

BROWN WIRE SURGERY is what I call it; others call it BROWN WIRE FIX. That is step one for dim lights, slow windshield wipers, and frequently blowing fuses when “too many” things are running at the same time. If you'd like, it is well documented at www.mirafiori.com and other Fiat forums. Also, specifically for dim headlights I highly recommend adding a fresh 12 volt supply into that circuit with relays. But, first and foremost, BROWN WIRE SURGERY.

BROWN WIRE SURGERY adds a fresh 12 volt supply to the ignition switch. As you may have come to realize, the ageing wiring in your beloved Italian stallion leaves much to be desired. These systems slowly degrade over time, resulting in additional resistance to the current, and less than full power to the electric starved circuits. It is a simple procedure that takes a couple of hours, and requires few tools and moderate D.I.Y. skills.

1. Obtain a length of 10 gauge insulated stranded wire. 1 ½ times the length of the car will be ample. Don't skimp on the wire gauge.
2. Remove the back seat and the chrome rocker cover from the driver's side of the vehicle.
3. Disconnect the battery from the circuit. *ESPECIALLY* the negative. Failure to do so at this step will literally cause sparks to fly.
4. Locate the spot where the green positive battery cable enters the cockpit through the trunk. Pass one end of your 10 gauge wire through this opening. Make the end of this wire sufficient length to be connected to the positive terminal of the battery. *DO NOT* make that connection yet.
5. Back inside the cockpit, with tie-wraps, secure the 10 gauge wire to the battery cable. Follow the battery cable all the way through the cockpit until it passes through the firewall. At this point, fish your 10 gauge wire under the dash to the ignition switch. Do not pass your 10 gauge wire through the firewall.
6. Locate the big brown wire at the back of the ignition switch (between the switch and the large white electrical connector).
7. Splice your 10 gauge wire to this brown wire. Make sure you properly insulate the splice.
8. Replace your rocker cover and the rear seat.
9. Connect the end of the 10 gauge wire to the battery *POSITIVE* terminal. Reconnect your battery to the rest of the circuit.

You'll now have a fresh, uninterrupted by ageing connectors, supply of 12 volt power to the ignition switch. The above procedure could be made slightly easier by removing the ignition switch from the dash, and that is not a difficult task – but is another separate documented procedure.

Every electrical circuit that is switched by the ignition switch will benefit from this procedure. It is possible to create sufficient restoration that other procedures may not be needed. However, for lights other procedures exist. Other cures exist for windshield wipers. In my opinion, none should be investigated until after brown wire surgery.