

1969-72 ALL MODELS

DESCRIPTION

Fusible link is a length of special insulated wire several gauges smaller than the circuit it is to protect and is connected directly into the circuit replacing the regular wire. The fusible link is functionally the same as a fuse (excessive overload will melt and separate link to open circuit before fuse or other wiring is damaged). *Note - Some fusible links have special insulation that does not burn. It may be necessary to make a continuity check to determine if link has burned out. Fusible link is normally of a smaller diameter than surrounding wiring unless link burns (insulation of burned link will bubble to about twice original size).*

REPLACEMENT

Cut off link and the solder joints, then strip insulation from end of new link and from end of wiring harness so each will project halfway through soldering sleeve. Crimp new link in soldering sleeve and solder, then cover new connection with electrical tape. **CAUTION - Wire link replacement MUST be copper and MUST be soldered with rosin core solder. DO NOT use acid core solder. DO NOT connect link in any manner other than that given above. DO NOT make replaced link longer than 8".**

AMERICAN MOTORS

All Except 1969 - Pink wire between horn relay and splice. Replace with hypalon insulated 20 gauge copper wire only.

1969 - Pink wire between horn relay and splice. Brown wire between ignition switch "ACC" terminal and splice. Yellow wire between ignition switch "IGN" terminal and splice. Replace yellow link with hypalon insulated 20 gauge copper wire, other links with hypalon insulated 18 gauge copper wire.

1970-71 - Red wire between battery terminal of starter relay to main wire harness. Pink wire between battery terminal of horn relay to main wire harness. Brown wire between accessory terminal of ignition switch to main wire harness. Black wire (1970 only) between battery terminal of starter relay to junction block for "Rally Pac" ammeter. Red wire (1971 only) between battery terminal of starter relay to rear window defogger operating switch on dash.

1972 - Red wire between battery terminal of starter relay to main wire harness. Pink wire between battery terminal of horn relay to main wire harness. Brown wire between accessory terminal of ignition switch to main wire harness. Red wire between B-3 terminal of ignition switch to circuit breaker.

NOTE - Only one of these installations is used on any one vehicle.

Yellow wire between I-3 terminal of ignition switch to circuit breaker.

Yellow wire at I-3 terminal of ignition switch splits into two feed wires.

Yellow wire between I-3 terminal of ignition switch to throttle stop solenoid.

CHRYSLER CORP

NOTE - All Chrysler Corp. cars have the fusible links marked with a yellow tag attached to the link (tag is marked "Fusible Link").

NOTE - 1972 models have a quick disconnect feed wire at battery for quick and easy servicing or storing (see illustration).

Chrysler Imperial - 2 dark blue leads from starter relay to terminal on bulkhead connector (3 leads on 1968 models).

All Except Imperial - One dark blue wire from starter relay to terminal of bulkhead connector.

1969 Plymouth Valiant & Barracuda - One dark blue wire from bulkhead connector to splice.

1969-70 Plymouth Valiant & Barracuda - One dark blue wire from bulkhead connector to splice.

1970 Plymouth Satellite & Belvedere - One dark blue wire from bulkhead connector to starter relay.

1970 All Other Chrysler Corp. Cars - Dark blue wire spliced between red wire connecting positive battery post to starter relay "BAT" terminal.

1971 Valiant & Dart - Dark blue wire from bulkhead connector spliced into red wire to battery terminal of starter relay.

1971 Barracuda, Satellite, Challenger, Coronet & Charger - Dark blue wire from battery terminal of starter relay spliced into red wire to bulkhead connector. When optional 60 ampere alternator is used, a second fusible link is installed as a red wire from battery terminal of starter relay spliced into red wire to charging circuit.

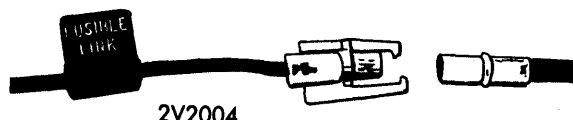
1971 Fury, Polara, Monaco & Chrysler - Red wire is interconnected to red wire between battery positive terminal and starter relay "S" terminal.

1972 Dart & Valiant - Dark blue wire between bulkhead connector and splice, leaves (red) to starter relay.

1972 Imperial - Red wire between starter relay and battery. Two dark blue wires between bulkhead connector and starter relay.

1972 Plymouth, Chrysler - Red wire between bulkhead disconnect and battery. On 50 ampere models, dark blue wire between bulkhead disconnect and battery. On 60 ampere models a dark blue wire leaves bulkhead disconnect to a connector, leaves black and runs to alternator.

1972 Barracuda, Satellite, Challenger, Coronet & Charger - Dark blue wire from bulkhead connector to starter relay. On 60 ampere models two additional links are added. A red wire from ammeter to starter relay, and a dark blue wire from bulkhead connector to splice, leaves splice red, to splice, then black to alternator.



1972 CHRYSLER CORP. BATTERY QUICK DISCONNECT

Fusible Links

1969-72 ALL MODELS (Cont.)

1972 Fury With 65 Amp. Alternator – Dark green wire between battery and terminal block. Dark blue wire between splice to alternator. Dark blue wire between starter relay and bulkhead connector.

1972 Coronet & Satellite With 65 Amp. Alternator – Red wire between starter relay and battery. Dark blue wire between bulkhead connector and terminal block.

FORD MOTOR CO.

Ford & Mercury – One wire near starter relay.

Montego, Fairlane, Mustang – Wire between starter relay and junction block.

Lincoln – Wire from starter motor relay to battery terminal.

1969-70 Ford & Mercury – One wire near starter relay.

1969-70 Montego, Fairlane, Mustang – Wire between starter relay and junction block.

1969-70 Lincoln – Wire from starter motor relay to battery terminal.

1971 Pinto, Maverick & Comet – Black/Orange wire from starter spliced into charging circuit.

1971-72 Ford & Mercury – Black/Orange wire from starter relay spliced into charging circuit. Yellow wire from starter relay spliced into ignition circuit. When optional trailer towing package is installed, an additional fusible link is installed as black/white wire from starter relay to brake controller.

1971 Montego, Torino – Yellow wire from starter relay spliced into yellow wire to ignition circuit.

1971-72 Mustang & Cougar – Yellow wire from starter relay spliced into yellow wire to bulkhead connector.

1971-72 Lincoln, Mark III & IV Thunderbird – Black/Orange wire from battery junction block spliced into charging circuit.

1972 Pinto, Maverick & Comet – Yellow wire spliced from starter relay into charging circuit.

1972 Montego, Torino – Yellow wire from starter relay spliced into yellow wire to ignition circuit. Yellow wire from alternator to starter relay.

GENERAL MOTORS

Buick (Except 1969) - Red wire from starter motor post (one wire on Riviera, two wires on all models except Riviera).

Buick (1969-72) – One black wire between starter motor and headlight circuit, and one brown wire between starter motor and all other circuits.

1969-72 Cadillac – Two black wires and one green wire from starter solenoid "BAT" terminal to splice in line. One orange wire from alternator "BAT" terminal to splice in line.

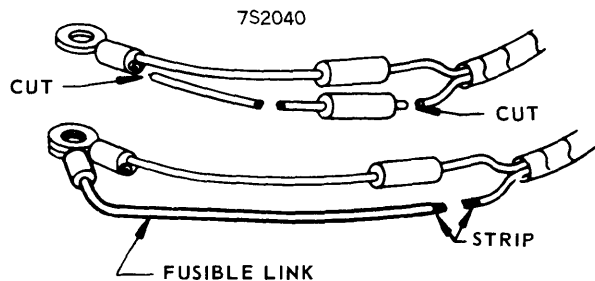
1969-72 Chevrolet (All Models) – Brown wire at starter solenoid "BAT" terminal. Black wire at horn relay. Orange wire at junction block or solenoid "BAT" terminal (Corvette Only) and at the horn relay. With ammeter, two orange wires are used. Installed as molded splices in circuit at junction block or solenoid "BAT" terminal (Corvette Only) and at horn relay.

1969-72 Oldsmobile – Link at junction block in red wire from junction block to fuse block.

1969-72 Pontiac – Two fusible links are used, one dark green, and one black, between "BAT" terminal of starter solenoid and bulkhead disconnect.

1972 Pontiac Ventura II – Pigtail lead at positive battery cable is a brown fusible link. Black wire between horn relay and bulkhead disconnect. Orange wire from horn relay to voltage regulator, and a second orange wire horn relay to bulkhead connector. A 16 gauge fusible link is located at horn relay to protect all unfused wiring 12 gauge or larger.

TO REPAIR DAMAGED FUSIBLE LINK,
CUT OFF DAMAGED WIRE AS SHOWN.
STRIP BACK INSULATION, SPLICE WIRES
WITH SPLICE CLIP & SOLDER. TAPE
SPLICE WITH DOUBLE LAYER OF
ELECTRICAL TAPE.



FUSIBLE LINK REPLACEMENT
(BUICK SHOWN - OTHERS SIMILAR)