



THE NUMBER ONE DODGE/CUMMINS TURBO DIESEL RESOURCE

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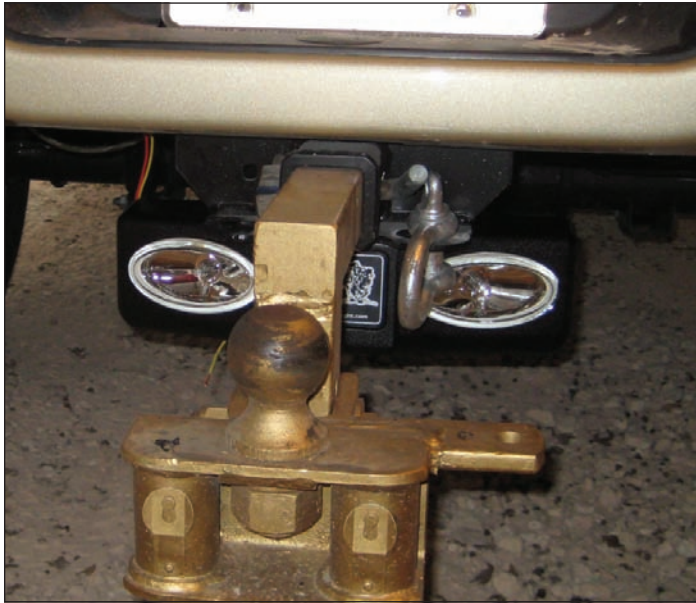
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INSIDE: 2010 RAM "MR SCHWARZ" GETS MORE UPDATES *Your Story on page 46*

One of my favorite accessories is the White Night back-up light. We've got it on all of our trucks. It is so handy when hooking up a trailer at night! The catalog says it won't fit on the Fourth Generation trucks...not true! It was one of the easiest installations I've done with that unit. I just drilled two holes through the hitch receiver frame and through the White Night where there was a double thickness of the plastic. Two ¼" bolts/nuts and done! Add to that the really slick Plug-N-Go Adapter for 7-pin trailer outlets and you're done in under an hour.

For those of you worried about ground clearance, by mounting it below the receiver, I found that there's 18" of clearance from the bottom of the light to the ground – even with our loaded stock trailer hooked up. The Plug-N-Go adapter is the greatest thing since sliced bread. As you know, since '06 and the introduction of the CAN bus electrical system, any intrusion into the stock electrical system can be detected by the totally integrated power module (TIPM) computer. Shorts in trailer wiring or even T-taps into the factory wiring can cause a need for expensive repairs. The Plug-N-Go eliminates the possibility of an explosion of profanity.



White Night on our 3500 truck.

Since that installation, I've talked to the owner of the company that makes these lights and they have a slick Under Hitch Installation Kit for Rams. In fact, he sent me a complete kit and asked for comment. Our neighbor, and fellow TDR member, bought a '12 Hemi 1500 2X4 to share the garage with their '03 3500 4X4. I used it as a test bed, not only for the ease of installation on bottom of the factory hitch, but I also wanted to see how much clearance there was on a ½ ton two-wheel drive (a low-rider compared to our rigs). I was surprised to find that there was still a very respectable 13" of clearance from the bottom of the White Night to the ground. With the optional Under Hitch installation kit and the Plug-N-Go adapter, the total installation time was about 15 minutes.



Plug-N-Go

In further conversations with the manufacturer and the folks at Geno's Garage, I have emphasized the need for two additional versions of the Plug-N-Go adapter. First, I'd like to see one with all seven wires sticking out of the side instead of just the three for the White Night. This would give you access to the following wires for other applications without having to T-tap into the truck's wiring harness:

Left turn; right turn, parking lights, 12-volts, ground, backup circuit and trailer brake. For instance, I used the Adapter as a way to wire in a backup alarm without touching the stock wiring harness and then I tucked it into the back of the White Night housing. Next, I'd like to see them develop one with a slightly longer body in which all of the leads have a tiny, replaceable, in-line fuse. This means that if you have a short in the trailer or other equipment hooked to the Adapter, you blow the fuse instead of the TIPM (a replacement module is over \$600).

Included in my box of goodies was the Geno's Garage exclusive Mag-Hytec differential cover with a sight glass. When I had the truck in for its first service, the steel cover was jerked off and this unit was installed. Naturally I filled it up with Amsoil Severe Gear Lube...the stuff that's been in all eight of our Rams. With the sight glass it sure is easy to check to see if the lube level is okay. I'll install the Mag-Hytec transmission pan when it's time for the first transmission service.