Ignition Starter Button Wire (Diesel Models Only) ✓
- Headlight Bucket Cables ✓
- Parking Light Wires ✓
- Front Turn Signal Wires ✓
- Headlight Crossover Cable ✓
- Hi-Beam Indicator Wire ✓
- Heater/Defroster Switch Wire ✓
- Heater Wire ✓
- Panel Light Harness ✓
- Low-Pressure Wire ✓
- Horn Cable ✓
- Brake Light Switch Cable ✓
- Horn Button Wire ✓
- Fuel Tank Cable ✓
- Rear Crossover Cable ✓
- Tail Light Cables ✓
- Rear Turn Signal Cables ✓
- Lever & Flasher Assembly ✓
- 1-into-1 & 2-into-1 Kit ✓

<u>No.</u>	<u>Color</u>	<u>Function</u>
<u>Main Chassis Harness</u>		
1	Red	Positive (+) post of ammeter to dash junction block.
2	Green R/T	Start button or solenoid post of key switch to series parallel switch dash junction block.
3	Red W/T	Generator armature post to voltage regulator generator post.
4	White B/T	Generator ground screw to voltage regulator ground.
5	Red	Generator field post to voltage regulator field post.
6	Green W/T	Lever assembly to front junction block - right front turn signal.
7	Brown	Lever assembly to front junction block - left front turn signal.
8	Brown	Lever assembly to rear junction block - left rear turn signal.
9	Green W/T	Lever assembly to rear junction block - right rear turn signal.
10	Brown	'IGN' post of key switch to left front junction block - fog lights (spare).
11	Green	Light switch 'park' post to front junction block - parking lights.
12	Black	Dimmer switch to front junction block - headlight lo-beams.
13	White	Dimmer switch to front junction block - headlight hi-beams.
14	White	Dimmer switch hi-beam post to hi-beam indicator light.
15	Yellow G/T	Light switch "H" post to dimmer switch "BAT" post - feed.
16	Blue	Marker light switch to rear junction block - rear markers if equipped.
17	Black	Light switch "T" post to rear junction block - tail lights.
18	Brown	Fuse (circuit breaker) #1 post to rear junction block - brake light switch feed.
19	Black G/T	Rear junction block - future fuel pump.

<u>No.</u>	<u>Color</u>	<u>Function</u>
<u>Main Chassis Harness (Cont'd)</u>		
20	Black W/T	Rear junction block also for future fuel pump or extra accessory.
21	Black R/T	Rear junction block to fuel gauge 'GA' post for left fuel tank.
22	Yellow B/T	Rear junction block to low-pressure buzzer.
23	Yellow B/T	Fuse (circuit breaker) #2 post to low-pressure buzzer.
24	Yellow B/T	Low-pressure buzzer to second low-pressure air switch, if equipped. Tape ends if not equipped.
25	Black (Seine)	Horn relay #2 post to either horn button wire termination depending on your model. Ends that are not used should be taped and secured.
26	Yellow X G/T	Dash junction block terminate with #1 red wire to horn relay for feed.
27	Red G/T	'BAT' post of voltage regulator to ammeter negative (-) post.
28	Yellow	Ammeter negative (-) post to light switch feed post.
29	White B/T	Heater switch feed post to feed post of defroster switch.
30	Red B/T	Fuse (circuit breaker) #5 post to light switch feed post.
31	Blue X R/T	'ACC' post of key switch to fuse (circuit breaker) #1 post.
32	Blue	Fuse (circuit breaker) #6 post to clearance/marker lights switch 'L' post.
33	Black G/T	Light switch 'Marker Light' post to fuse (circuit breaker) #6 post.
34	Yellow B/T	Fuse (circuit breaker) #2 post to heater switch feed post of with #29.
35	White R/T	Fuse (circuit breaker) #3 post to fuel gauge 'IGN' post.
36	Brown	Fuse (circuit breaker) #2 post to temperature gauge 'IGN' post.
37	Blue W/T	Fuse (circuit breaker) #5 post to marker light switch post 'B' (feed).
38	Yellow	Cab heater switch to cab heater connection #38 Heater Wire.

<u>No.</u>	<u>Color</u>	<u>Function</u>
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Main Chassis Harness (Cont'd)

39	Brown	Fuse (circuit breaker) #4 post to feed of turn signal flasher.
40	Red	Light switch feed post to 'BAT' post of key switch.
41	Blk/Yel SNK	Temperature gauge to temperature gauge transmitter unit.
42	Blk/Red SNK	Coil to ignition switch 'IGN' post (gas models only).
43	Red B/T	Light switch feed post to cigar lighter.
44	Blk/Red SNK	Spare.
45	White B/T	Series parallel switch to magnetic starter (if equipped).

Rear Chassis Harness

8	Brown	Rear junction block to left rear turn signal light.
9	Green W/T	Rear junction block to right rear turn signal light.
16	Blue	Rear junction block to rear marker lights.
17	Black	Rear junction block to tail lights.
18	Brown	Rear junction block to brake lights.
19	Black G/T	Rear junction block to electric brakes.
20	Black W/T	Accessory wire from rear junction block to rear connections.

Dome & Clearance Light Harness

1	Black G/T	Fuse (circuit breaker) #6 post to cluster lights.
2	Blue	Fuse (circuit breaker) #6 post to L&R clearance lights.
3	Black (Seine)	Fuse (circuit breaker) #4 post to L&R dome light switches (feed).

<u>No.</u>	<u>Color</u>	<u>Function</u>
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Dome Light Wires

4	Black (Seine)	Load side of light switch to dome light.
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Clearance / Cluster Light Wires

Yellow B/T	Dome & Clearance Light Harness to pass wire through roof into light sockets. Add supplied brass contact and solder or crimp in place.
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Starter Cable

1	Red	Dash junction block to hot post of starter.
2	Green XR/T	Dash junction block to 'START' post of starter.

Ignition Starter Button Wire

Green XR/T	'IGN' post of key switch to start button (DIESEL MODELS ONLY).
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Headlight Bucket Cables

12	White G/T	Headlight junction block lo-beams - #12 Headlight Crossover Cable or Main Chassis Harness.
13	White B/T	Headlight junction block hi-beams - #13 Headlight Crossover Cable or Main Chassis Harness.
46	Black	Ground of headlight socket to mounting screw of headlight junction block.

Parking Light Wires

11	Black	Pass wire through front of socket, reinstall asphalt loom, and add the supplied rubber boot and terminal. Junction block - #11 of Headlight Crossover Cable or Main Chassis Harness.
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Front Turn Signal Wires

6	Green W/T	Right junction block - #6 Headlight Crossover Cable to right front turn signal light.
7	Brown	Left junction block - #7 Main Chassis Harness to left front turn signal light

<u>No.</u>	<u>Color</u>	<u>Function</u>
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Headlight Crossover Cable

6	Green W/T	Left junction block - #6 Main Chassis Harness to right junction block (right front turn signal).
11	Green	Left junction block - #11 Main Chassis Harness to right junction block (parking lights).
12	Black	Left junction block - #12 Main Chassis Harness to right junction block (lo-beams).
13	White	Left junction block - #13 Main Chassis Harness to right junction block (hi-beams).

Hi-Beam Indicator Wire

14	White	#14 Main Chassis Harness to hi-beam indicator socket.
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Heater/Defroster Switch Wire

48	Yellow	Heater switch to defroster switch.
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Heater Wire

38	White B/T	Heater to #38 Main Chassis Harness.
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Panel Light Harness

49	Black	Panel light switch to panel light sockets.
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Low-Pressure Air Switch Wire

50	Yellow B/T	Rear junction block - #22 Main Chassis Harness to low-pressure air switch.
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Horns Cable

52	Yellow G/T	Horn relay #3 post to horn 1 & 2.
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Brake Light Switch Cable

53	Black	Rear junction block - #18 Main Chassis Harness. This is feed for brake light switch.
54	White	Rear junction block - #18 Rear Chassis Harness. This is return from brake light switch to brake lights.

MACK MODEL "B" WIRING DIAGRAM

