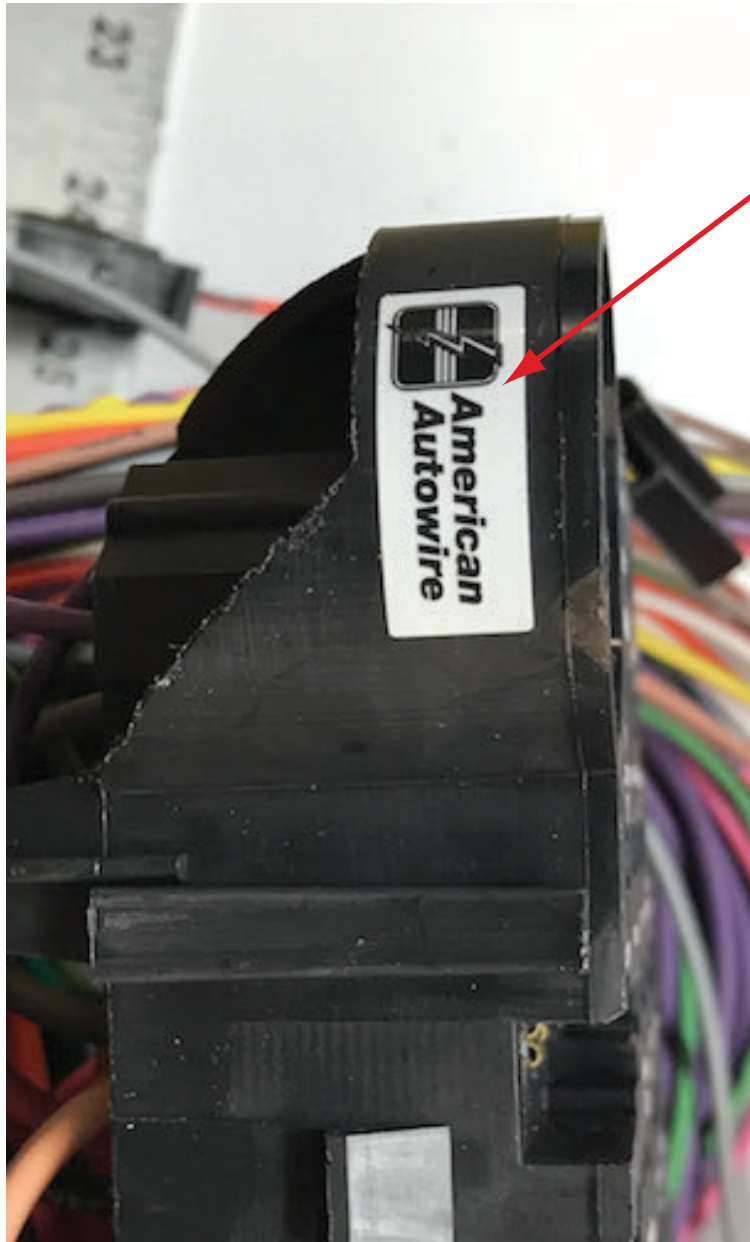


NOTE: If the fuse panel on your 500686 1969 Camaro kit **HAS** a sticker like the photo at the left, you have the second design harness and your instructions are listed below and follow this page.



Number	Description
500332	Headlight Switch
500707	Fuse, Relay, and Flasher kit
500708	Courtesy Light kit
500919	Practice Terminal Crimping Set
510512	Dash Harness kit
510510	Engine Wiring Kit
510511	Front Light Wiring kit
510513	Instrument Cluster Wiring kit
500664	Console gauge Wiring kit
500734	Rear Body Wiring kit
510476	Alternator and main power Connection kit
510730	VSS Connection kit
500042	Floor Dimmer Switch
92972483	Kit Introduction Instruction Sheet
92972484	Warning Sheet



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Autowire**

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1969 Camaro Second Design Instructions

92972870 rev. 0.0 1/27/2020



WARNING:

Validate the kit contents with the component list included on page 2 of this sheet before proceeding. This kit is intended to be used in a modified vehicle. Please read this sheet thoroughly and be sure that you understand everything explained on it prior to opening any of the enclosed packages, or before attempting to install any of the components. Once this kit has been opened or a component installed, the kit is not returnable.

1. This kit should typically be used in a **MODIFIED** application only.
2. This kit supports the use of factory heater systems and aftermarket heater and A/C systems. The kit supplies power to a factory A/C control head but **DOES NOT** include the actual A/C harness for an original factory A/C vehicle. Factory original A/C harnesses are available under our Factory Fit product line as they are self contained harnesses made to fit and work with the stock A/C component configuration.
3. This kit supports the use of a high current self-exciting 1-wire alternator or other style internally regulated alternators. An adapter may be necessary in some applications. The use of a stock, low amperage alternator is seriously discouraged as they cannot handle the higher current requirements of updated ignition systems, electric fans, aftermarket A/C systems, stereo systems, air ride suspensions, and other power hungry accessories and will ultimately create performance issues with the system.
4. This kit **WILL NOT** support the use of a factory ammeter. All AAW kits are engineered to supply the optimum charge to the battery. To achieve this performance, we route our 6ga. charge wire directly from the alternator output charge terminal to the starter battery terminal. Due to the path of the charge being altered from the stock configuration, the gauge can no longer see a charge vs. a discharge, so it will not work properly. When ammeters were originally used, most generator or alternator current outputs were rated at a maximum of about 25-60 amps. Modified cars being built today typically utilize a 100 amp or higher output alternator. With these higher current units, ammeters, generally speaking, become a safety hazard. Ammeters are usually wired in parallel to the charging circuit, are typically unfused, and can short very easily causing a fire. A voltmeter is recommended as a good alternative.
5. This kit **IS NOT** set up with a resistance wire for a standard, points type ignition system. It is wired with a full 12 volt primary ignition feed that is hot in the run position. Primary ignition voltage in the starting position is handled via a full 12 volt bypass wire. Our system will support HEI, MSD, other electronic ignition systems, as well as most all computerized Fuel Injection systems. If you wish to run a points type system, there are illustrations on the engine connection pages to do so. Extra parts (ballist resistor) that are not included in this kit will be required to complete that operation.



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500686

92972484 instruction sheet Rev 0.0 8/1/2019

500686 - Classic Update Series Kit 1969 Chevrolet Camaro

This kit contains the following components:

<u>Bag</u>	<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
	500042	Floor Dimmer Switch	1
	500332	Headlight Switch	1
K	500664	Console Gauge wiring kit	1
J	510510	Engine Wiring Kit	1
L	510511	Front Light Wiring kit	1
	500707	Fuse, Relay, and Flasher kit	1
N	500708	Courtesy Light kit	1
M	500734	Rear Body Wiring kit	1
G	510512	Dash Harness kit	1
H	510513	Instrument Cluster wiring kit	1
	500919	Practice Terminal Crimping Set	1
V	510730	VSS Connection kit	1
Z	510476	Alternator and Main Power Connection kit	1
	92972483	Kit Introduction Instruction Sheet	1
	92972484	Warning Sheet	1

Validate the kit contents with this component list. If there are any discrepancies with incorrect or missing parts, stop your installation and notify the supplier you purchased the kit from before proceeding.



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500686

92972484 instruction sheet Rev 0.0 8/1/2019

Classic Update Series

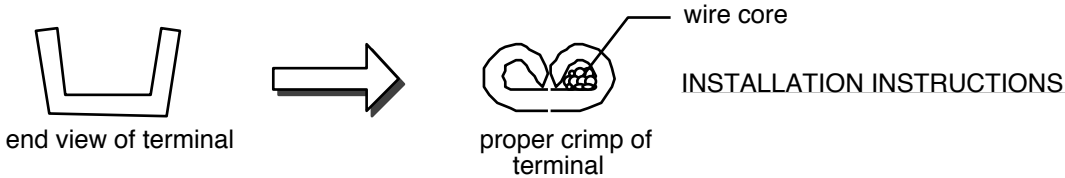
1969 Camaro

START HERE !

PLEASE READ THIS BEFORE STARTING INSTALLATION !

This wiring kit is designed for ease of installation. Please read the guidelines below, BEFORE STARTING your installation, to guarantee a successful job! Use an appropriate crimping tool which folds the crimp wings on the terminals as shown below. Top quality crimping tools are available from American Autowire or American Autowire authorized dealers.

NOTE: ALL TERMINALS THAT YOU INSTALL SHOULD BE PROPERLY SOLDERED.
Our factory terminations are installed by GM approved termination presses, and soldering is not necessary on these terminations.



STEP 1: DISCONNECT YOUR BATTERY:
Disconnect the battery before installing the wiring kit to prevent any accidental shorting caused by loose bare wire ends.

STEP 2: START INSTALLING KIT:
This kit is broken down into individual steps that are identified by a letter printed on the instruction sheets visible through each bag. These letters are the order of operation for installing your kit. Start with the bag letter G. The order of installation is shown below.

- G 510512 Dash Harness Kit
- H 510513 Instrument Cluster Kit
- J 510510 Engine Kit
- K 500664 Console Kit
- L 510511 Front Light Kit
- M 500734 Rear Body Kit
- N 500708 Courtesy Light Kit
- V 510730 VSS Connection kit
- Z 510476 Alternator and Main Connection Kit

STEP 3: RECONNECT YOUR BATTERY:
When you have completed the installation and are ready to reconnect the battery, make sure that the following electrical system grounds are in place:

- A. Battery is grounded to the ENGINE BLOCK.
- B. Battery is grounded to the frame.
- C. Engine block is grounded to the frame.
- D. Body is grounded to the frame.

STEP 4: CHECK ALL ELECTRICAL FUNCTIONS:
Any non-functioning items should be checked for proper installation. Any problems with your wiring and electrical circuit functions should be addressed to American Autowire Systems, Inc. as soon as possible to avoid any warranty problems.

If you have any questions concerning this or any of our products, please feel free to call us at 1-800-482-WIRE.

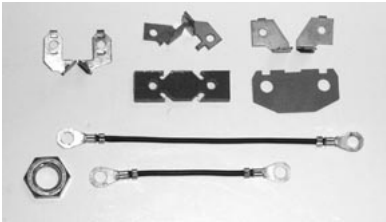
AMERICAN AUTOWIRE MAKES IT EASY !!

We carry many accessories for your 1969 Camaro

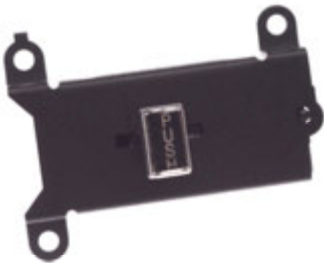
p/n R0067108
OEM style non-stick harness tape



p/n CA82006 (1968-69)
Factory console gauge terminal kit.



p/n 01993464 (1969)
OEM style wiper switch.



p/n 03943657 (1969)
Muncie 4 speed back up lamp switch.



p/n 510586
OEM large terminal and double crimping tool (20-8 gauge).



p/n 510585
Multi-crimp tool (20-14 gauge).

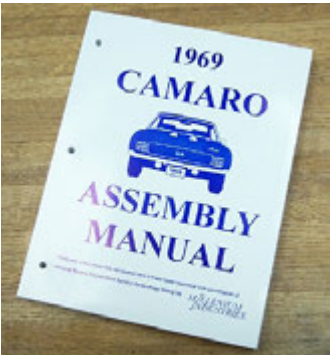


p/n 38131
Breakerless Ignition Module,
GM V-8 POINT CONVERSION KIT



p/n 36280 (1969)

Factory assembly manual.
(It's what they used on the assembly line to build your Camaro!)



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Classic Update Series

1969 Camaro

500686

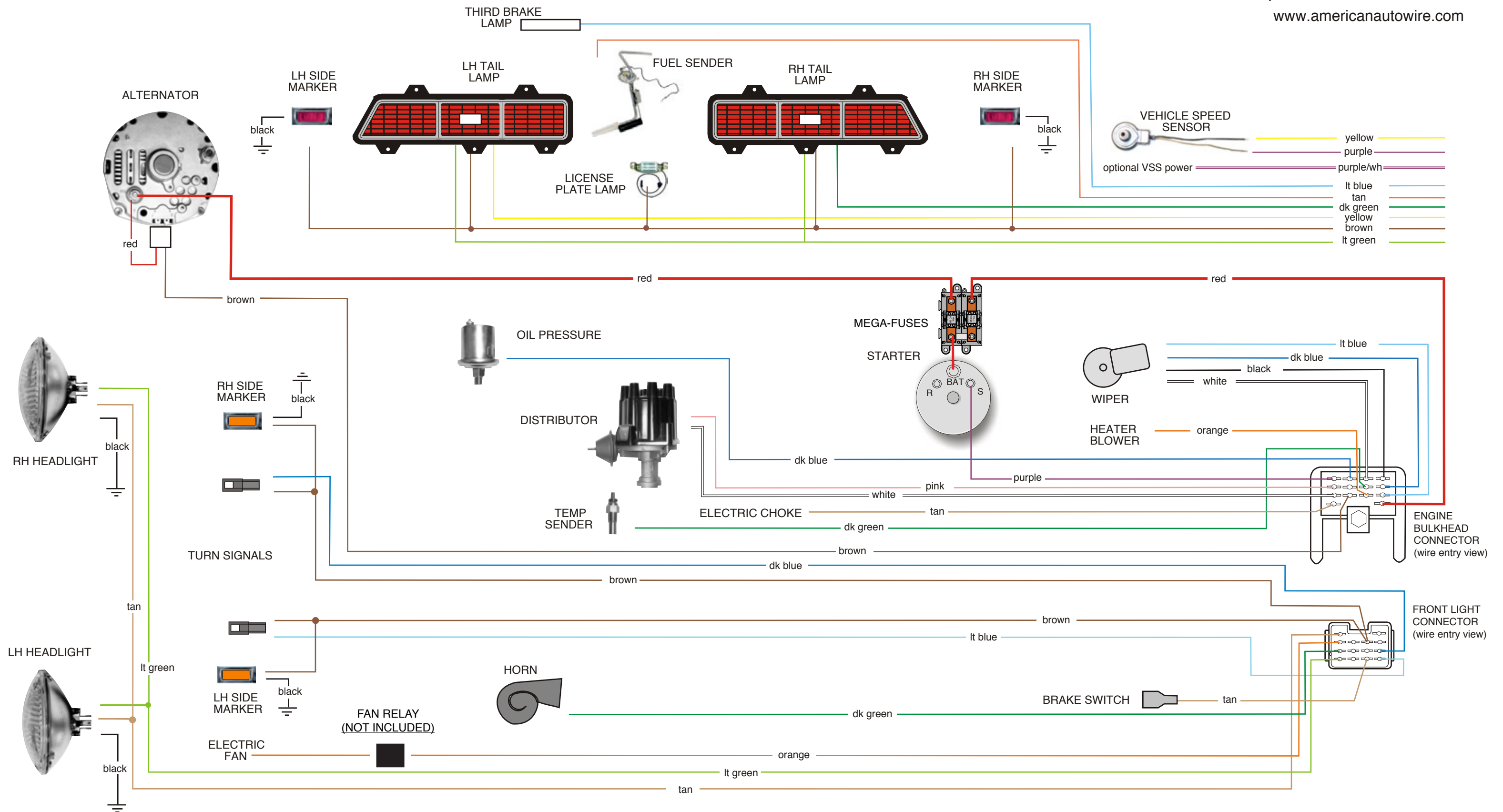
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92972483 instruction sheet rev. 0.0 8/1/2019

Classic Update Series

1969 Camaro



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NOTICE: This schematic drawing is for reference only. Do not use the schematic to install this wiring kit!
Use the instruction sheets included in each bag, which includes directions for proper terminations,
and specific applications (such as Rally Sport).

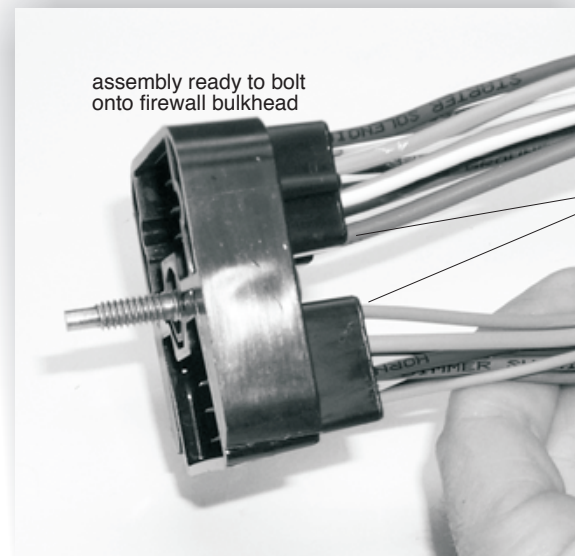
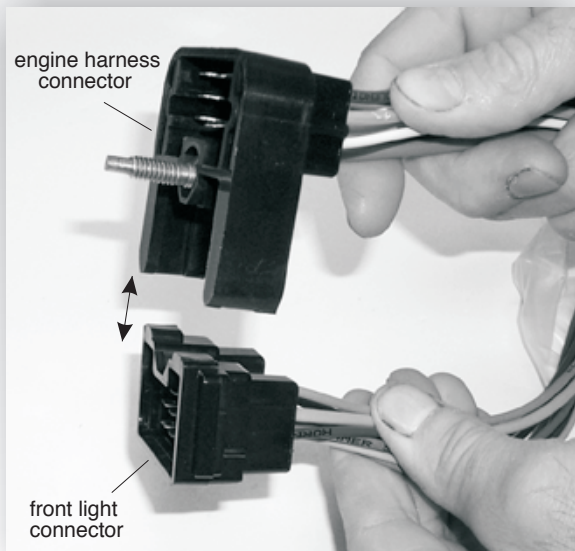
500686

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92972483 instruction sheet rev. 0.0 8/1/2019

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Classic Update Series



apply silicone sealant to back side of connector after installing terminals

The bulkhead connector from this Engine kit must snap into the mating engine connector (bag L), as shown. After snapping together, then bolt the assembly into the dash harness firewall connector using the attached bolt.

Look!

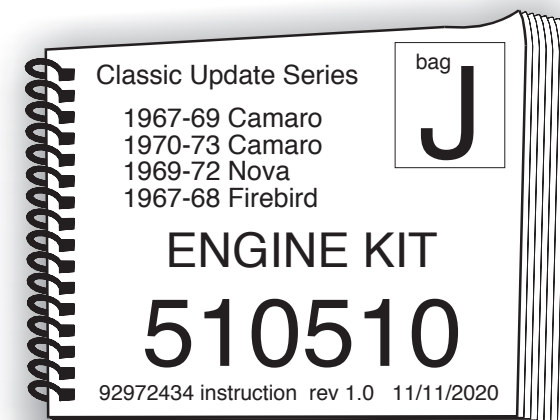


American Autowire also sells factory OEM style harness wrap. This is the same stuff used on original engine harnesses! If you want that OEM look with your Classic Update wiring system, then give us a call and order p/n R0067108!



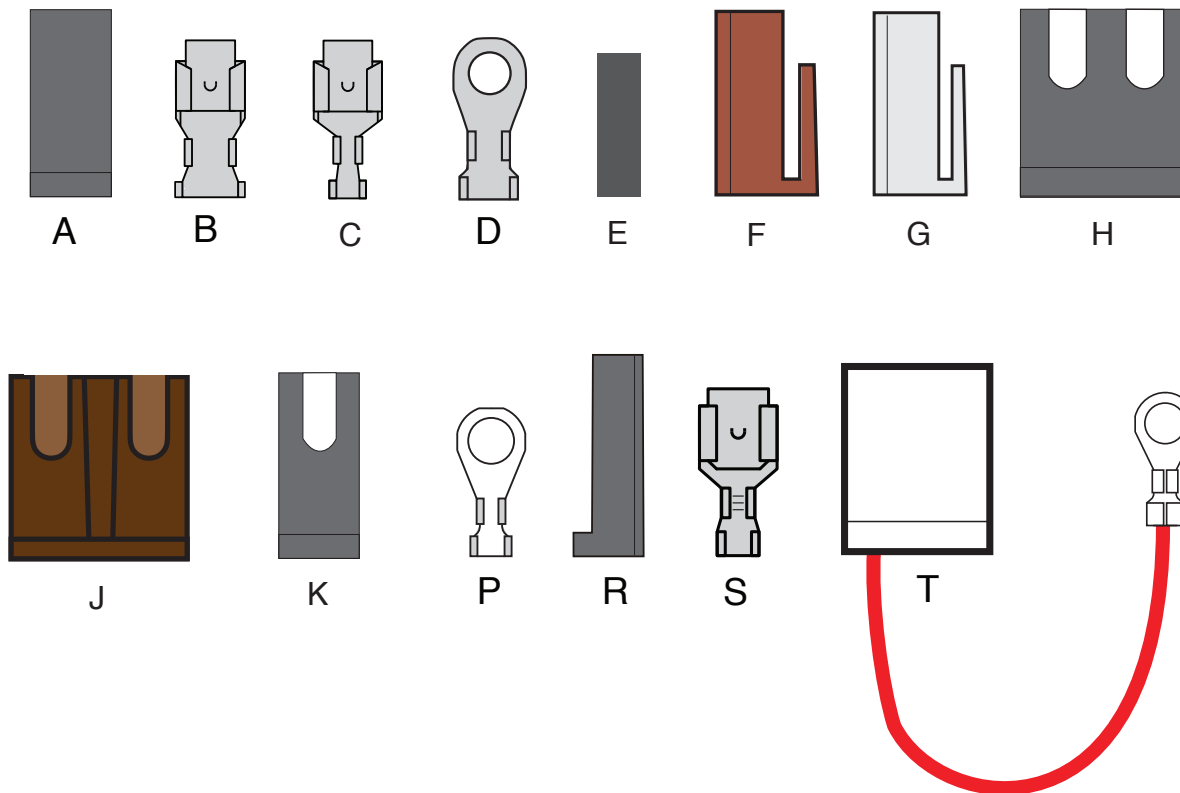
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Terminals used in this installation.

This kit contains loose piece terminals and connectors necessary to complete a connection to a specific component. Each connection on the instruction sheet identifies specific parts by a letter code that corresponds to the letter code on a part picture identified below. The parts below are shown in actual size to help in identification. This kit will only contain those parts required for the connections in the specific sub-kit you are working on. Just match the part to the picture below to identify the part letter code you will see on the instruction sheet for the sub-kit harness you are working on. We have supplied additional terminals in the event that extra terminals are necessary.



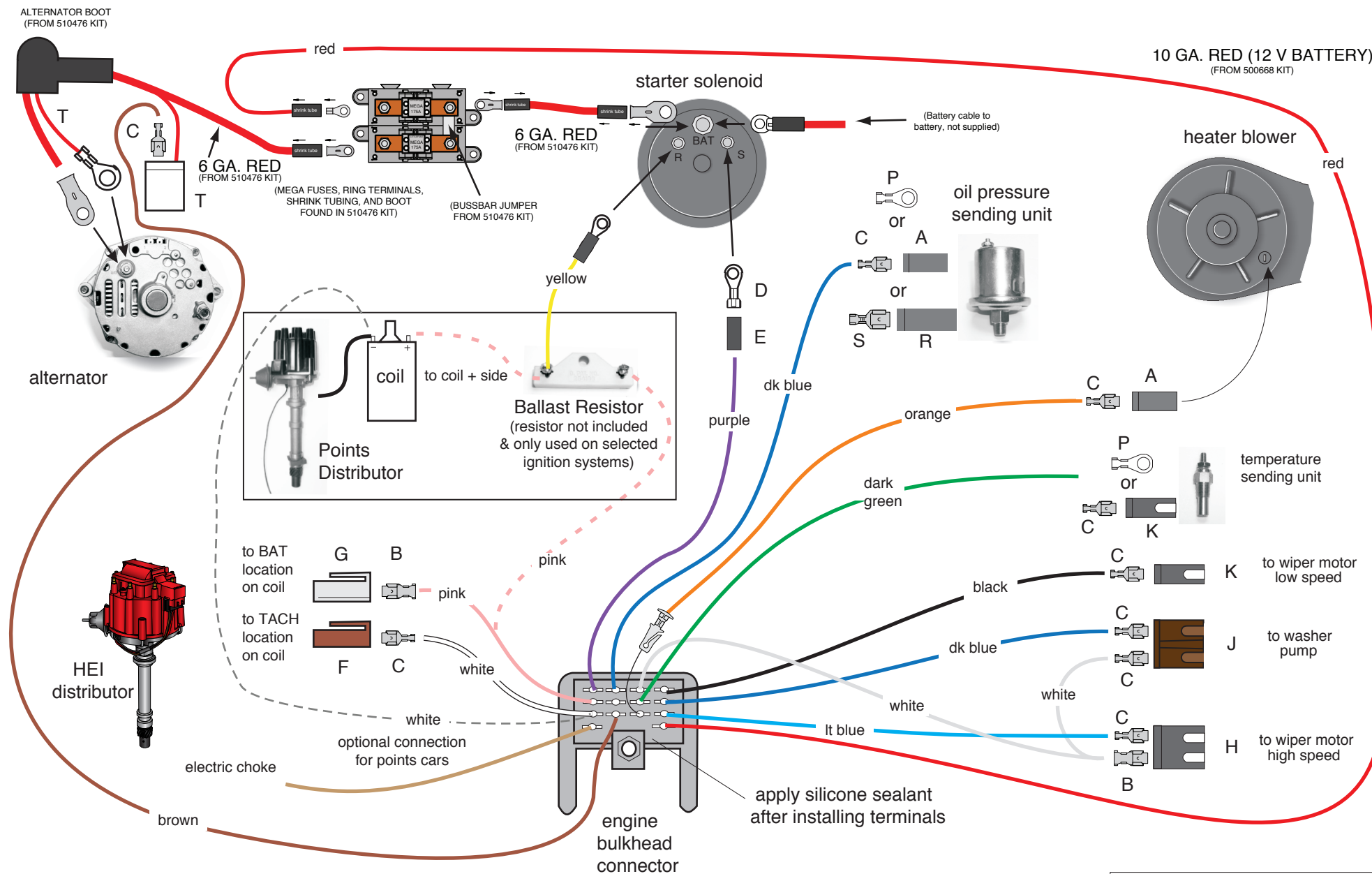
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ENGINE KIT

510510

92972434 instruction rev 1.0 11/11/2020



NOTE: See page 5 of this instruction set for some typical wiper connection photographs



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ENGINE KIT
510510
92972434 instruction rev 1.0 11/11/2020

TEMPORARILY, PLUG THE MAIN BULKHEAD CONNECTOR FROM THIS KIT INTO THE MATING CONNECTOR ON THE DASH BULKHEAD CONNECTOR (LOCATED UNDER THE MASTER CYLINDER) Note: This will be unbolted to install the front light harness later.

BULKHEAD CONNECTOR WIRES:

RED 12V BATTERY
PURPLE STARTER SOLENOID
DK BLUE OIL PRESSURE SENDER
ORANGE HEAT / AIR

Route this wire to the Megafuse and cut to length. Use ring terminal, shrink tubing from 510476 kit. Connect as shown on sheet 3.
Route to the starter solenoid and cut to length. Install rubber sleeve E and ring D. Connect to the 'S' terminal on solenoid.
Connect this wire to the oil pressure sending unit. Using terminal P, terminal C with connector A, or terminal S with connector R.
If using after-market air conditioning, this wire will not be used. If using a stock heater only system, route this wire to the heater blower, cut to length. Install terminal C and connector A and plug into the blower unit. Plug the other end into the engine bulkhead connector as shown on sheet 3.

DK GREEN WATER TEMP SENDER

Connect this wire to the temperature sending unit using terminal P or terminal C with connector K (depending on your sending unit).

PINK 12V IGNITION

If using an HEI distributor, or after-market ignition system which requires a 12V feed:
Route the PINK wire to the coil and trim to length. Install terminal C and connector G, and plug into distributor cap BAT location.

PINK 12V IGNITION
YELLOW STARTER SOLENOID-R

If using a points type ignition system which required reduced voltage:
Route the PINK wire to the ignition feed side of the ballast resistor (not included in this kit). Connect the loose piece YELLOW (STARTER SOLENOID-R) wire to the R terminal on the starter and connect the other end to the coil side of the ballast resistor (not included in this kit). Connect a piece of the left over PINK wire to the coil side of the ballast resistor and route the to the distributor coil + side. Connect the distributor input lead wire to the coil negative (-) side.

WHITE COIL-TACH

Route this wire to the coil and trim to length. If using an HEI distributor, terminal B and connector F are included for connection. Plug into the TACH location on the HEI distributor, or attach to the negative side of coil in a points type system.

TAN ELECTRIC CHOKE

If you are using a carburetor with an electric choke, connect this wire to the electric choke connection. If you are not using an electric choke or a turbo 400 transmission, remove this wire from the engine bulkhead connector

The following wires are for use on a stock wiper system. If using an after-market wiper system, follow the manufacturer's instructions (see sheets 3 and 5 for details).

BLACK WIPER LOW SPEED

Route to the wiper motor and trim to length. Install terminal C, plug into connector K, and plug into the low speed terminal of the wiper motor as shown on sheet 5.

DK BLUE WIPER WASHER

Route this wire to the washer pump and trim to length. Install terminal C and plug into BROWN connector J in the location shown on sheet 3.

LT BLUE WIPER HI SPEED

Route this wire to the wiper motor and trim to length. Install terminal C and plug into BLACK connector H in the location shown on sheet 3.

WHITE WIPER ACC

Route this wire to the wiper motor and trim to length. Double it with the cut off portion, install terminal B and plug into the open cavity of connector H as shown on sheet 3. Route the loose end of this wire to the washer pump, install terminal C and plug into open cavity of connector J as shown on sheet 3. Plug connector H onto the high speed terminals of the wiper motor as shown on sheet 5. Plug connector J onto the washer pump terminals of the wiper motor as shown on sheet 5.

ALTERNATOR WIRES:

HEAVY RED

Use the 6ga red wire, boot and ring terminal from the 510476, route from alternator to the Megafuse and cut to length. Connect as shown on sheet 3.

SMALL RED

Send the ring terminal end of pigtail T through the boot (as shown on sheet 3) and connect to the battery stud on alternator. Do not plug the connector into the alternator yet as the exciter wire (Brown) needs to be added before the connector is plugged in.

BROWN ALTERNATOR IGN

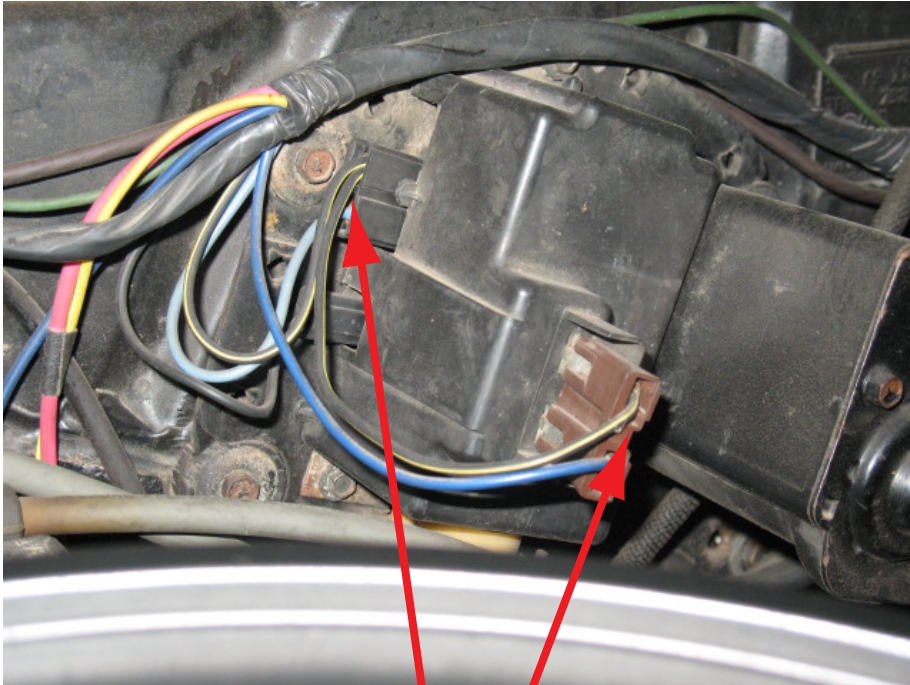
Route this wire to the alternator and cut to length. Install terminal C and plug into the regulator connector as shown on sheet 3.

Once the main connector has all of it's wires plugged in, the connector cavities should be sealed with di-electric grease on the terminals. Also, to assure a moisture resistant seal, silicone can be applied to seal the outside of the connector.

ENGINE KIT

510510

92972434 instruction rev 1.0 11/11/2020



The photo above depicts the typical stock 1967-1969 Camaro (all), 1968-1972 Nova (all), 1967-1968 Firebird (all), and 1970-73 Camaro “without depressed park” wiper motor and washer pump connections. Where you see the black wire with the yellow strip in the photo, that would be equivalent to the AAW white “wiper feed” power wire.

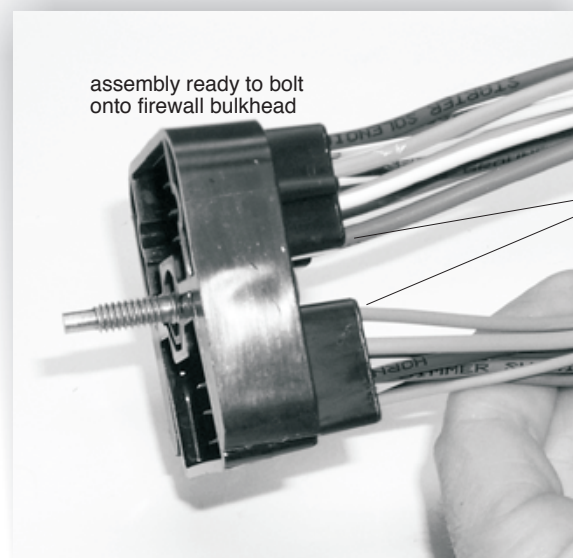
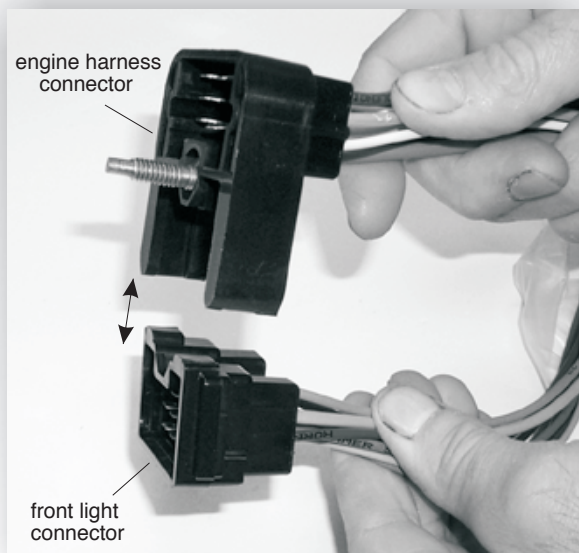


The photo above depicts the typical stock 1970-73 Camaro “with depressed park” wiper motor and washer pump connections. Where you see the black wire with the yellow strip in the photo, that would be equivalent to the AAW white “wiper feed” power wire.



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Classic Update Series



apply silicone sealant to back side of connector after installing terminals

The bulkhead connector from this front light kit must snap into the mating engine connector (bag J), as shown. After snapping together, then bolt the assembly into the dash harness firewall connector using the attached bolt.

Look!



American Autowire also sells factory OEM style harness wrap. this is the same stuff used on original Camaro harnesses! If you want that OEM look with your Classic Update wiring system, then give us a call and order p/n R0067108 !



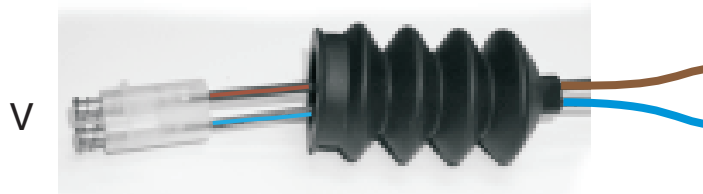
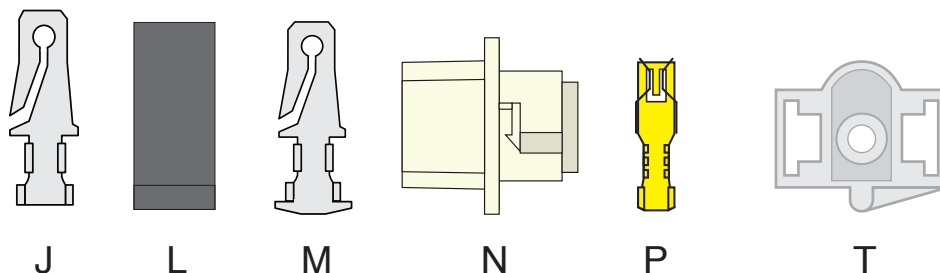
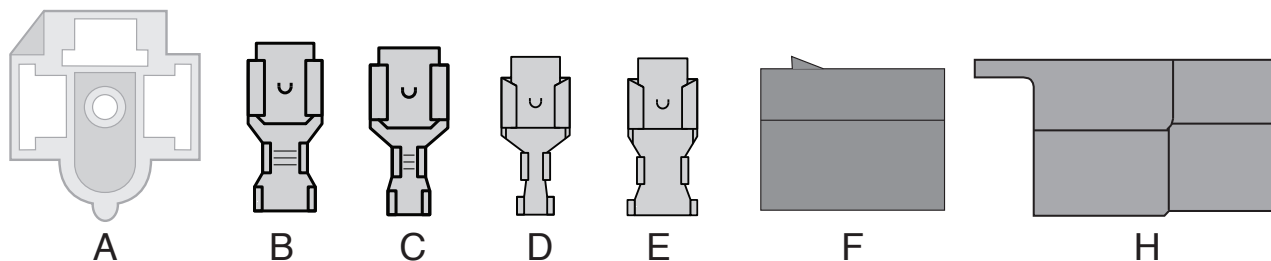
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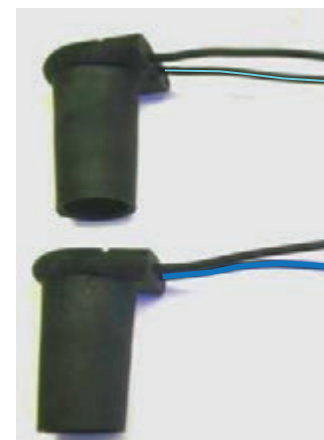
Terminals used in this installation.

This kit contains loose piece terminals and connectors necessary to complete a connection to a specific component. Each connection on the instruction sheet identifies specific parts by a letter code that corresponds to the letter code on a part picture identified below. The parts below are shown in actual size to help in identification. This kit will only contain those parts required for the connections in the specific sub-kit you are working on. Just match the part to the picture below to identify the part letter code you will see on the instruction sheet for the sub-kit harness you are working on. We have supplied a few additional terminals in the event that extra ones are necessary.



REF: These extensions
can be found in 500737

U



REF: These extensions
can be found in 500887

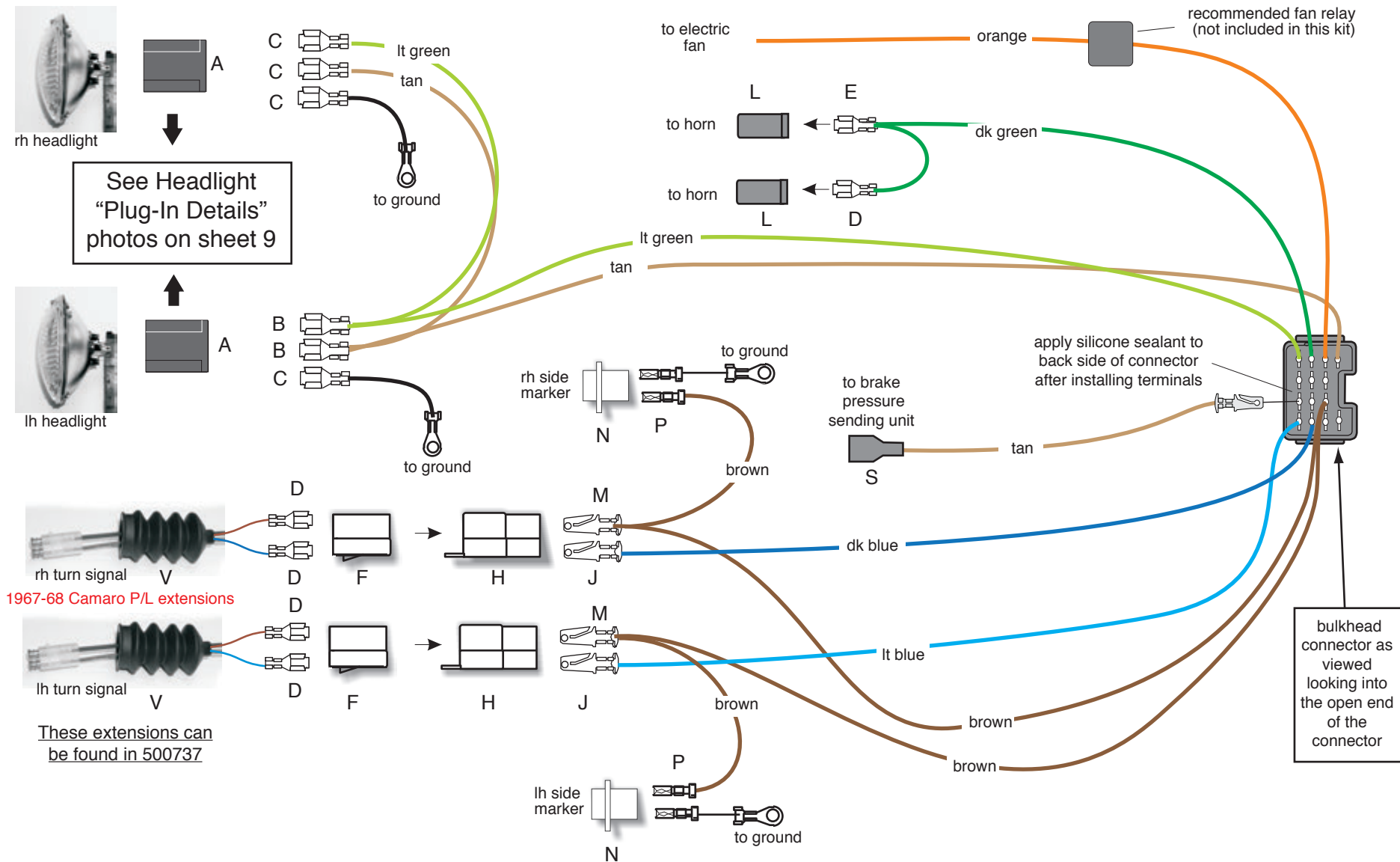
FRONT LIGHT KIT

510511

92972437 instruction rev 0.0 7/21/2019

Classic Update Series

sheet 3



1967-68 Camaro
Standard Front Light

FRONT LIGHT KIT

510511

92972437 instruction rev 0.0 7/21/2019

1967-68 Camaro Standard Front Lighting

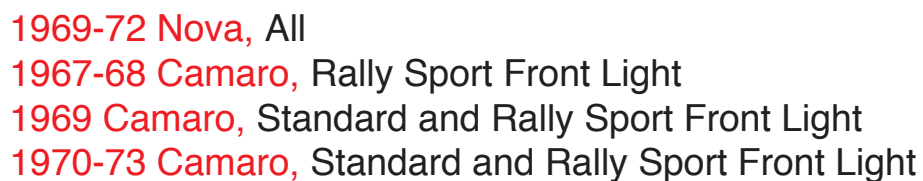
Connect the bulkhead connector from this kit onto the bulkhead connector from the engine kit (bag J), and bolt to the firewall dash bulkhead.

LIGHT BLUE	LEFT FRONT TURN	Route this wire to the LH turn signal lamp install terminal J, and plug into connector H as shown on sheet 3.
DARK BLUE	RIGHT FRONT TURN	Route this wire to the RH turn signal lamp install terminal J, and plug into connector H as shown on sheet 3.
BROWN	PARK LIGHTS	Route one of the brown wires from the bulkhead connector to the LH (driver side) turn signal lamp and cut to length. Double this wire with the cut off portion, install terminal M, and plug into connector H with the light blue wire from above as shown on sheet 3. Route the other end of this brown wire connection to the LH side marker lamp, cut to length, install terminal P, and plug this connection into the LH side marker lamp socket N as shown on sheet 3. (Also plug the pre-assembled black ground wire into lamp socket N, as shown on sheet 3.) Route the other brown wire from the bulkhead connector to the RH turn signal lamp and cut to length. Double this wire with the cut off portion, install terminal M, and plug into connector H with the dark blue wire from above as shown on sheet 3. Route the other end of this brown wire connection to the RH side marker lamp, cut to length, install terminal P, and plug this connection into the RH side marker lamp socket N as shown on sheet 3. (Also plug the pre-assembled black ground wire into lamp socket N, as shown on sheet 3.)

NOTE: We have provided parking lamp assemblies V (500737) for you to install into your **standard Camaro** parking lamp housings. Install terminals D and connectors F onto each pigtail assembly, as shown on sheet 3, (maintaining color continuity with connector H from above), then plug into connector H to complete your parking lamp circuits.

TAN	HEADLIGHT LOW BEAM	Route this wire to the LH (driver side) headlight and trim to length. Double this wire with the cut off portion, and install terminal B. Plug this terminal into connector A, in the location shown on sheet 9. Route the remaining portion of this tan wire to the RH (passenger side) headlight and trim to length. Install terminal C and connector A, in the location shown on sheet 9.
LIGHT GREEN	HEADLIGHT HIGH BEAM	Route this wire to the LH (driver side) headlight and trim to length. Double this wire with the cut off portion, and install terminal B. Plug this terminal into connector A, in the location shown on sheet 9. Route the remaining portion of this light green wire to the RH (passenger side) headlight and trim to length. Install terminal C and connector A, in location shown on sheet 9.
BLACK	GROUND	Install terminal C and plug into connector A, in the location shown on sheet 9. Connect the ring terminal to a good chassis ground. Complete for each headlight.
DARK GREEN	HORN	Route to horns and install terminals D & E, as shown on sheet 3, Plug into connectors L.
ORANGE	ELECTRIC FAN	Route to the electric fan, and connect per manufacturer's instructions. <u>NOTE:</u> We recommend that this wire be used as the trigger wire for the electric fan relay. American Autowire manufactures relay kits for this application.
TAN	BRAKE LIGHT SWITCH	Plug wire pigtail S into the front light connector in the location shown on sheet 3. Plug the other end onto the stock brake sender switch as shown on sheet 3..

sheet 5



92972437 instruction rev 0.0 7/21/2019

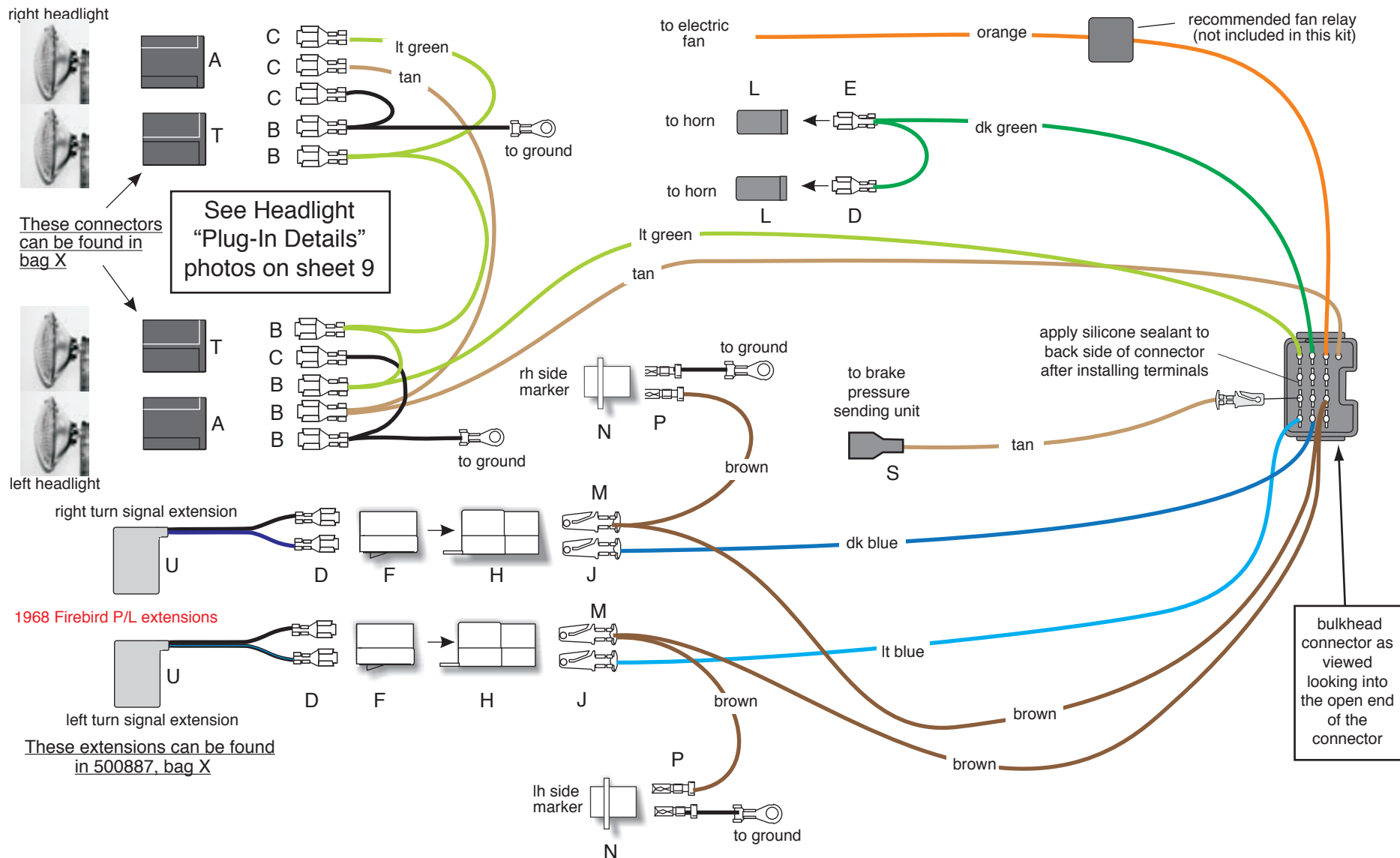
1967-68 Camaro Rally Sport Front Lighting, 1969 Camaro Standard and Rally Sport Front Lighting 1969-72 Nova Front Lighting, 1970-73 Camaro Standard and Rally Sport Front Lighting

Connect the bulkhead connector from this kit onto the bulkhead connector from the engine kit (bag J), and bolt to the firewall dash bulkhead.

LIGHT BLUE	LEFT FRONT TURN	Route this wire to the LH turn signal lamp install terminal J, and plug into connector H as shown on sheet 5.
DARK BLUE	RIGHT FRONT TURN	Route this wire to the RH turn signal lamp install terminal J, and plug into connector H as shown on sheet 5.
BROWN	PARK LIGHTS	Route one of the brown wires from the bulkhead connector to the LH (driver side) turn signal lamp and cut to length. Double this wire with the cut off portion, install terminal M, and plug into connector H with the light blue wire from above as shown on sheet 5. Route the other end of this brown wire connection to the LH side marker lamp, cut to length, install terminal P, and plug this connection into the LH side marker lamp socket N as shown on sheet 5. (Also plug the pre-assembled black ground wire into lamp socket N, as shown on sheet 5.) Route the other brown wire from the bulkhead connector to the RH turn signal lamp and cut to length. Double this wire with the cut off portion, install terminal M, and plug into connector H with the dark blue wire from above as shown on sheet 5. Route the other end of this brown wire connection to the RH side marker lamp, cut to length, install terminal P, and plug this connection into the RH side marker lamp socket N as shown on sheet 5. (Also plug the pre-assembled black ground wire into lamp socket N, as shown on sheet 5.)

NOTE: The running and directional light assemblies use factory parking lamp housing assemblies that are not serviceable. To connect them, plug completed connector H (on the wires above) onto the factory parking lamp housing assemblies as shown on sheet 5. New terminals D and connectors F have been provided in the event that your originals are damaged or are missing.

TAN	HEADLIGHT LOW BEAM	Route this wire to the LH (driver side) headlight and trim to length. Double this wire with the cut off portion, and install terminal B. Plug this terminal into connector A, in the location shown on sheet 9. Route the remaining portion of this tan wire to the RH (passenger side) headlight and trim to length. Install terminal C and connector A, in the location shown on sheet 9.
LIGHT	HEADLIGHT LOW BEAM	Route this wire to the LH (driver side) headlight and trim to length. Double this wire with the cut off portion, and install terminal B. Plug this terminal into connector A, in the location shown on sheet 9. Route the remaining portion of this tan wire to the RH (passenger side) headlight and trim to length. Install terminal C and connector A, in the location shown on sheet 9.
BLACK	GROUND	Install terminal C and plug into connector A, in the location shown on sheet 9. Connect the ring terminal to a good chassis ground. Complete for each headlight.
DARK GREEN	HORN	Route to horns and install terminals D & E, as shown on sheet 5, Plug into connectors L.
ORANGE	ELECTRIC FAN	Route to the electric fan, and connect per manufacturer's instructions. <u>NOTE:</u> We recommend that this wire be used as the trigger wire for the electric fan relay. American Autowire manufactures relay kits for this application.
TAN	BRAKE LIGHT SWITCH	Plug wire pigtail S into the front light connector in the location shown on sheet 5. Plug the other end onto the stock brake sender switch as shown on sheet 5.



1967-68 Firebird
Front Light

FRONT LIGHT KIT

510511

92972437 instruction rev 0.0 7/21/2019

1967-68 Firebird Front Lighting

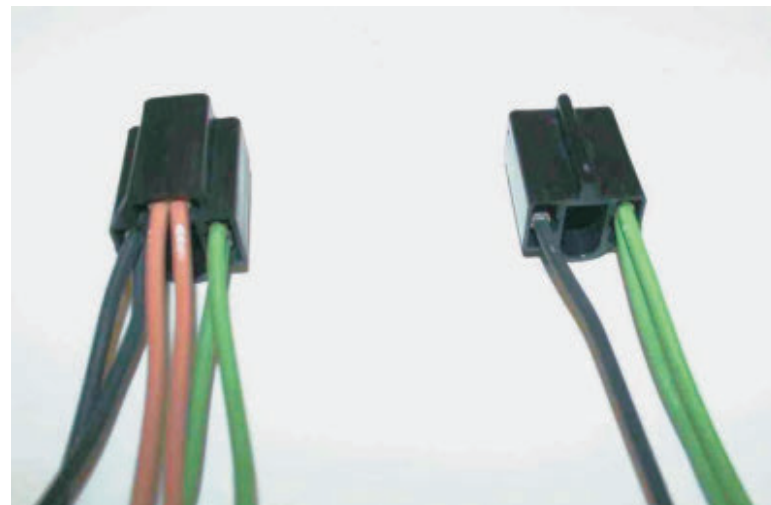
Connect the bulkhead connector from this kit onto the bulkhead connector from the engine kit (bag J), and bolt to the firewall dash bulkhead.

LIGHT BLUE	LEFT FRONT TURN	Route this wire to the LH turn signal lamp install terminal J, and plug into connector H as shown on sheet 7.
DARK BLUE	RIGHT FRONT TURN	Route this wire to the RH turn signal lamp install terminal J, and plug into connector H as shown on sheet 7.
BROWN	PARK LIGHTS	Route one of the brown wires from the bulkhead connector to the LH (driver side) turn signal lamp and cut to length. Double this wire with the cut off portion, install terminal M, and plug into connector H with the light blue wire from above as shown on sheet 7. Route the other end of this brown wire connection to the LH side marker lamp, cut to length, install terminal P, and plug this connection into the LH side marker lamp socket N as shown on sheet 7. (Also plug the pre-assembled black ground wire into lamp socket N, as shown on sheet 7.) Route the other brown wire from the bulkhead connector to the RH turn signal lamp and cut to length. Double this wire with the cut off portion, install terminal M, and plug into connector H with the dark blue wire from above as shown on sheet 7. Route the other end of this brown wire connection to the RH side marker lamp, cut to length, install terminal P, and plug this connection into the RH side marker lamp socket N as shown on sheet 7. (Also plug the pre-assembled black ground wire into lamp socket N, as shown on sheet 7.)
<p><u>NOTE:</u> The running and directional light housings on all 1968 Firebirds utilized a unique connection assembly. We have provided you with two pigtails U (500887, bag X) to plug into your factory housings. The black-black/light blue is for your LH (driver side) lamp, and the black/dark blue is for the RH (passenger side) lamp. Plug these pigtails onto your lamp housings, trim the wires to length, install terminals D and plug into connectors F as shown on sheet 7. Plug completed pigtail assemblies U, with connector F installed on them, into connectors H (as shown on sheet 7) to complete your front parking lamp circuits. The running and directional light assemblies on all 1967 Firebirds will simply plug into the completed connectors H from above.</p>		
TAN	HEADLIGHT LOW BEAM	Route this wire to the driver side outer headlight and trim to length. Double this wire with the cut off portion and install terminal B. Plug this terminal into connector A, in the location shown on sheet 9. Route the remaining portion of this tan wire to the passenger side outer headlight and trim to length. Install terminal C and plug into connector A, in the location shown on sheet 9.
LIGHT GREEN	HEADLIGHT HIGH BEAM	Route this wire to the driver side outer headlight and trim to length. Double this wire with the cut off portion and install terminal B. Plug this terminal into connector A, make a short jumper over to the driver side inner headlight, cut to length, double it with the cutoff portion, install terminal B, and plug it into connector T in the location shown on sheet 9. Route the remaining portion of this lt green wire to the passenger side inner headlight and trim to length. Double this wire with the cutoff portion, install terminal B and plug into connector T as shown on sheet 9. Make a short jumper over to the passenger side outer headlight, cut to length, double it with the cutoff portion, install terminal C, and plug it into connector A in the location shown on sheet 9.
BLACK	GROUND	Route this wire to the driver side outer headlight and trim to length. Double this wire with the cutoff portion, and install terminal B. Plug this terminal into connector A, take the short jumper over to the driver side inner headlight, cut to length, install terminal C, and plug it into connector T in the location shown on sheet 9. Repeat this process for the passenger side.
DARK GREEN	HORN	Route to horns and install terminals D & E, as shown on sheet 7, Plug into connectors L.
ORANGE	ELECTRIC FAN	Route to the electric fan, and connect per manufacturer's instructions. <u>NOTE:</u> We recommend that this wire be used as the trigger wire for the electric fan relay. American Autowire manufactures relay kits for this application.
TAN	BRAKE LIGHT SWITCH	Plug wire pigtail S into the front light connector in the location shown on sheet 7. Plug the other end onto the stock brake sender switch as shown on sheet 7.

Headlight Connector “Plug-In Details”



1967-73 Camaro All
1968-72 Nova All



1967-68 Firebird (only)

FRONT LIGHT KIT

510511

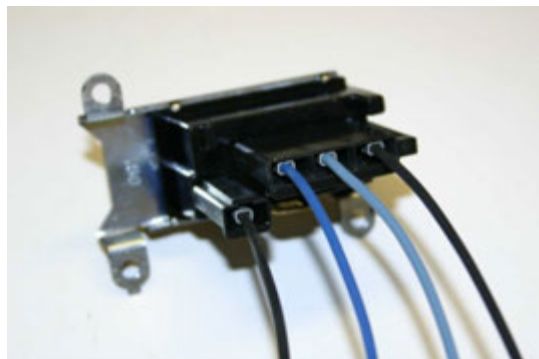
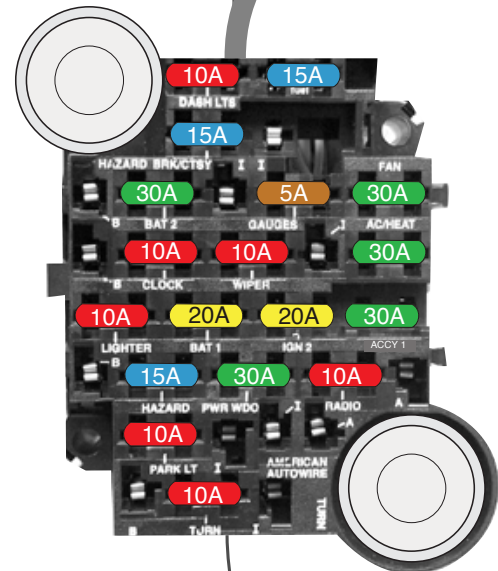
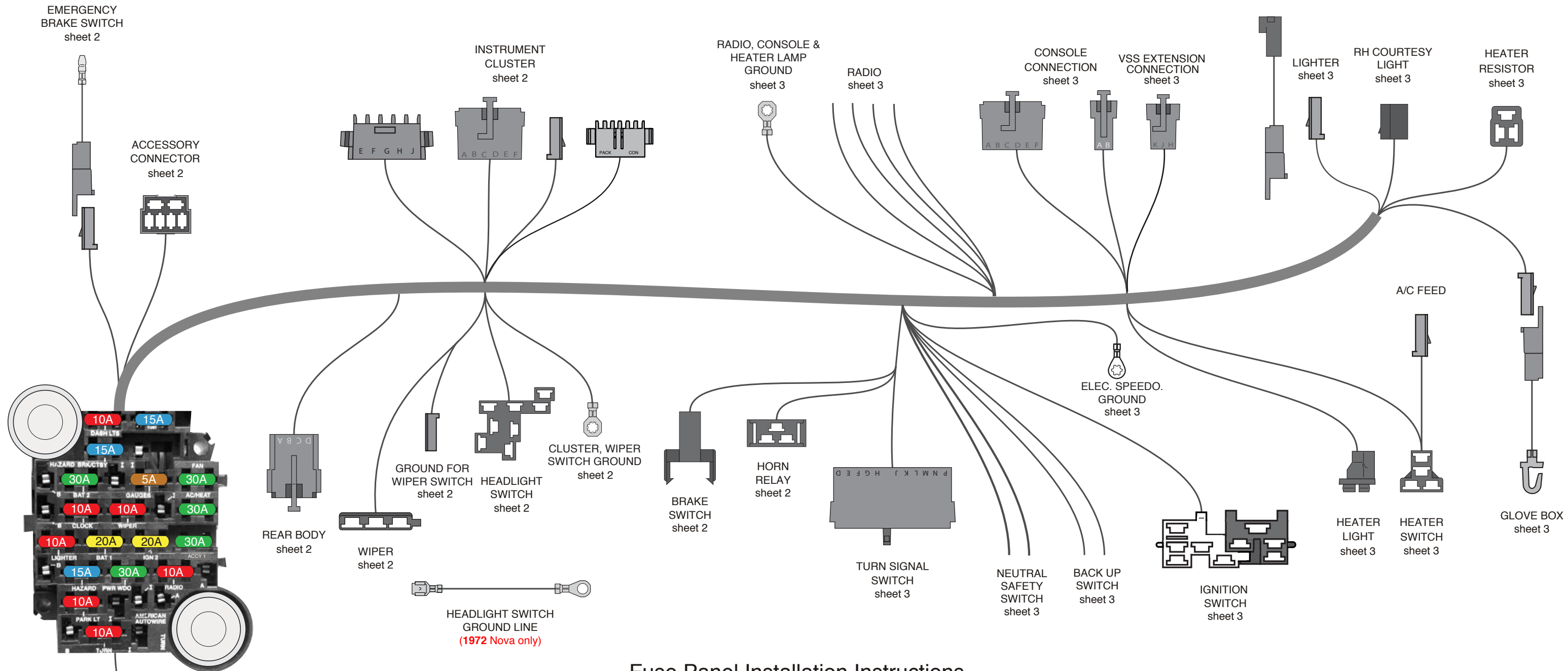
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FRONT LIGHT KIT

510511

92972437 instruction rev 0.0 7/21/2019



The above picture shows the orientation for **1972** Nova wiper hook-up **only**. All other applications can only be plugged in one way.

Fuse Panel Installation Instructions

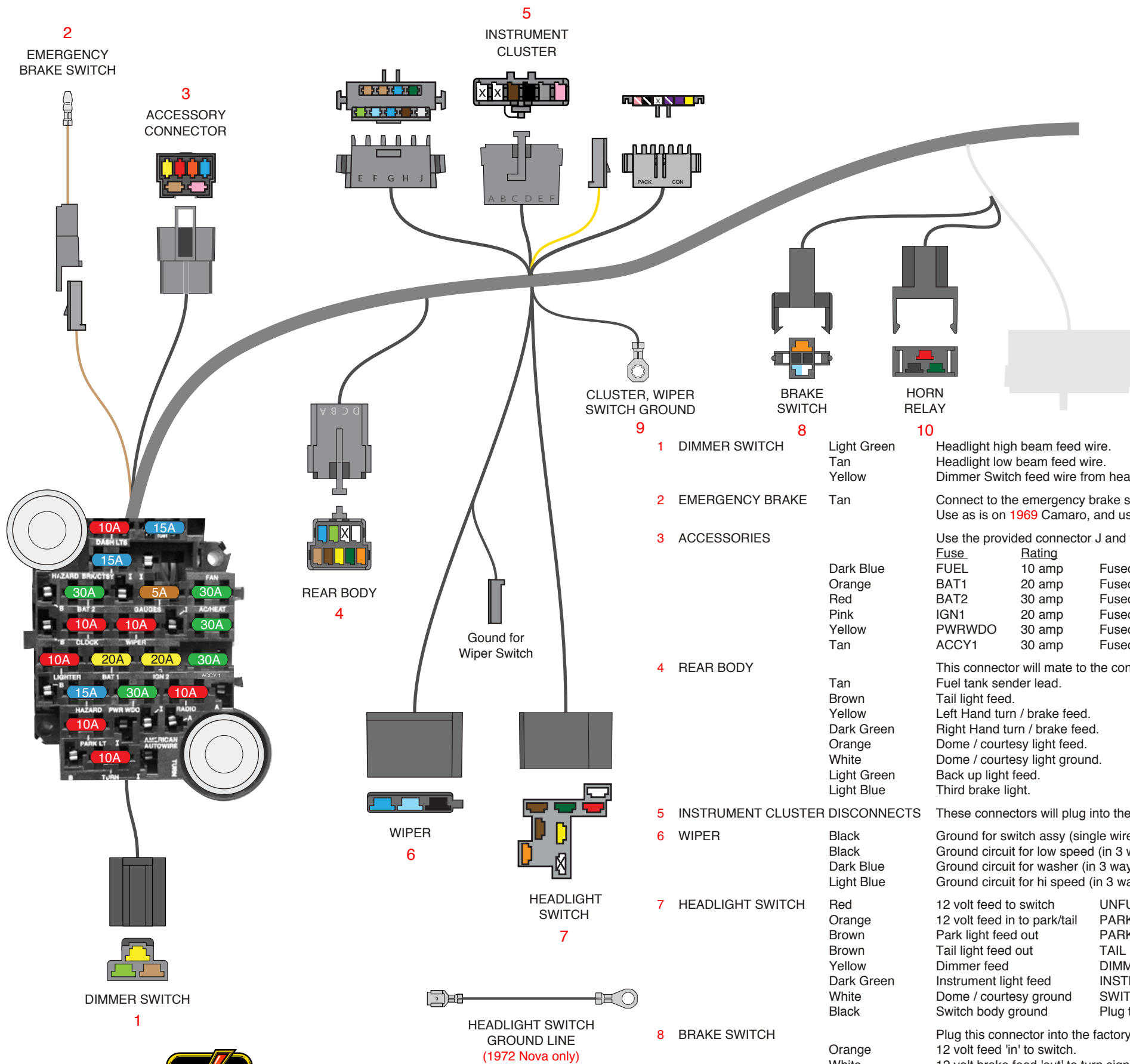
Following these simple instructions will guarantee a successful installation of your American Autowire fuse panel harness.

1. Study the diagram above to familiarize yourself with the dash harness.
2. Install the fuse box.
3. Route the dash harness using the factory support straps.
4. Make all connections as shown on the following pages of this dash harness kit.
5. Once this harness is installed, continue to bag 'H', and install the rest of the kit (bags H,J,K,L,M).

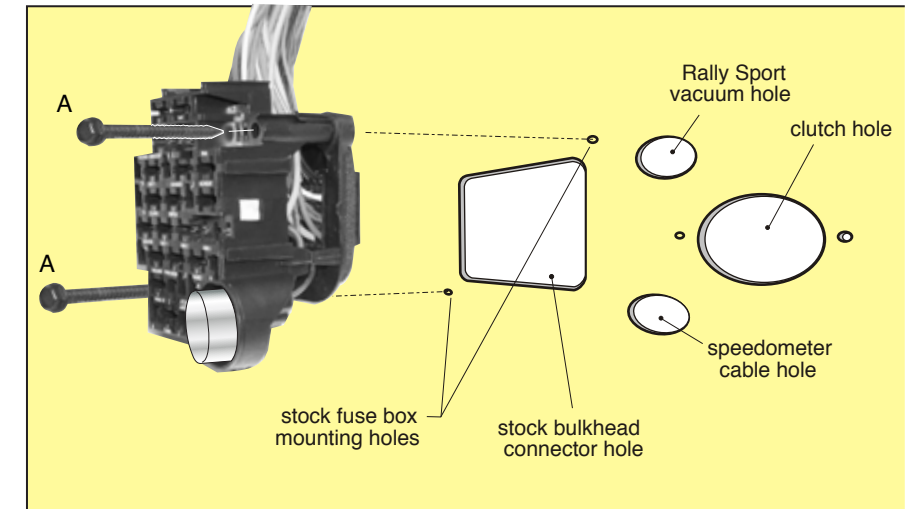


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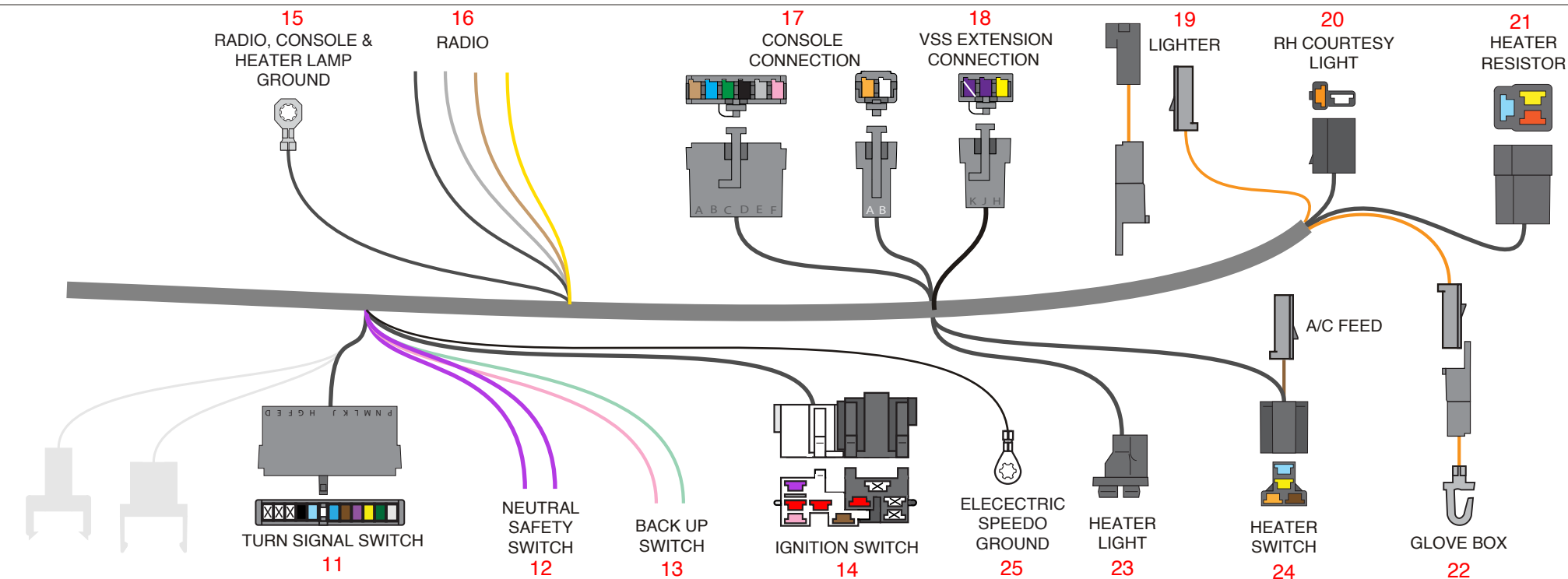
INSTALLING THE FUSE BOX



1. Locate the stock OEM bulkhead hole in the driver side of the firewall.
2. Mount the fuse box with the flasher can in the bottom right corner, as shown above.
3. Using the two mounting screws A, attach the fuse panel to the firewall.

1 DIMMER SWITCH	Light Green Tan Yellow	Headlight high beam feed wire. Headlight low beam feed wire. Dimmer Switch feed wire from headlight switch.																					
2 EMERGENCY BRAKE	Tan	Connect to the emergency brake switch. This is the ground circuit for the brake switch light. Use as is on 1969 Camaro, and use female connector on Nova applications.																					
3 ACCESSORIES		Use the provided connector J and terminals as power leads for the following:																					
		<table> <tr> <th>Fuse</th><th>Rating</th><th></th></tr> <tr> <td>FUEL</td><td>10 amp</td><td>Fused 12 volt IGNITION feed for fuel pump (may also be used to feed power to another ignition circuit).</td></tr> <tr> <td>BAT1</td><td>20 amp</td><td>Fused 12 volt BATTERY feed for power seats (may also be used to feed power to another battery circuit).</td></tr> <tr> <td>BAT2</td><td>30 amp</td><td>Fused 12 volt BATTERY feed for power door locks (may also be used to feed power to another accessory circuit).</td></tr> <tr> <td>IGN1</td><td>20 amp</td><td>Fused 12 volt IGNITION feed for cruise control (may also be used to feed power to another ignition circuit).</td></tr> <tr> <td>PWRWDO</td><td>30 amp</td><td>Fused 12 volt IGNITION feed for power windows (may also be used to feed power to another ignition circuit).</td></tr> <tr> <td>ACCY1</td><td>30 amp</td><td>Fused 12 volt ACCESSORY feed (may also be used to feed power to an accessory circuit).</td></tr> </table>	Fuse	Rating		FUEL	10 amp	Fused 12 volt IGNITION feed for fuel pump (may also be used to feed power to another ignition circuit).	BAT1	20 amp	Fused 12 volt BATTERY feed for power seats (may also be used to feed power to another battery circuit).	BAT2	30 amp	Fused 12 volt BATTERY feed for power door locks (may also be used to feed power to another accessory circuit).	IGN1	20 amp	Fused 12 volt IGNITION feed for cruise control (may also be used to feed power to another ignition circuit).	PWRWDO	30 amp	Fused 12 volt IGNITION feed for power windows (may also be used to feed power to another ignition circuit).	ACCY1	30 amp	Fused 12 volt ACCESSORY feed (may also be used to feed power to an accessory circuit).
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BAT1	20 amp	Fused 12 volt BATTERY feed for power seats (may also be used to feed power to another battery circuit).																					
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ACCY1	30 amp	Fused 12 volt ACCESSORY feed (may also be used to feed power to an accessory circuit).																					
4 REAR BODY	Tan Brown Yellow Dark Green Orange White Light Green Light Blue	This connector will mate to the connector from the Rear Body harness found in bag L. Fuel tank sender lead. Tail light feed. Left Hand turn / brake feed. Right Hand turn / brake feed. Dome / courtesy light feed. Dome / courtesy light ground. Back up light feed. Third brake light.																					
5 INSTRUMENT CLUSTER DISCONNECTS		These connectors will plug into the gauge disconnect harness from bag H. Wire identifications are described on the Instruction sheets from bag H.																					
6 WIPER	Black Black Dark Blue Light Blue	Ground for switch assy (single wire used in 1972 Nova only) Ground circuit for low speed (in 3 way connector). Ground circuit for washer (in 3 way connector). Ground circuit for hi speed (in 3 way connector).																					
7 HEADLIGHT SWITCH	Red Orange Brown Brown Yellow Dark Green White Black	12 volt feed to switch 12 volt feed in to park/tail Park light feed out Tail light feed out Dimmer feed Instrument light feed Dome / courtesy ground Switch body ground UNFUSED BAT IN location on headlight switch. PARK/TAIL FEED IN location on headlight switch. PARK LIGHT OUT location on headlight switch. TAIL LIGHT OUT location on headlight switch. DIMMER FEED OUT location on headlight switch. INSTRUMENT LIGHT FEED OUT location on headlight switch. SWITCHED COURTESY GROUND location on headlight switch. Plug this onto male blade on side of H/L switch then ground ring terminal (for use on 1972 Nova applications only).																					
8 BRAKE SWITCH	Orange White Light Blue	Plug this connector into the factory brake switch. 12 volt feed 'in' to switch. 12 volt brake feed 'out' to turn signal switch. 12 volt brake feed 'out' to third brake light.																					
9 GROUND	Black	Connect to a good chassis ground. This is the ground circuit for the wiper switch and speedo cluster. This must be a unique ground point that is different from the #25 Electric Speedo Ground																					
10 HORN RELAY	Red Black Green	Plug the horn relay (found in the fuse bag) into this connector. 12 volt unfused battery feed to relay. Relay ground circuit (to turn signal switch). Triggered 12 volts out to horn.																					





- 11

TURN SIGNAL SWITCH

This harness has a connector on it for the 3-7/8 1969-1974 GM column connection used by GM and many after-market manufacturers. If using a late model GM steering column or an after-market column using the 4-1/4 GM turn signal connector, replace existing connector with connector L, matching wires by color, as shown in Diagram G.
- 12

NEUTRAL SAFETY SWITCH

Connect these wires to the neutral safety switch on the column or console shifter.
White 12 volt feed from brake switch.
Dark Green Right Hand stop/turn light.
Yellow Left Hand stop/turn light.
Purple 12 volt feed from turn flasher.
Brown 12 volt feed from hazard flasher.
Dark Blue Right Hand front turn light.
Light Blue Left Hand front turn light.
Black Horn relay ground wire to horn switch.
- 13

BACK UP SWITCH

Connect these wires to the back up switch on the column or console shifter.
Pink 12 volt ignition feed 'in' to back up light switch
Lt Green 12 volt feed 'out' from back up light switch to back up lights.
- 14

IGNITION SWITCH

Note: Connectors are included if you are using a stock 1969-72 ignition switch as shown in Diagram H.
Red 12 volt battery feed "in".
Pink 12 volt ignition feed "out".
Brown 12 volt accessory feed "out".
Purple Starter lead "out" to Neutral Safety Switch.
- 15

GROUND

Black Connect to a good chassis ground. This is the ground circuit for the radio, console and heater lamp. This must be a unique ground point that is different from the #25 Electric Speedo Ground.
- 16

RADIO

Tan Radio accessory feed. (Power wire for stock radio).
Yellow Radio 12 volt clock lead (battery feed) (Loose piece terminals & connectors have been provided for stock radio hook up.)
Black Radio ground for stock 1970-72 radio (or aftermarket if necessary).
Gray Radio light feed for stock 1970-72 radio (or aftermarket if necessary).
- 17

CONSOLE CONNECTION

These wires are for use on a console vehicle. For wire functions, refer to bag K, 500664.
- 18

VSS EXTENSION CONNECTION

These wires are for use with an aftermarket electric speedometer only. The VSS Lead Wires, 510730, bag V, will plug on here. Refer to that instruction sheet for wire functions and additional directions.
- 19

LIGHTER

Orange Connect to lighter. (battery feed)(use as is with extension for Camaro or remove extension for use on Nova)
- 20

RH COURTESY LIGHT

Plug this connector into the mating connector from the courtesy light kit bag N, 500708.
Orange 12 volt battery feed to light.
White Ground circuit for light.
- 21

HEATER RESISTOR

Plug this connector onto the factory heater resistor located on top of the heater box on non-A/C cars only.
- 22

GLOVE BOX LIGHT

Orange Connect to the original factory glove box light switch. If not using, just unplug and tape back.
- 23

HEATER LIGHT

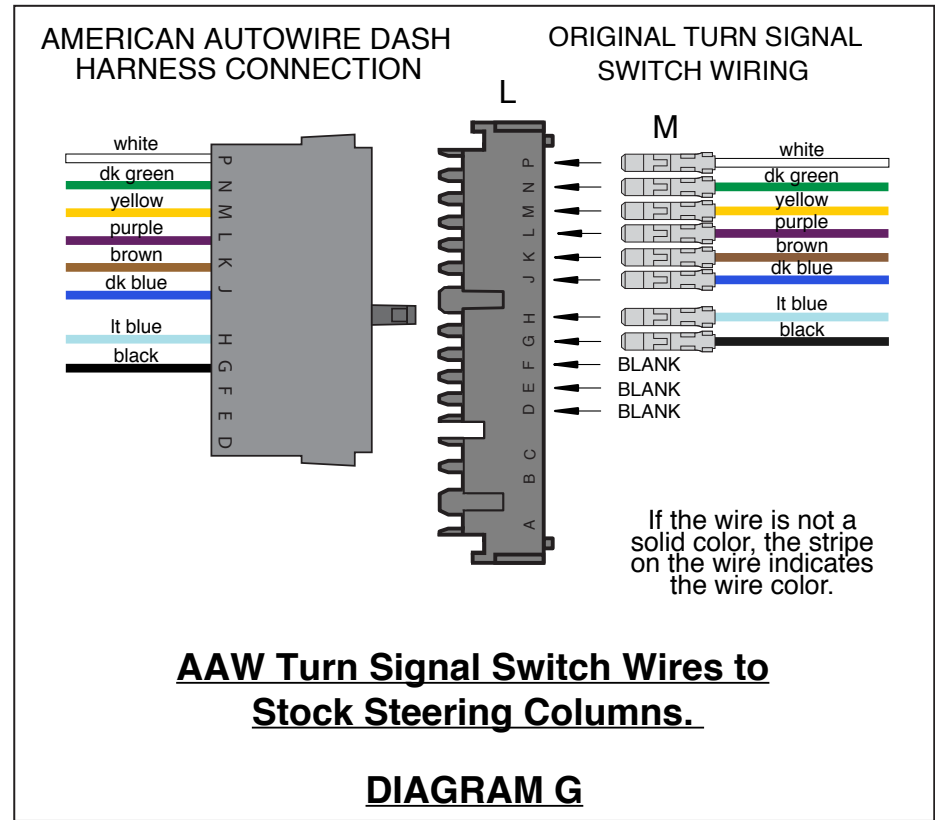
Gray Heater control light feed.
Black Heater control light ground.
- 24

HEATER SWITCH

Plug this connector onto the factory heater switch.
Brown 12 volt accessory feed to heater / ac switch (if using factory or aftermarket a/c, use the short brown wire as the accessory feedwire to your a/c harness. If a new A/C harness is needed, please refer to Table A, at right).
Yellow Heater resistor.
Lt Blue Heater resistor.
Orange Heater resistor.
- 25

GROUND

Black/Wht Connect to a good chassis ground. This is the ground circuit for the electric speedometer. This must be a unique ground point from #'s 9 or 15.



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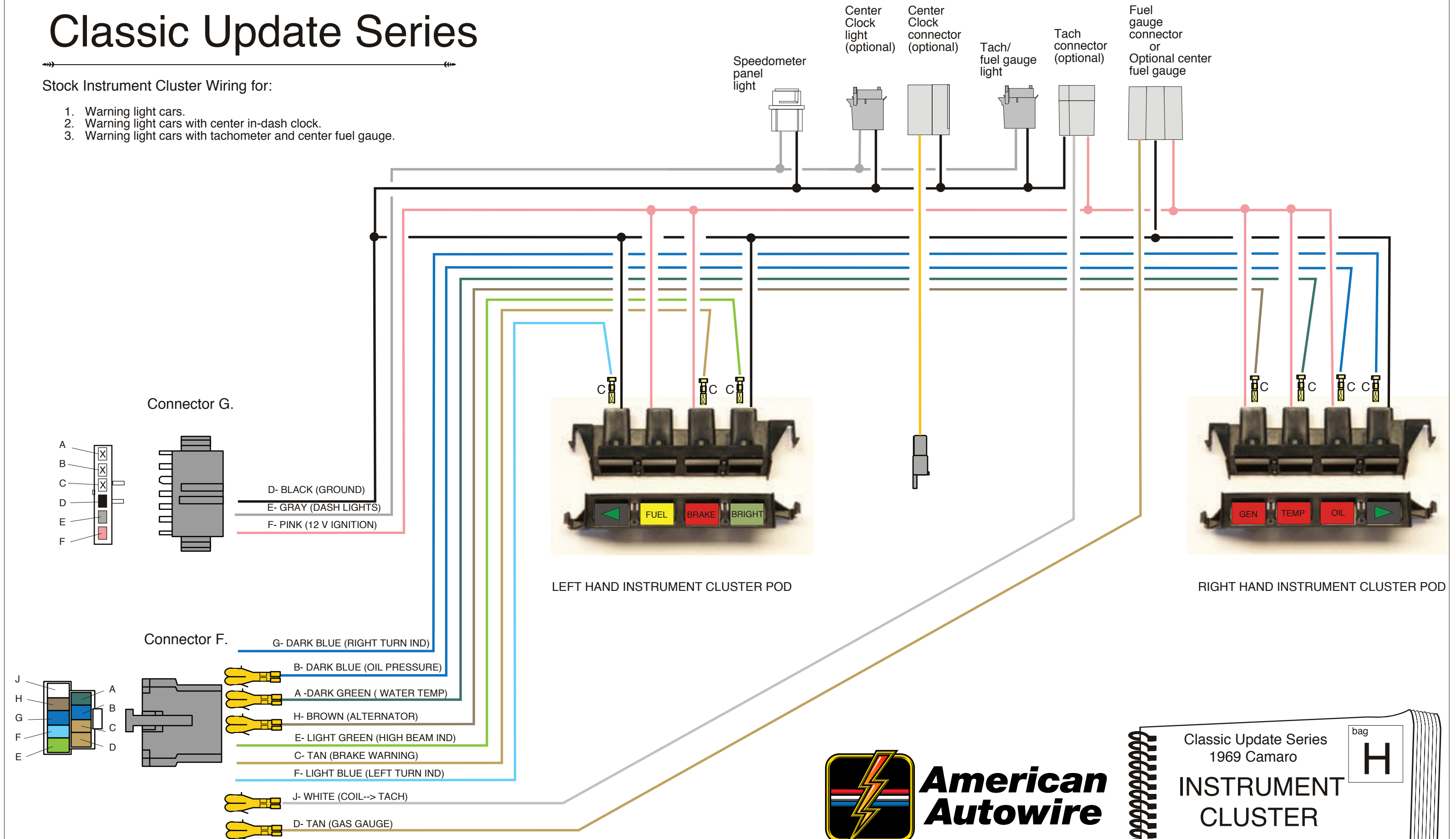
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1969 Camaro
1969-72 Nova
DASH KIT
510512
92972445 Rev 0.0 8/13/2019

Classic Update Series

Stock Instrument Cluster Wiring for:

- 1. Warning light cars.
- 2. Warning light cars with center in-dash clock.
- 3. Warning light cars with tachometer and center fuel gauge.



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Classic Update Series
1969 Camaro

INSTRUMENT
CLUSTER

510513

92972448 instruction rev 0.0 8/1/2019

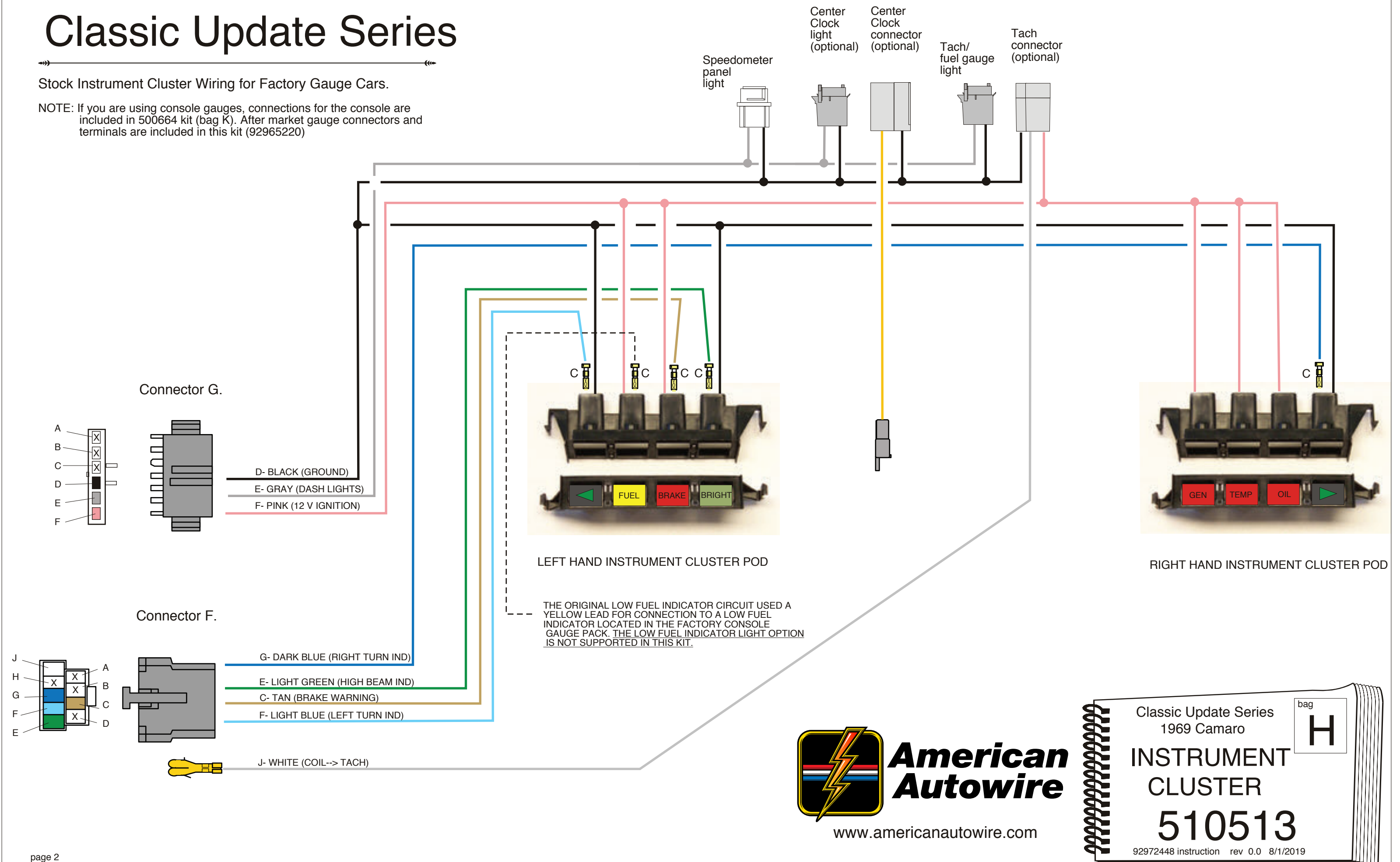
bag

H

Classic Update Series

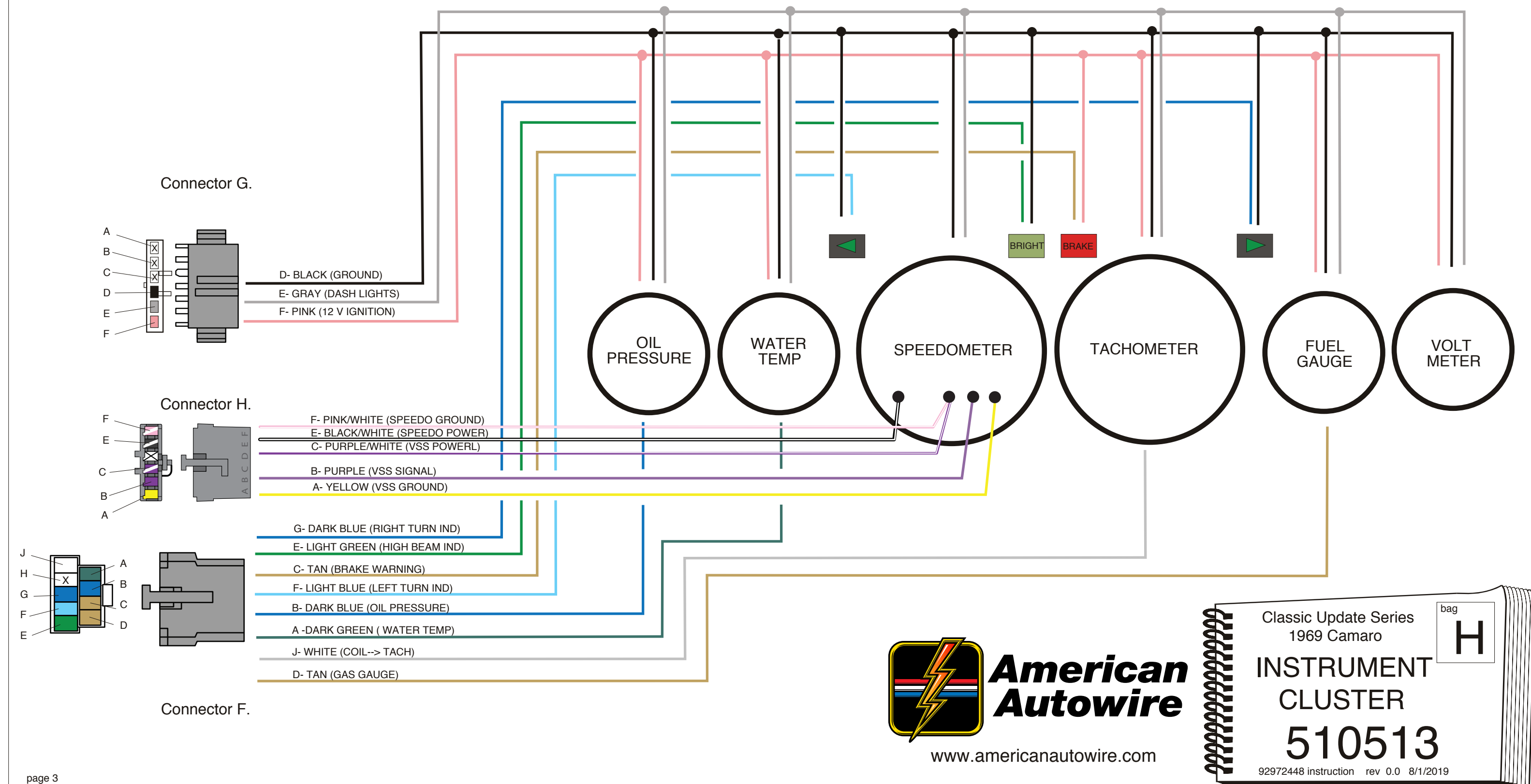
Stock Instrument Cluster Wiring for Factory Gauge Cars.

NOTE: If you are using console gauges, connections for the console are included in 500664 kit (bag K). After market gauge connectors and terminals are included in this kit (92965220)



Classic Update Series

Instrument Cluster wiring for Custom Gauge Installations



Classic Update Series

Circuit Functions for All Instrument Cluster Installations

The following chart explains the functions of each wire in the instrument cluster disconnects.

CONNECTOR F - Plug this connector into the mating connector on the dash harness (bag G) and connect wires as follows:

Wire Color	Circuit Function	Pin	Installation
DARK GREEN	Water Temp Sender	A	Route this wire to the sender input terminal of the gauge, warning light, or sender terminal of a custom gauge. This wire is supplied as a loose wire that is plugged in, if necessary, into connector F (cavity A), maintaining color continuity with the dark green "WATER TEMP" wire on the mating dash connector. For console gauge applications, this wire is not used as another similar one is routed to the console through the console gauge connector on the 510512 dash harness.
DARK BLUE	Oil Pressure Sender	B	Route this wire to the sender input terminal of the gauge, warning light, or sender terminal of a custom gauge. This wire is supplied as a loose wire that is plugged in, if necessary, into connector F (cavity B), maintaining color continuity with the dark blue "OIL PRESSURE" wire on the mating dash connector. For custom console gauge applications, this wire is not used as another similar one is routed to the console through the console gauge connector on the 510512 dash harness.
TAN (no printing)	Brake Light Switch	C	OPTIONAL - Route this wire to a brake indicator light output lead wire. This wire is the light ground lead that is set to ground through the emergency brake switch or the brake system balance switch in the proportioning valve manifold.
TAN	Gas Gauge	D	Route this wire to the sender input terminal of the gauge. This wire is supplied as a loose wire that is plugged in, if necessary, into connector F (cavity D), maintaining color continuity with the tan "GAS GAUGE" wire on the mating dash connector. For console gauge applications, this wire is not used as another similar one is routed to the console through the console gauge connector on the 510512 dash harness.
LIGHT GREEN	Hi Beam Indicator Lamp	E	Route this wire to the high beam indicator light input lead wire. The indicator output lead wire is routed to ground.
LIGHT BLUE	Left Turn Indicator Lamp	F	Route this wire to the left turn indicator light input lead wire. The indicator output lead wire is routed to ground.
DARK BLUE	Right Turn Indicator Lamp	G	Route this wire to the right turn indicator light input lead wire. The indicator output lead wire is routed to ground.
BROWN	Alternator	H	OPTIONAL - Used with a stock generator lamp. Custom gauge configurations usually incorporate a voltmeter and will not require a generator/alternator light. This wire is supplied as a loose wire that is plugged in, if necessary, to connector F (cavity H), maintaining color continuity with the brown "ALTERNATOR" wire on the mating dash connector.
WHITE	Tachometer	J	OPTIONAL - <u>Used ONLY with a tachometer.</u> This wire is supplied as a loose wire that is plugged in, if necessary, into connector F (cavity J), maintaining color continuity with the white "TACH" wire on the mating dash connector.

CONNECTOR G - Plug this connector into the mating connector on the dash harness (bag G) and connect wires as follows:

Wire Color	Circuit Function	Pin	Installation
BLACK	Ground	D	The original instrument housing is plastic as are many of the custom aftermarket instrument cluster housings. This requires that each gauge be grounded. Ultimately, the black gauge ground wires from each gauge will be joined in a common in-line splice before the single wire connection is made in connector G. Blue butt splice connectors are provided in loose piece kit 92965220 located in console gauge kit 500664(Bag K) to complete the in-line splice. The grounding circuit is completed in the 510512 dash harness.
GRAY	Dash Lights	E	This is the common instrument lamp lead for each gauge. Each instrument light lead from each gauge will be joined in a common in-line splice before the single wire connection is made in connector G. Blue butt splice connectors are provided in loose piece kit 92965220 located in console gauge kit 500664(Bag K) to complete the in-line splice. The dash light circuit is completed in the 510512 dash harness.
PINK	12v Ignition	F	This is the common ignition lead for each gauge. Each ignition power lead from each gauge will be joined in a common in-line splice before the single wire connection is made in connector G. Blue butt splice connectors are provided in loose piece kit 92965220 located in console gauge kit 500664(Bag K) to complete the in-line splice. The 12 volt ignition circuit is completed in the ignition buss of the 510512 dash harness.

CONNECTOR H - The wires in this connector are used ONLY with an electronic speedometer:

Wire Color	Circuit Function	Pin	Installation
YELLOW	VSS Ground	A	This wire will plug into the dash harness connection in bag G. Connect the other end to the ground terminal “-” on the speedometer following the manufacturer’s instructions.
PURPLE	VSS Signal B	B	This wire will plug into the dash harness connection in bag G. Connect the other end to the speedometer 'sender' terminal following the manufacturer's instructions.
PURPLE/WHITE	VSS Power	C	This wire will plug into the dash harness connection in bag G. Connect the other end to the speedometer sender 'power' terminal following the manufacturer's instructions.
BLACK/WHITE	Speedo Ground	E	This wire will plug into the dash harness connection in bag G. Connect the other end to a good cluster ground following the manufacturer’s instructions.
PINK	Speedo Power	F	This wire will plug into the dash harness connection in bag G. Connect the other end to the speedometer ‘power’ terminal following the manufacturer’s instructions.

LOOSE WIRES

YELLOW	Clock Feed	If using a factory in-dash clock, plug this wire into the clock feed on the 510512 dash harness. Splice the black wire in this connection into the ground splice.
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Terminal "A"



Terminal "C"

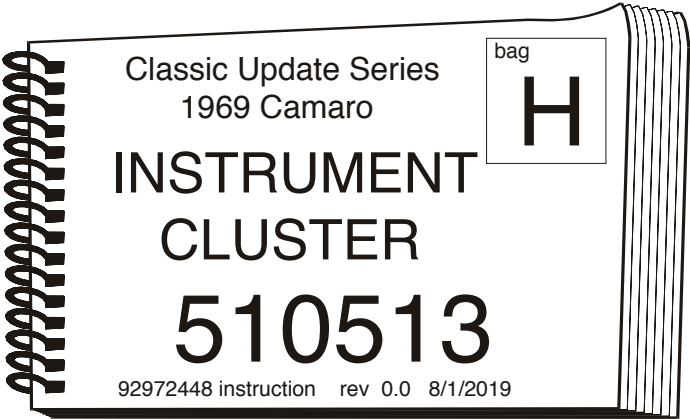
Note:

- 1. Extra terminals "A" are supplied for Connector "F" should they be necessary.
- 2. Necessary terminals "C" are provided for use in the stock instrument cluster pods for use wherever necessary.

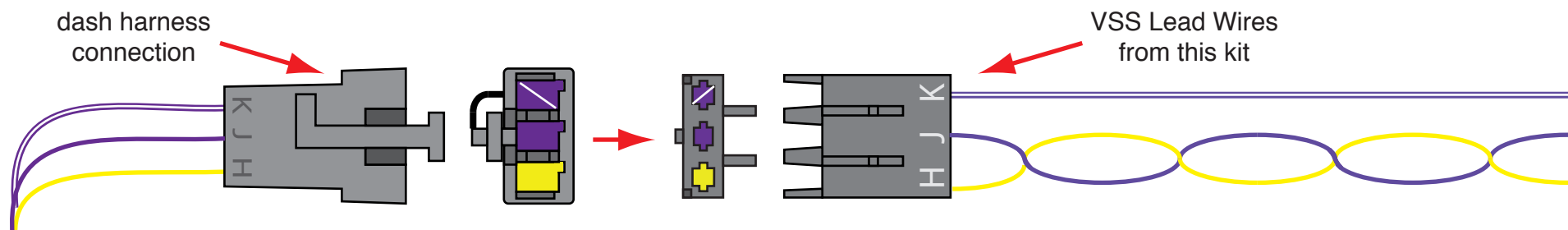


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Electric Speedo VSS extension connection:



If you are using an aftermarket electric speedometer in your vehicle, you will need to connect the vehicle speed sensor (VSS) Lead Wires from this kit to the dash side connection of your dash harness. The yellow and solid purple wires must remain twisted together as shown above. These three wires will need to pass through the firewall or floor of your vehicle down to the vehicle speed sensor unit in the transmission. Generally, the solid purple wire connects to the “signal” lead, the yellow wire connects to the “ground” lead, and the purple/white stripe wire connects to the “12 volt power” lead on the vehicle speed sensor assembly. However, you should consult the directions that came with your gauges, and connect your vehicle speed sensor per the manufacturer’s instructions.



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VSS LEAD WIRES
Various Applications
Classic Update Series

510730

92972371 Rev 0.0 4/9/2019



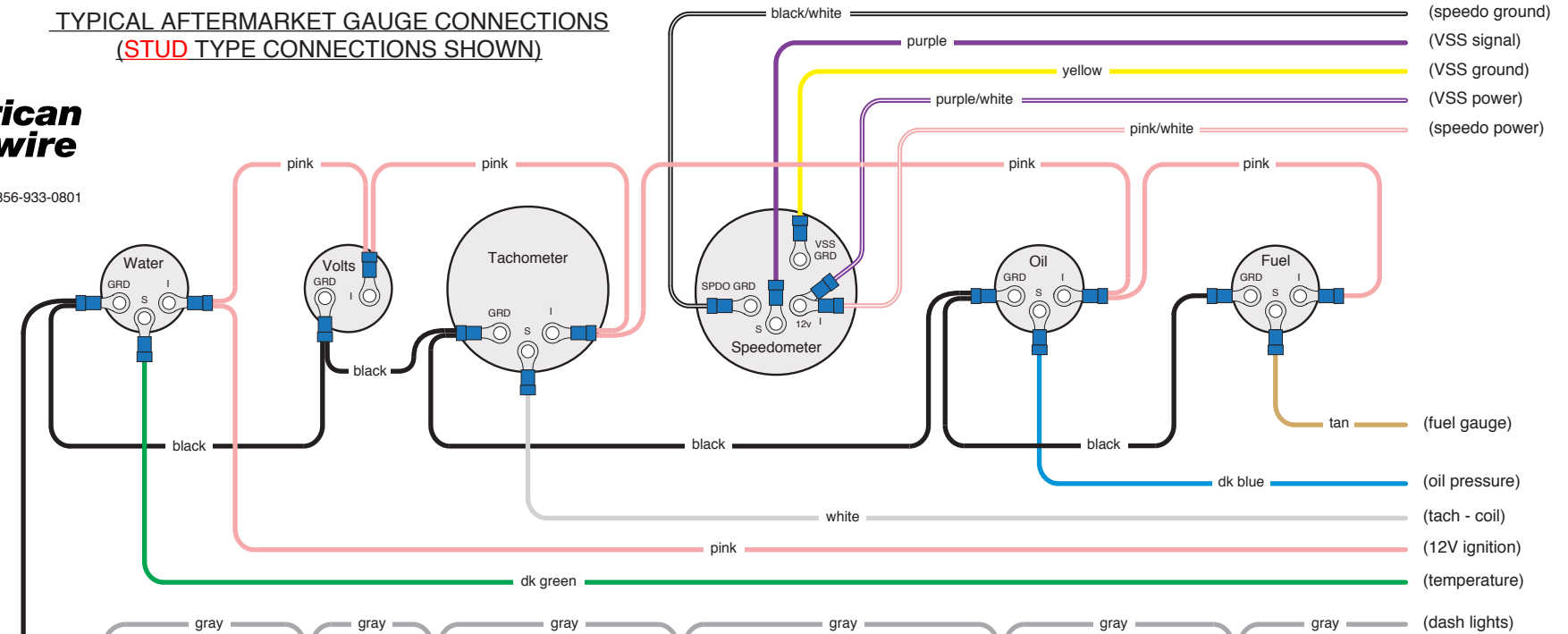


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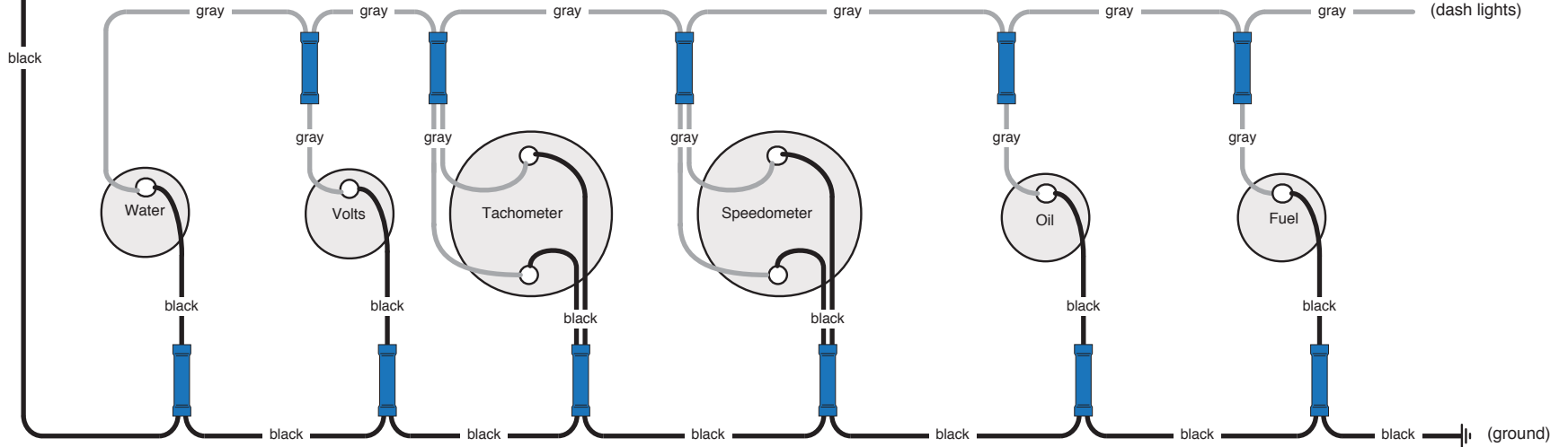
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TYPICAL AFTERMARKET GAUGE CONNECTIONS (STUD TYPE CONNECTIONS SHOWN)

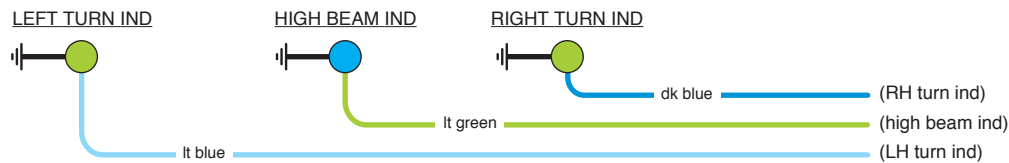
GAUGE CONNECTIONS



LAMP CONNECTIONS



TURN SIGNAL AND HI-BEAM LAMP CONNECTIONS



PART #

92965220

Gauge Connection Kit

Complete connections
for aftermarket gauges

92965221

Rev 1.1

12/12/2014

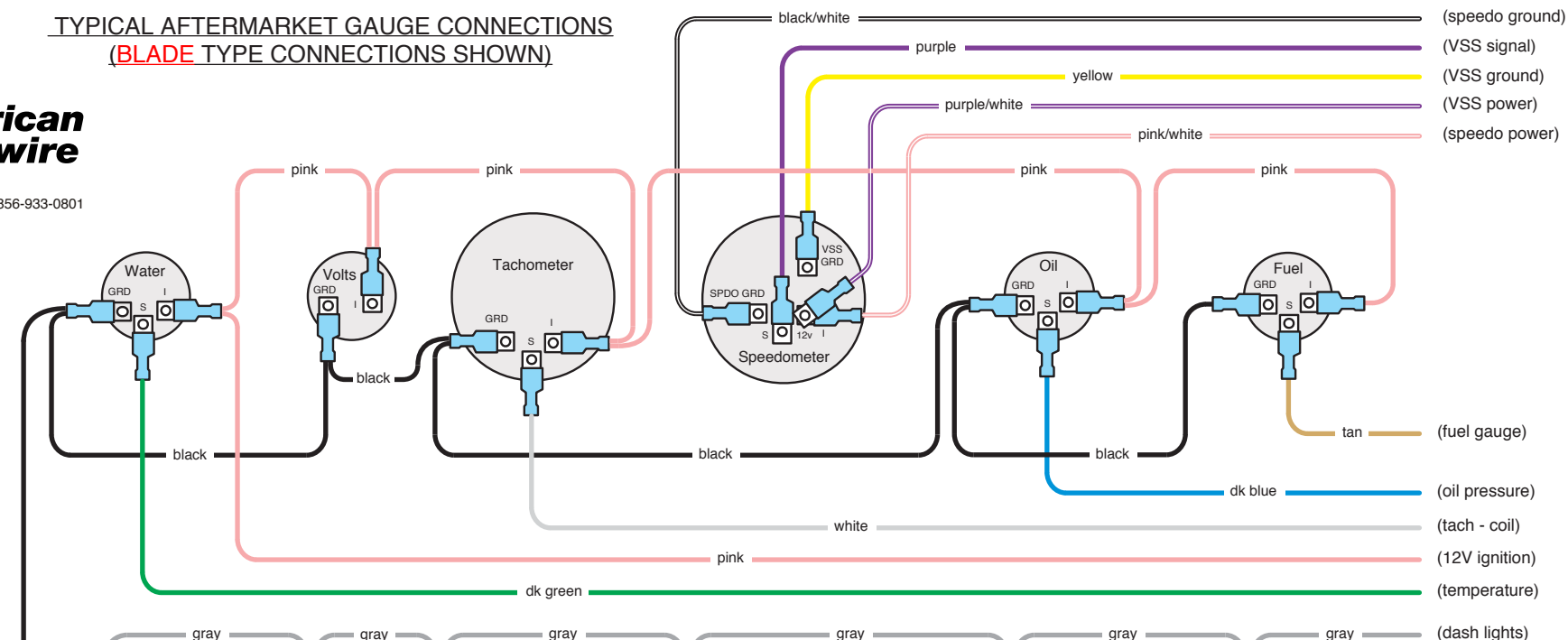


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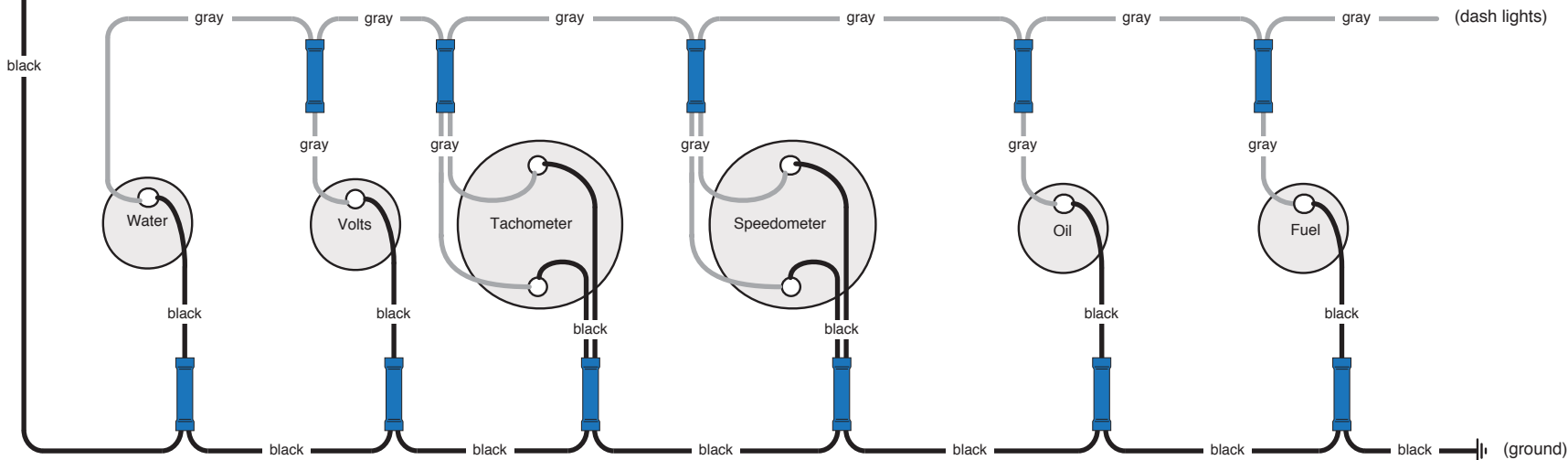
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TYPICAL AFTERMARKET GAUGE CONNECTIONS (BLADE TYPE CONNECTIONS SHOWN)

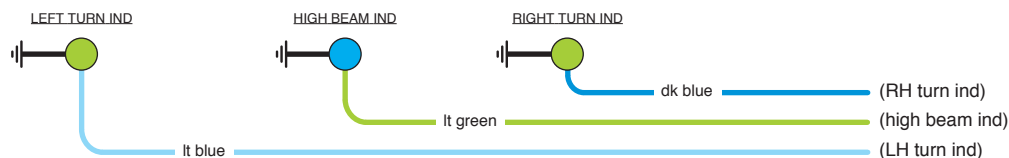
GAUGE CONNECTIONS



LAMP CONNECTIONS



TURN SIGNAL AND HI-BEAM LAMP CONNECTIONS



PART # **92965220**

Gauge Connection Kit

Complete connections
for aftermarket gauges

92965221 Rev 1.1 12/12/2014

REFER TO SHEETS 3 AND 4 FOR CONNECTING TO STOCK FACTORY CONSOLE GAUGES.
IF YOU ARE USING AFTERMARKET GAUGES, USE THE AFTERMARKET GAUGE CONNECTION TERMINALS (SEE 500663 BAG H).



1967 FACTORY CONSOLE GAUGE PACKAGE

For safety purposes, American Autowire does not support or encourage the use of a factory ammeter in an after-market application. A voltmeter is a much safer choice to monitor the charging system in a car equipped with a higher amperage alternator. American Auto manufactures factory type replacement voltmeters that are direct replacements for the stock ammeters for both the 1968-69 Camaro (510121) and the 1969-72 Nova (510122) console gauge packages. Contact our Sales Group or your favorite retailer today to purchase one of these gauges to complete your project.

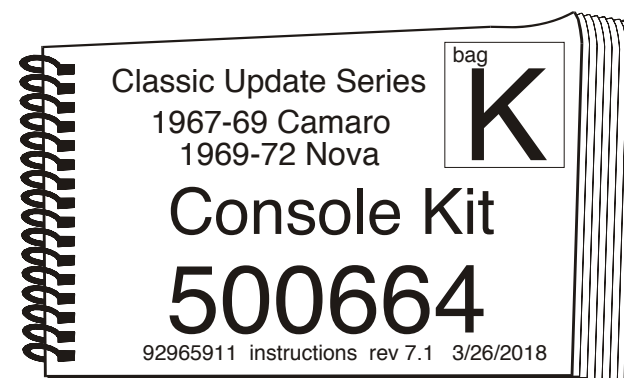


1968-69 Camaro 1969-72 Nova FACTORY CONSOLE GAUGE PACKAGE



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REFER TO SHEETS 3 AND 4 FOR CONNECTING TO STOCK FACTORY CONSOLE GAUGES.
IF YOU ARE USING AFTERMARKET GAUGES, USE THE AFTERMARKET GAUGE CONNECTION TERMINALS (SEE 500663 BAG H).

CONNECTOR A

ORANGE 12v Ignition

Connect this wire to the courtesy lamp in the rear of the console (either location).

Connect the shorter bare end wire to the console clock (if factory equipped).

Note: If a console clock is not being used, this wire must be terminated and taped back against the harness to prevent and short to ground.

WHITE Courtesy Ground

Connect this wire to the courtesy lamp in the rear of the console (either location).

If you are using a console shift manual transmission, without gauges on the console, then only the orange and white wires will be used. All other applications, continue to the next wire.

CONNECTOR P

BLACK Ground

Route this wire to the console gauge plates and cut to length. Double this wire with the cut off portion, install terminal D.

Connect the ring terminal to the gauge plate, as shown on sheet 3 for 1967 console gauges and sheet 4 for 1968-69 console gauges.

For 1967 console gauges, connect the remaining black wire to the floor under the console using terminal as shown on sheet 3.

For the 1968-69 console gauges, there are two gauge mounting plates that are mounted in a plastic tray. Both of these plates need to be grounded.

In the stock configuration the second plate ground was on the inside of the tray connecting the two plates with a small ground jumper wire.

If this wire is not on your gauge plates, you will need to create an additional ground wire to the second plate as shown on sheet 4. Then

the remaining black wire is attached to the floor under the console using terminal D as shown on sheet 4.

Using the butt splice connectors C, route the wires to each lamp location as shown on sheet 2. Install lamps socket G and

rivets J and plug into the lamp holes on the gauge plates.

Note: If you have an automatic transmission, you will need to install the shift indicator lamps, as shown on sheet 2, using terminals F, J, springs H, and lamp sockets E.

LOOSE WIRES

PINK 12V Ignition

Plug this wire into connector B, maintaining color continuity with the mating connector on the dash harness.

Route the other end to the temperature gauge, and cut to length. Double this wire with the cut off portion, and

install terminal B. Route the remaining end to the fuel gauge, install terminal B, and plug into the fuel gauge

in the location shown on sheet 2. (if using an electric oil pressure gauge, then double this wire and route to the oil gauge also)

Plug this wire into connector B. Route this wire to the fuel gauge and cut to length. Install terminal B and connect to fuel gauge,

as shown on sheet 2.

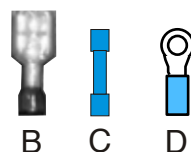
TAN Fuel Sender

DK BLUE Oil Pressure Sender

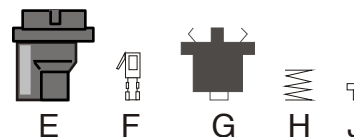
DK GREEN Temperature Sender

This wire is only used on an electric oil pressure gauge (not used on a factory mechanical pressure gauge).

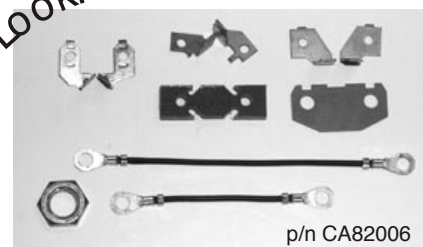
Plug this wire into connector B. Route this wire to the temperature gauge and cut to length. Install terminal B and connect to the sender (-) terminal.



A.B & C are part of gauge terminal kit 92965220 found in bag H



Look!



p/n CA82006

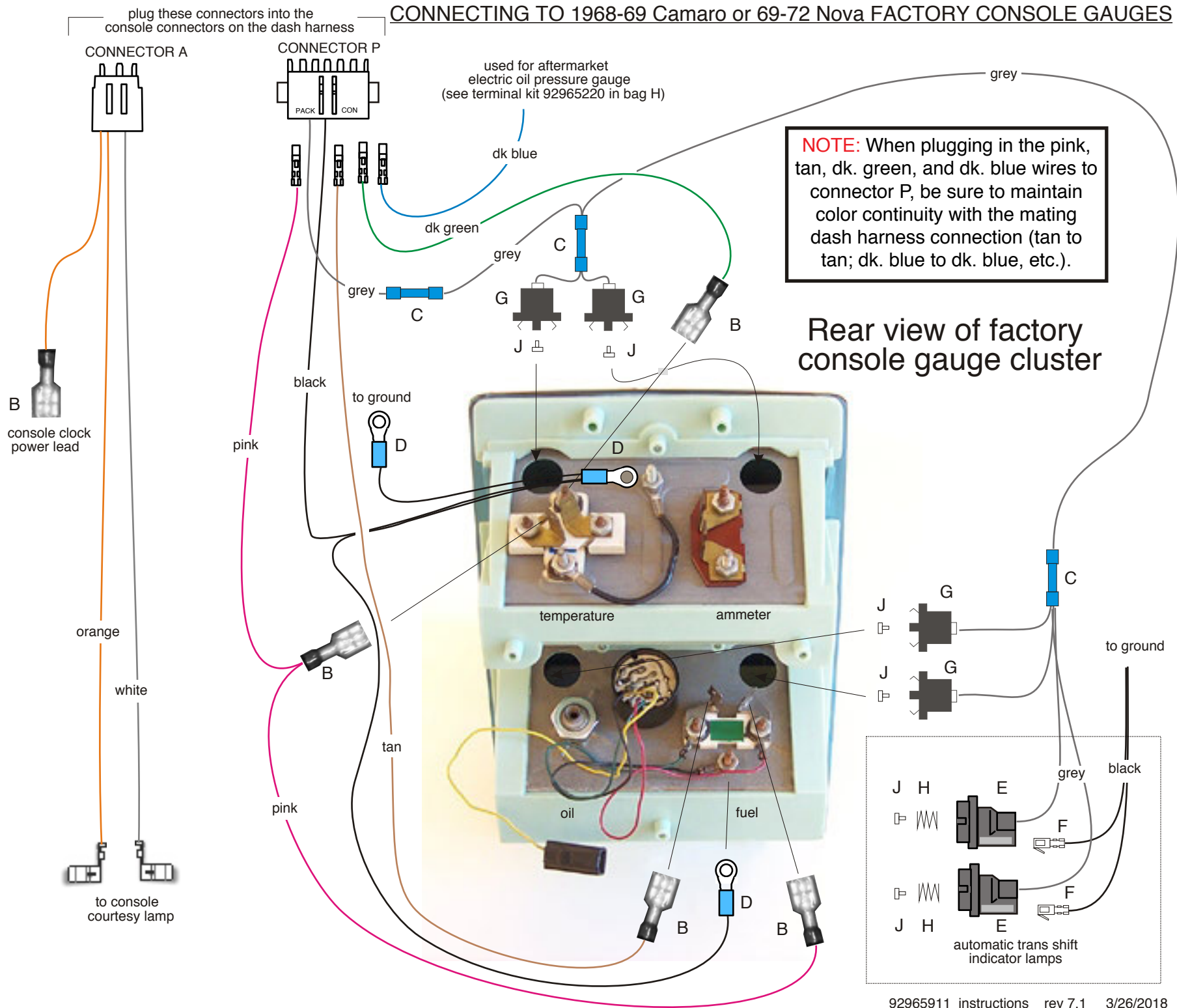


p/n CA82001

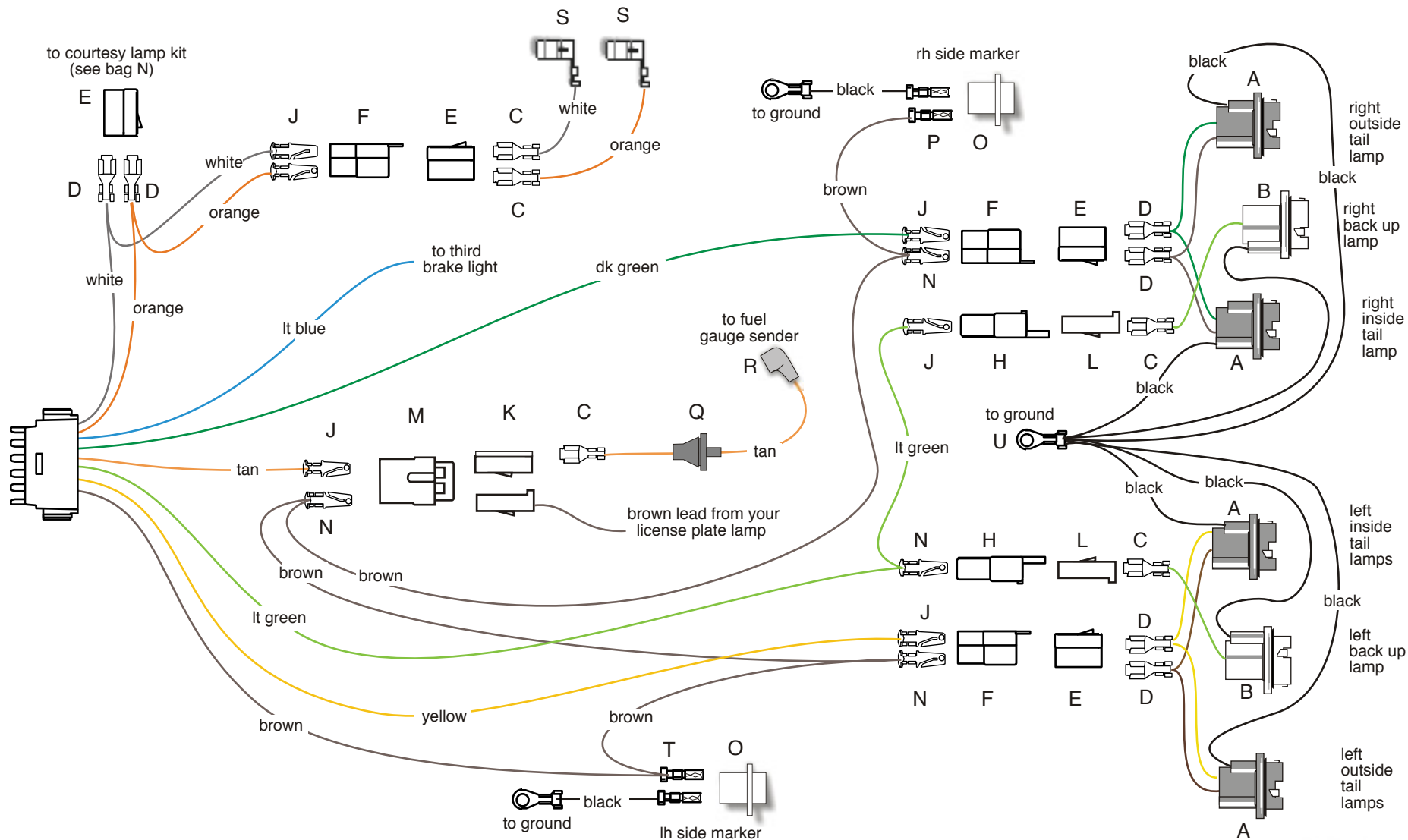
American Autowire manufactures OEM gauge terminals and OEM gauge plates for the 1968 & 1969 Camaros!

Classic Update Series

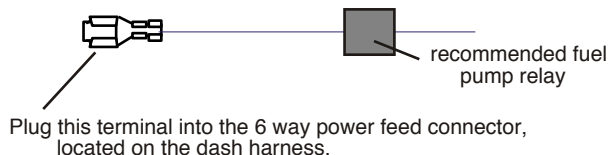
sheet 4



Classic Update Series



Use the loose piece dk blue wire (power lead) if you are using electric fuel pump.



**USE THIS SHEET FOR A
NON-RALLY SPORT CAR**



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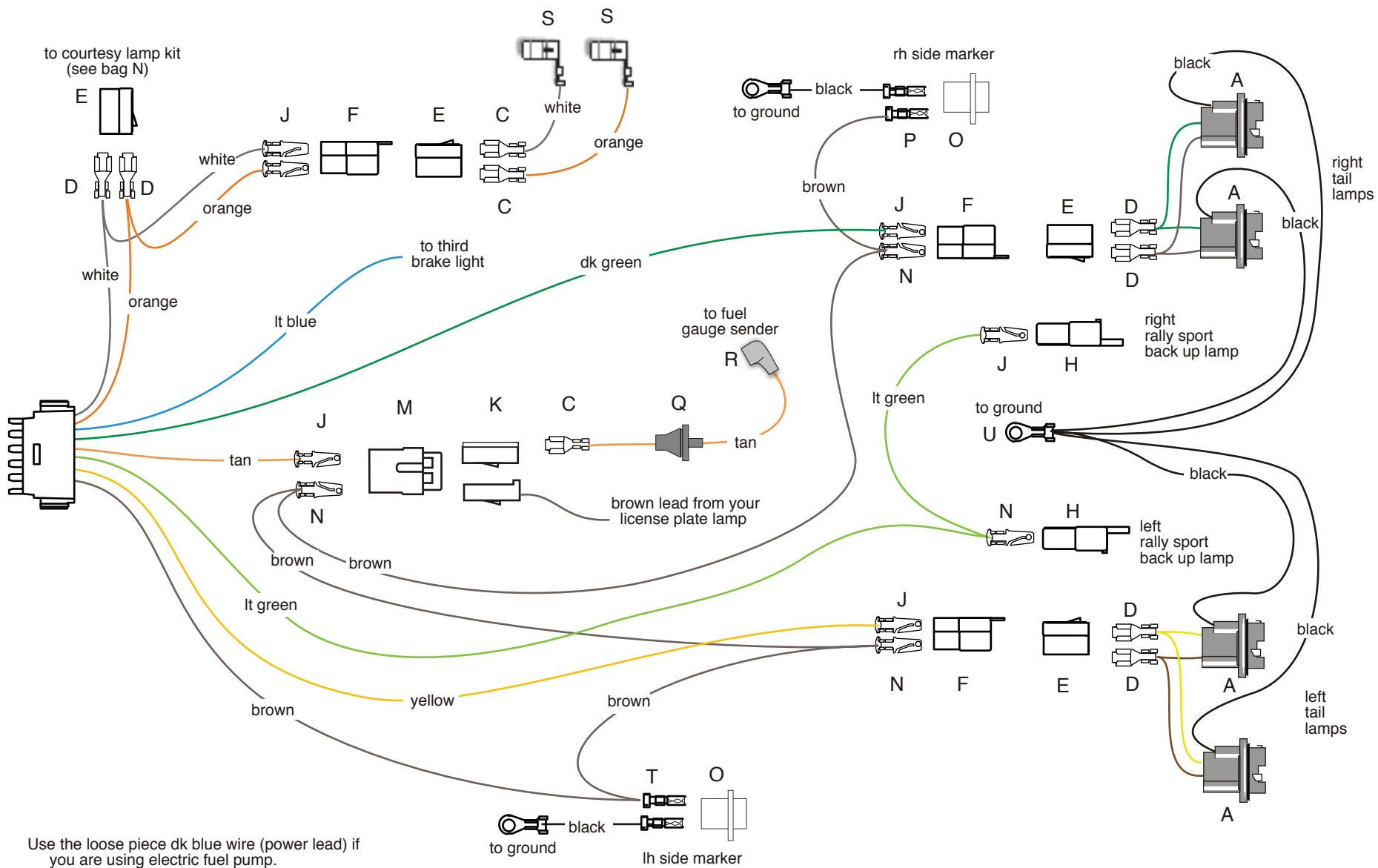
Classic Update Series
1969 Camaro

bag
M

**REAR BODY KIT
500734**

92966162 instruction rev 4.0 4/21/2015

Classic Update Series



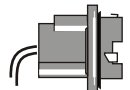
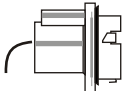



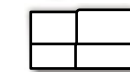
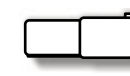
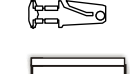



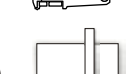




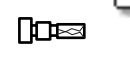


**USE THIS SHEET FOR A
RALLY SPORT CAR**



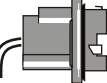
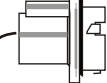

















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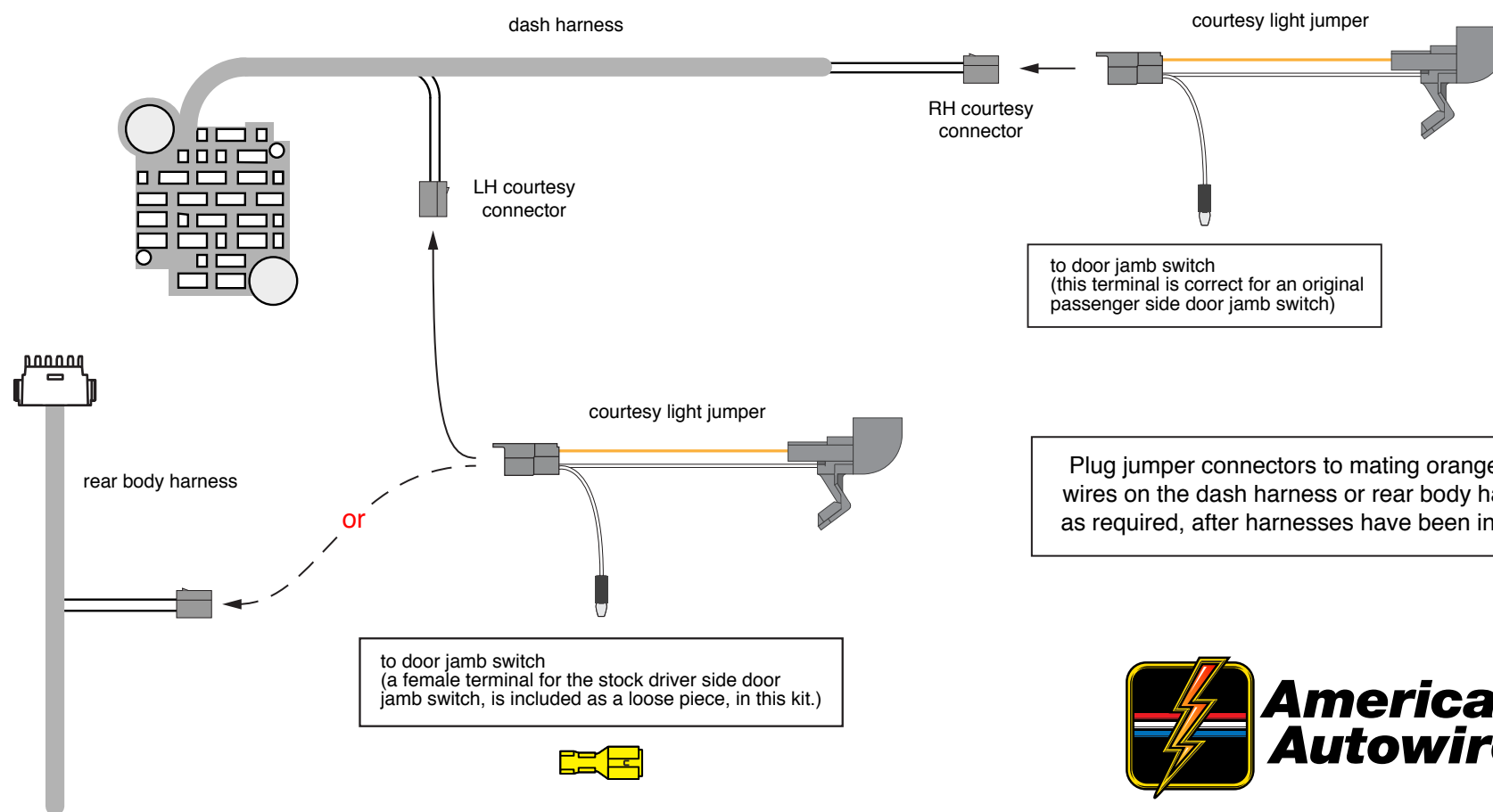
USE THIS SHEET FOR A NON-RALLY SPORT CAR

A		Connect the main connector to the mating connector on the dash harness 500662 bag G. Route this harness along door sill and into trunk		
B		LIGHT BLUE	Third brake light	Connect to the third brake lamp, if equipped.
C		TAN	Fuel signal	Route this wire to the rear panel of the trunk (near fuel tank filler) and trim to length. Install terminal J and plug into connector M, as shown on sheet 1. Plug the rubber end of this wire R onto the sending unit on fuel tank. Route the wire to the stock feed thru hole under fuel tank filler and install rubber grommet Q in direction shown on sheet 1. Secure this wire into hole with the attached grommet. In the trunk area, trim this wire to reach connector M from wire above. Attach terminal C and plug into connector K. Plug connector K into mating connector M. This should match the tan wire from above.
D		TAN	Fuel Tank lead (with rubber end)	
E		BROWN	Parking lamps	
F		BLACK	Side Marker Ground	Your existing license plate lamp wire will also plug into connector M. (Note: Terminal C and connector L are provided if you need to attach to your lamp wire.) Route this wire to the left side marker and trim to length. Double this wire with the cut off portion and install terminal T and plug into lamp socket O. Route the loose end to the LH tail lamps. Cut to length, and double this wire with the cut off portion, using terminal N. Plug this terminal into connector F, in location shown on Sheet 1. Route the loose end to connector M (from the tan wire above), and cut to length. Double this wire with the cut off portion and install terminal N. Plug this terminal into connector M, in location shown on sheet 1. Route the loose end to the RH tail lamps and repeat the procedure.
H		YELLOW	LH Stop / Tail	
J		DK GREEN	RH Stop / Tail	
K		LIGHT GREEN	Back up lamp feed	There are two loose black wires in this kit. Plug each into the rear side markers (connector O). Route the black wires to the rear panel support (near fuel tank filler) and attach to ground. Route this wire to the LH tail lamp and cut to length and install terminal J. Plug this wire into connector F from above. Install terminal C and connector E on the tail lamp pigtail A, maintaining color continuity with connector F. Plug connector E into connector F. <u>See Note 1.</u> Route this wire to the RH tail lamp and cut to length and install terminal J. Plug this wire into connector F from above. Install terminal C and connector E on the tail lamp pigtail A, maintaining color continuity with connector F. Plug connector E into connector F. <u>See Note 1.</u> Route this wire to the LH back up lamp and trim to length and install terminal N and connector H. Route the loose end of the lt green wire to the right side back up lamp. Repeat this procedure with terminal J. Install terminals C on each of the back up pigtails B, and plug into connectors H.
L		WHITE	Courtesy ground	
M		ORANGE	Courtesy Lamp	
N		DK BLUE	Fuel Pump	At the driver's side kick panel area, cut this wire and double it with the cut off portion using terminal D, and plug into connector E maintaining color continuity with the mating connector in the courtesy lamp kit (bag N). If you are using a dome lamp, route the loose end of this wire to the rear pillar area of the trunk and install terminal J and connector F. Plug into connector F in location shown on Sheet 1. (Note: a factory dome lamp harness will also plug into this connector, if you are not replacing the headliner at this time.) Install the loose white wire S (supplied with terminal installed into the dome lamp. Route this wire to connector F (on white wire) location and trim to length. Install terminal C and connector E, maintaining color continuity with the white wire in connector F. At the driver's side kick panel area, cut this wire an double it with the cut off portion using terminal D, and plug into connector E maintaining color continuity with the mating connector in the courtesy lamp kit (bag N). If you are using a dome lamp, route the loose end of this wire to the rear pillar area of the trunk and install terminal J and connector F. Plug into connector F in location shown on Sheet 1. (Note: a factory dome lamp harness will also plug into this connector, if you are not replacing the headliner at this time.) Install the loose orange wire S (supplied with terminal installed) into the dome lamp. Route this wire to connector F (on orange wire) location and trim to length. Install terminal C and connector E, maintaining color continuity with the orange wire in connector F. This wire can be used if you are using an electric fuel pump. Plug the terminated end into the 6 way power disconnect on the dash harness, maintaining color continuity with the dk blue wire in the mating connector. Route the other end to a fuel pump relay (not included in this kit, but available from American Autowire).
O		DK BLUE	Fuel Pump	
P		DK BLUE	Fuel Pump	
Q		DK BLUE	Fuel Pump	Note 1. The original configuration of the non rally sport tail lights was to have an inside running light, a middle reflector with a backup light, and an outside running/directional/brake light. We have modified this configuration by supplying an inside tail light that is wired for running/directional/ and brake light as opposed to just a running light. The socket indexing is slightly different and requires a slight modification to the tail light housing to mount the light socket into the housing. If you desire the inside tail light to function as per the stock configuration, do not connect the green or yellow wire on the inside light socket.
R		DK BLUE	Fuel Pump	
S		DK BLUE	Fuel Pump	
T				
U				

USE THIS SHEET FOR A RALLY SPORT CAR

A		Connect the main connector to the mating connector on the dash harness 500662 bag G. Route this harness along door sill and into trunk
	LIGHT BLUE	Third brake light
	TAN	Fuel signal
B		Fuel Tank lead (with rubber end)
C		
D		
E		BROWN Parking lamps
F		
H		BLACK Side Marker Ground
J		YELLOW LH Stop / Tail
K		
L		DK GREEN RH Stop / Tail
M		LIGHT GREEN Back up lamp feed
N		WHITE Courtesy ground
O		
P		
Q		ORANGE Courtesy Lamp
R		
S		
T		DK BLUE Fuel Pump
U		

Connect to the third brake lamp, if equipped.
Route this wire to the rear panel of the trunk (near fuel tank filler) and trim to length. Install terminal J and plug into connector M, as shown on sheet 2.
Plug the rubber end of this wire R onto the sending unit on fuel tank. Route the wire to the stock feed thru hole under fuel tank filler and install rubber grommet Q in direction shown on sheet 5. Secure this wire into hole with the attached grommet. In the trunk area, trim this wire to reach connector M from wire above. Attach terminal C and plug into connector K. Plug connector K into mating connector M. This should match the tan wire from above.
Your existing license plate lamp wire will also plug into connector M. (Note: Terminal C and connector L are provided if you need to attach to your lamp wire.)
Route this wire to the left side marker and trim to length. Double this wire with the cut off portion and install terminal P and plug into lamp socket O. Route the loose end to the LH tail lamp. Cut to length, and double this wire with the cut off portion, using terminal N. Plug this terminal into connector F, in location shown on sheet 2. Route the loose end to the other LH tail lamp and repeat.
Route the loose end to connector M (from the tan wire above), and cut to length. Double this wire with the cut off portion and install terminal N. Plug this terminal into connector M, in location shown on sheet 2. Route the loose end to the RH tail lamps and repeat the procedure.
There are two loose black wires in this kit. Plug each into the rear side markers (connector O). Route the black wires to the rear panel support (near fuel tank filler) and attach to ground.
Route this wire to the LH tail lamp and cut to length. Double this wire with the cut off portion and install terminal N. Plug this wire into connector F from above. Route the loose end to the other LH tail lamp and cut to length. Install terminal J and plug into connector F, as shown on sheet 2. Install terminals C and connector E on the tail lamp pigtails A, maintaining color continuity with connector F. Plug connectors E into connectors F.
Route this wire to the RH tail lamp and cut to length. Double this wire with the cut off portion and install terminal N. Plug this wire into connector F from above. Route the loose end to the other RH tail lamp and cut to length. Install terminal J and plug into connector F, as shown on sheet 2. Install terminals C and connector E on the tail lamp pigtails A, maintaining color continuity with connector F. Plug connectors E into connectors F.
Route this wire to the LH back up lamp and trim to length. Double this wire with the cut off portion and install terminal N and connector H. Plug connector H into your Rally Sport back up lamp assembly. Route the loose end of the lt green wire to the right side back up lamp. Install terminal J and connector H. Plug connector H into your Rally Sport back up lamp assembly. At the driver's side kick panel area, cut this wire and double it with the cut off portion using terminal D, and plug into connector E maintaining color continuity with the mating connector in the courtesy lamp kit (bag N).
If you are using a dome lamp, route the loose end of this wire to the rear pillar area of the trunk, and install terminal J and connector F. Plug into connector F in location shown on sheet 2. (Note: a factory dome lamp harness will also plug into this connector, if you are not replacing the headliner at this time.) Install the loose white wire S (supplied with terminal installed) into the dome lamp. Route this wire to connector F (on white wire) location and trim to length. Install terminal C and connector E, maintaining color continuity with the white wire in connector F.
At the driver's side kick panel area, cut this wire and double it with the cut off portion using terminal D, and plug into connector E maintaining color continuity with the mating connector in the courtesy lamp kit (bag N).
If you are using a dome lamp, route the loose end of this wire to the rear pillar area of the trunk, and install terminal J and connector F. Plug into connector F in location shown on sheet 2. (Note: a factory dome lamp harness will also plug into this connector, if you are not replacing the headliner at this time.) Install the loose orange wire S (supplied with terminal installed) into the dome lamp. Route this wire to connector F (on orange wire) location and trim to length. Install terminal C and connector E, maintaining color continuity with the orange wire in connector F.
This wire can be used if you are using an electric fuel pump. Plug the terminated end into the 6 way power disconnect on the dash harness, maintaining color continuity with the dk blue wire in the mating connector. Route the other end to a fuel pump relay (not included in this kit, but available from American Autowire).



Plug jumper connectors to mating orange/white wires on the dash harness or rear body harness, as required, after harnesses have been installed.



**American
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NOTE: Your new underdash courtesy light kit uses # 631 bulbs (not included with this kit). They may be purchased at any auto parts store.

PART #

500708

N

DESCRIPTION:

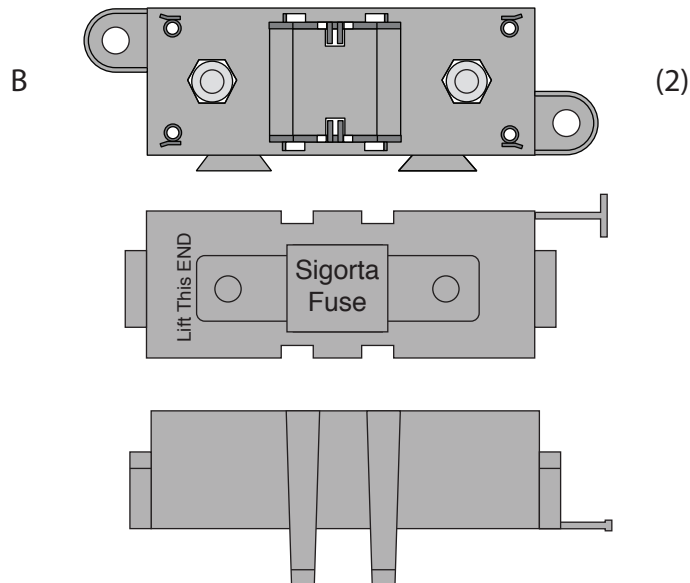
Courtesy Light Kit

92966085

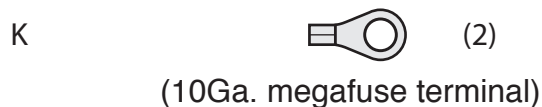
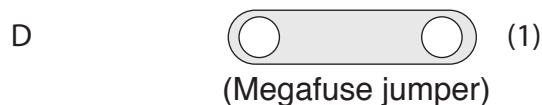
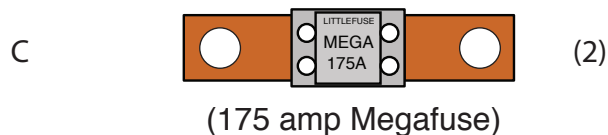
Rev 1.1

6/27/2016

A  (1)
(144.0" 6 Gauge charge wire)



(Megafuse body, cover and two M8 x 1.25 nuts / lock washers)



1. On this page, you will find the wire, fuse bodies, fuses, boot, ring terminals, and shrink tubing (items A through K) that are necessary to connect your alternator and main power feed for your new AAW wiring kit. Please be sure that all of the necessary components are present before starting this portion of your installation. If anything is missing, stop what you are doing and contact AAW at the number listed below right away.

2. On page 2, you will find directions for building the 2 Megafuse assemblies (items B,C and D) into one unit.

3. On page 3, you will find an overall concept of how to connect the Megafuse assemblies to your starter solenoid, alternator and main power feed of your new wiring system.

4. On page 4, you will find tips on building your charging circuit wires and assembling them and the main panel power feed wire to the Megafuse assemblies.



**American
Autowire**

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PART #

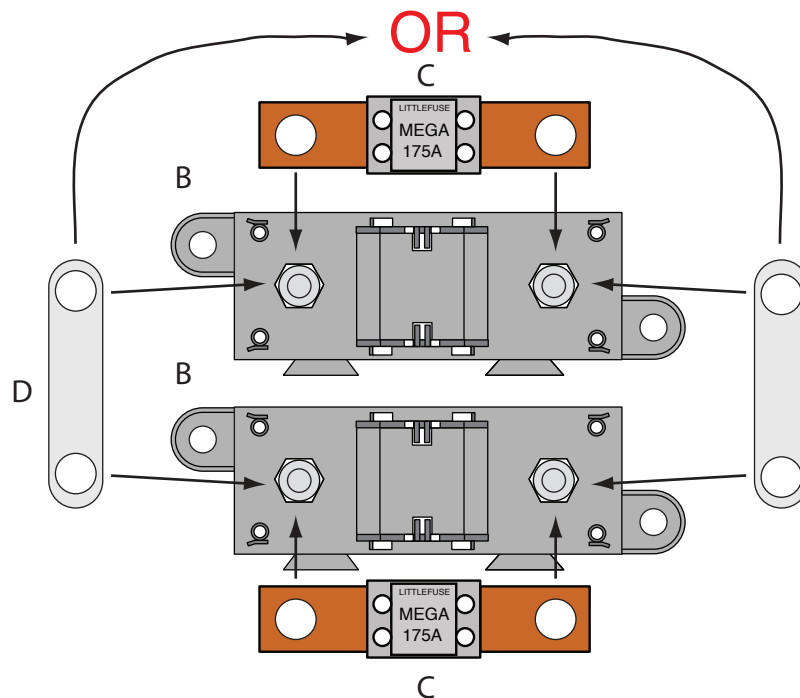
510476

Z

DESCRIPTION:

**Alternator and Main Power
Connection Kit
Various Applications**

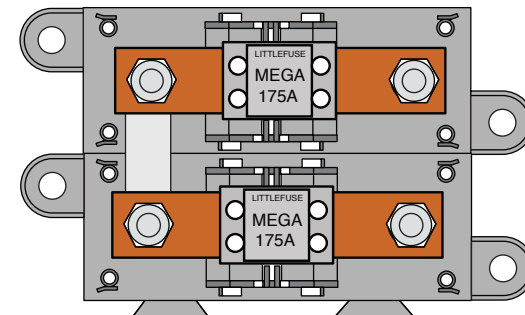
92972153 instruction sheet rev 0.1 6/24/2019



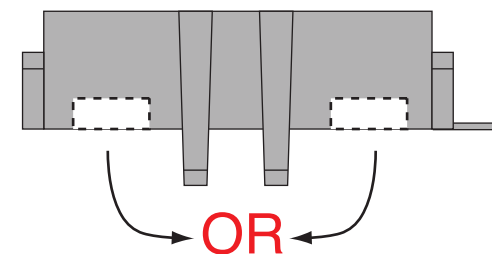
Assembling the (2) Megafuse assemblies

NOTE: Find a suitable place, as close to the battery power source as possible, under the hood of your vehicle to mount the completed Megafuse assemblies. Keep in mind that you have 12 feet of 6Ga. charging wire, and that the main power feed coming from your panel or bulkhead connection must also be able to reach the assembly.

1. Take the two Megafuse bodies and covers (items B) and snap them together. Remove the 4 nuts and lock washers from the studs on the fuse body assemblies.
2. Install the Megafuse jumper (item D above) over two of the studs on the Megafuse bodies. It is very important that the jumper **MUST BE** assembled on the side that is going to connect to your main power connection (starter solenoid or battery feed).
3. Notch top cover to clear jumper D as shown at right.
4. Snap one 175amp fuse (items C) onto the studs of each of the two Megafuse bodies (items B), over the jumper, then loosely re-attach the 4 nuts and lock washers back onto the assembled Megafuses. The fuse assemblies are ready to install into your vehicle.



Assembled Megafuses



Notched Cover

PART #

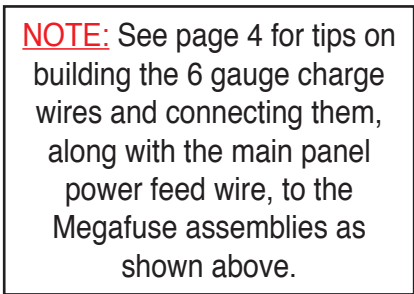
510476

Z

DESCRIPTION:

**Alternator and Main Power
Connection Kit
Various Applications**

92972153 instruction sheet rev 0.1 6/24/2019



Z

92972153 instruction sheet rev 0.1 6/24/2019

Building the 6Ga. charge wires and connecting them and the main panel power feed wire to the Megafuse assemblies:

NOTE: Make sure that your battery is disconnected! You will need to install the preassembled Megafuses from page 2 in your vehicle to start this part of the installation.

1. Pre-cut item F shrink tubing into (6) 1.00" - 1.25" pieces.
2. Take the 12-foot piece of 6Ga. red wire from this kit and route it from your starter (or other battery feed) over to the area where you have mounted your Megafuse and cut it to length. Strip the insulation on each end back 1/2". Install 2 pieces of shrink tubing F onto the wire. At the starter end, crimp and solder (1) of terminal G onto the wire. At the Megafuse end, crimp and solder (1) of terminal H onto the wire. Slide the shrink tubing over the terminals and heat it up to shrink it down.
3. Take the remaining portion of the 12-foot piece of 6Ga. red wire from this kit and route it from your alternator over to the area where you have mounted your Megafuse and cut it to length. Strip the insulation on each end back 1/2". Install 1 piece of shrink tubing F onto the wire. At the alternator end, slip on boot E as shown on page 3, then crimp and solder (1) of terminal J onto the wire. At the Megafuse end, crimp and solder (1) of terminal H onto the wire. Slide the shrink tubing over terminal H and heat it up to shrink it down.
4. Take the 10Ga. red main power feed wire from your engine or panel sub-kit and route it over to the area where you have mounted your Megafuse and cut it to length. Strip the insulation back 3/8". Install 1 piece of shrink tubing F onto the wire, then crimp and solder (1) of terminal K onto the wire.
5. Remove the 4 loosely tightened nuts and lock washers from the assembled Megafuses, then using the drawing on page 3 as a guide, install your pre-assembled wires from steps 2-4 above. Re-install the 4 nuts and lock washers onto the assembled Megafuses and tighten them down. This part of your installation is now complete.

510476

Z

DESCRIPTION:

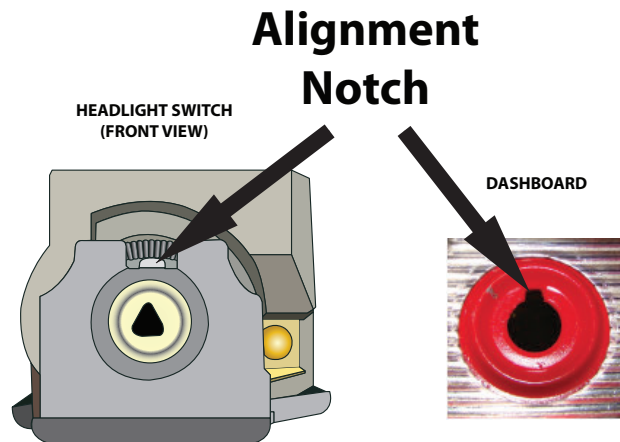
Alternator and Main Power
Connection Kit
Various Applications

92972153 instruction sheet rev 0.1 6/24/2019

Most switches supplied with Classic Update and Universal Kits ship with the shaft pre-installed. In many instances, the switch can be installed without removing the shaft, but in some cases the switch shaft may need to be trimmed to fit your specific dash. In this situation, reference Trim to Fit instructions on the back of this page for details.

To install your new headlight switch:

1. Install the switch from behind the dash, and align the switch body with the mounting hole. The switch body has an alignment tab that must line up with the notch in the dashboard mounting hole.

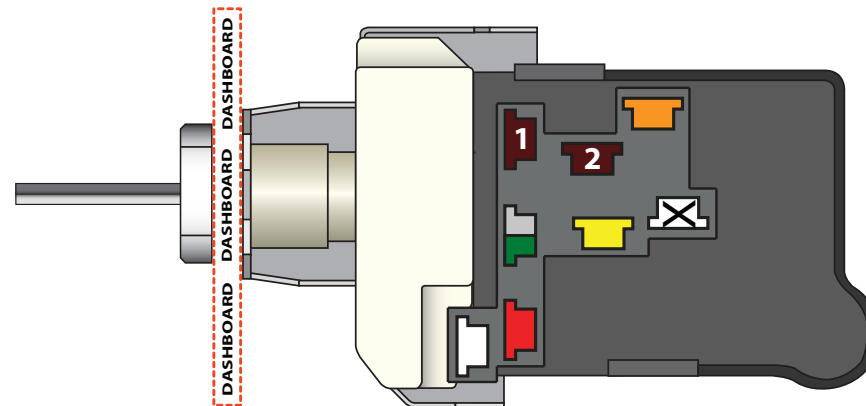


2. Install the switch mounting nut and tighten.

3. Gently press shaft into switch until it stops, then press firmly until it “clicks.” Pull shaft back out to confirm it is seated correctly. The shaft should be locked into place inside switch.

4. If the shaft does not lock, reinsert applying moderate pressure and slowly move shaft side to side for lock to engage. Make sure switch body is still supported to prevent flexing. Press shaft firmly until it clicks into place.

5. Ensure the shaft is fully seated and in the off position.



1	Parking Lights - Stay on with headlights
2	Tail Lights - On in the park and headlight positions
Orange	Fused Battery Feed - For park, tail and dash lamps
Yellow	Headlight Feed - Power to the headlight dimmer switch
Red	12V Battery Feed - Unfused power to the switch for headlights
White	Courtesy Ground - Ground feed to the dome and courtesy lights
White with X	Part-Time Parking Lights - Turns off when the headlights are on (Not supported by all kits)
Grey	OR
Green	Dash Lights - Output to the dash light fuse or lights



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PART #

500332

DESCRIPTION:

Headlight Switch

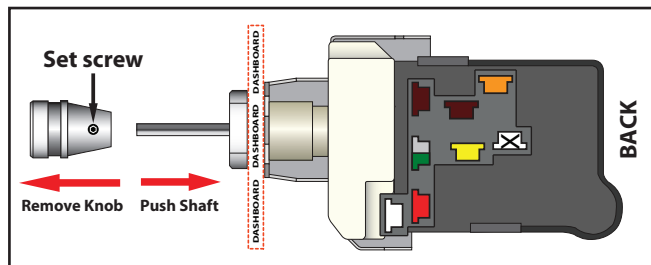
92964649 Rev 3.0 1/3/2020

To Trim Shaft to Fit or Remove Shaft:

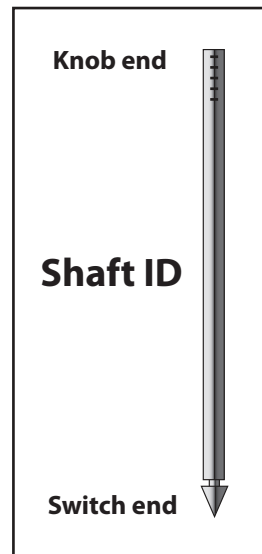
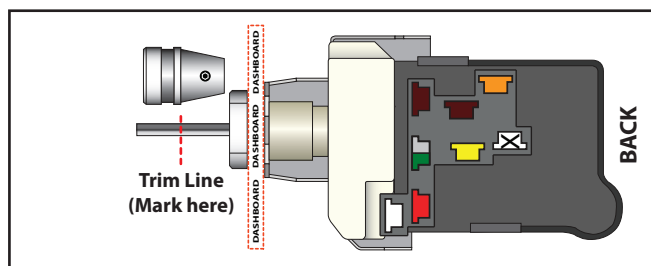
The headlight switch knob should extend from the face of the mounting nut, and must allow enough clearance for the switch to turn off. If the shaft is longer than necessary for your specific dash it can be trimmed to fit. Always trim the knob end of the shaft only and follow the guidelines below for best results.

1. With the headlight switch installed, loosen the set screw and remove the knob. Make sure the switch is in the "off" position by pushing the shaft toward the back of the switch.

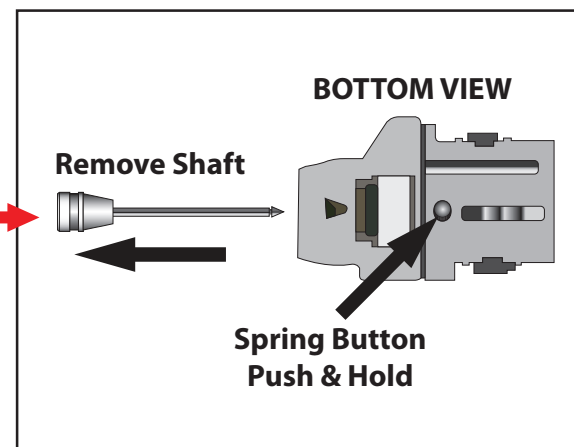
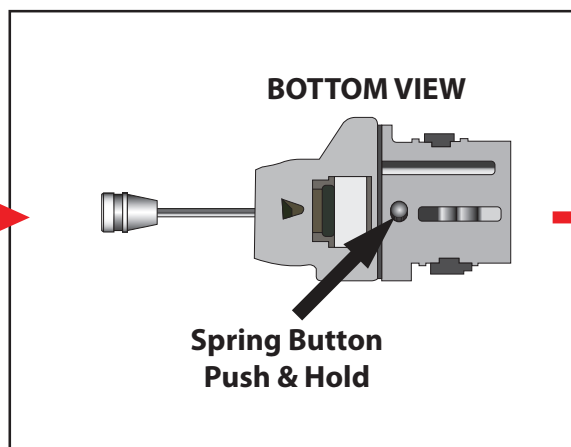
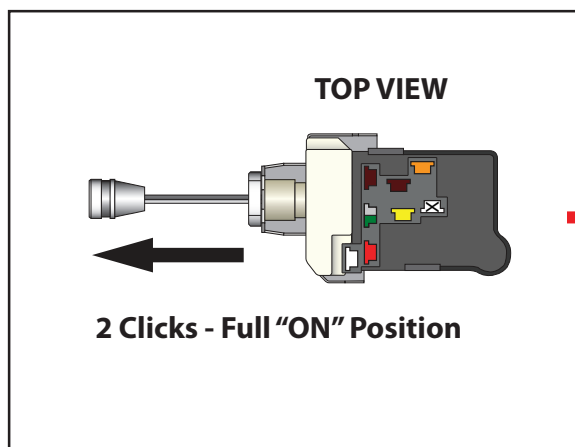
Switch in OFF position
(shaft pushed all the way in)

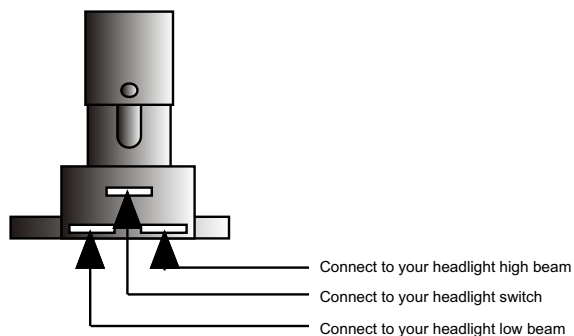


2. Set knob alongside shaft and mark the desired location for cutting on the shaft.



3. Remove the shaft and trim at mark. The shaft can be released from the switch by pulling it outward (toward the rear of the vehicle). Once fully in the "On" position, press and hold the release button on the base of the switch body. Once button is pressed, continue to pull the shaft outward. New switches may be tight, and it might be necessary to move the shaft side to side slightly while pulling to release.





Connect the Dimmer Switch wires as shown above.

1. The top center terminal of the Dimmer Switch is connected to the Headlight switch.
2. The terminal on the right side is connected to your headlight high beam terminal.
3. The terminal on the left side is connected to your headlight low beam terminal.

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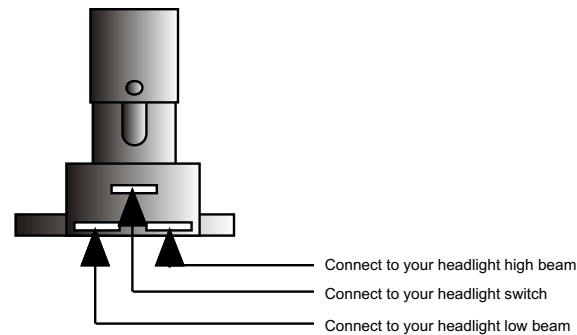
PART #

500042

DESCRIPTION:

DIMMER SWITCH

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