
NOTE: If the fuse panel on your 510158 68-69 Chevelle 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 |
| 510520 | Dash Harness kit |
| 510522 | Engine Wiring Kit |
| 510523 | Front Light Wiring kit |
| 510521 | Instrument Cluster Wiring kit |
| 510112 | Console Wiring kit |
| 510164 | Rear Body Wiring kit |
| 510476 | Alternator and main power Connection kit |
| 510730 | VSS Connection kit |
| 500042 | Floor Dimmer Switch |
| 92972531 | Kit Introduction Instruction Sheet |
| 92972532 | Warning Sheet |

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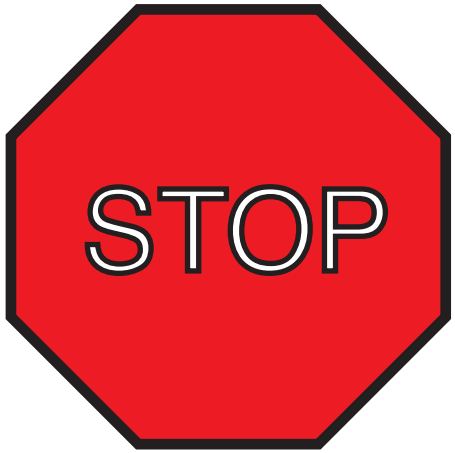
# 68-69 Chevelle Second Design Instructions

92972891 rev. 0.0 2/14/2020




## 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. If your car is equipped with a Turbo 400 automatic transmission, the new dash kit, 510520, is set-up to accept the correct downshift harness, but that harness **IS NOT** included in this kit. You must order Factory Fit part number CH85151 directly from AAW, or your favorite Chevelle parts supplier. It will plug directly into the new dash harness with no modifications required.

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 termial. 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.

# 510158 - Classic Update Series Kit
# 1968-69 Chevrolet Chevelle

This kit contains the following components:

| Bag | Part Number | Description | Quantity |
|---|---|---|---|
| | 500042 | Floor Dimmer Switch | 1 |
| | 500332 | Headlight Switch | 1 |
| | 500707 | Fuse, Relay, and Flasher kit | 1 |
| N | 500708 | Courtesy Light kit | 1 |
| K | 510112 | Console Wiring kit | 1 |
| | 500919 | Practice Terminal Crimping Set | 1 |
| G | 510520 | Dash Harness kit | 1 |
| J | 510522 | Engine Wiring Kit | 1 |
| L | 510523 | Front Light Wiring kit | 1 |
| H | 510521 | Dash Cluster wiring kit | 1 |
| M | 510164 | Rear Body Wiring kit | 1 |
| V | 510730 | VSS Connection Kit | 1 |
| Z | 510476 | Alternator and Main Power connection kit | 1 |
| | 92972531 | Kit Introduction Instruction Sheet | 1 |
| | 92972532 | Warning Sheet | 1 |

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

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510158



92972532 instruction sheet Rev 0.0 8/13/2019

# Classic Update Series

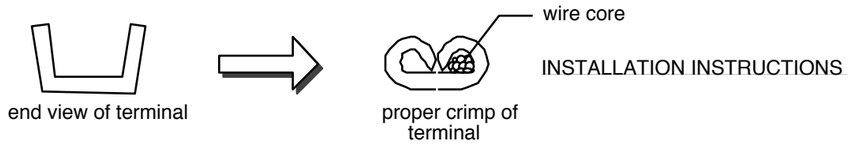
## 1968-69 Chevelle

# 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 a appropriate crimp tool that 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 five ton 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 installation for your kit. Start with the bag letter G, then H, etc.
The order of installation is shown below:

| | | |
|---|---|---|
| G | 510520 | Dash Harness Kit |
| H | 510521 | Instrument Cluster Kit |
| J | 510522 | Engine Kit |
| K | 510112 | Console Kit |
| L | 510523 | Front Light Kit |
| M | 510164 | 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 1968-69 Chevelle

OEM style non-stick harness tape
p/n R0067108

OEM style turn signal switch

p/n 07800482 - 68 floor shift delco
p/n 05698897 - 69 column shift delco
p/n 05698520 - 68 all w/Boyne
p/n 01997938 - 69 all

OEM style wiper switches

p/n 01993443 - 68 w/o recessed park
p/n 01993442 - 68 with recessed park
p/n 01993464 - 69 w/o recessed park
p/n 01993465 - 69 with recessed park

Muncie 4 speed back up lamp switch
p/n 03943657 (1969)
p/n 01993307 (1968)

OEM large terminal and double crimping tool (12-8 gauge)
p/n 510586

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

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

Factory assembly manuals.
(It's what they used on the assembly line to build your Chevelle!)
p/n 36298 (1968)
p/n 36299 (1969)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Classic Update Series

1968-69 Chevelle

510158


92972531 instruction sheet rev. 0.0 8/19/2019

# Classic Update Series

## 1968-69 Chevelle

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FUEL SENDER

THIRD BRAKE LAMP

LH TAIL LAMP

RH TAIL LAMP

LH SIDE MARKER

RH SIDE MARKER

LICENSE PLATE LAMP

ALTERNATOR

VEHICLE SPEED SENSOR

yellow

purple

optional VSS power

purple/wh

lt blue

tan

dk green

yellow

brown

lt green

red

brown

red

MEGA-FUSES

WIPER

lt blue

dk blue

black

white

RH HEADLIGHT

LH HEADLIGHT

RH SIDE MARKER

black

OIL PRESSURE

DISTRIBUTOR

STARTER

BAT

R

S

HEATER/AC FAN MOTOR

orange

COOLANT TEMP SENDER

dk blue

pink

purple

white

dk green

12 VOLT POWER FOR ELECTRIC CHOKE

tan

brown

ENGINE BULKHEAD CONNECTOR (wire entry view)

TURN SIGNALS

dk blue

brown

FRONT LIGHT BULKHEAD CONNECTOR (wire entry view)

brown

lt blue

LH SIDE MARKER

black

ELECTRIC ENGINE FAN

HORN

BRAKE SWITCH

tan

dk green

fan relay

orange

lt green

tan

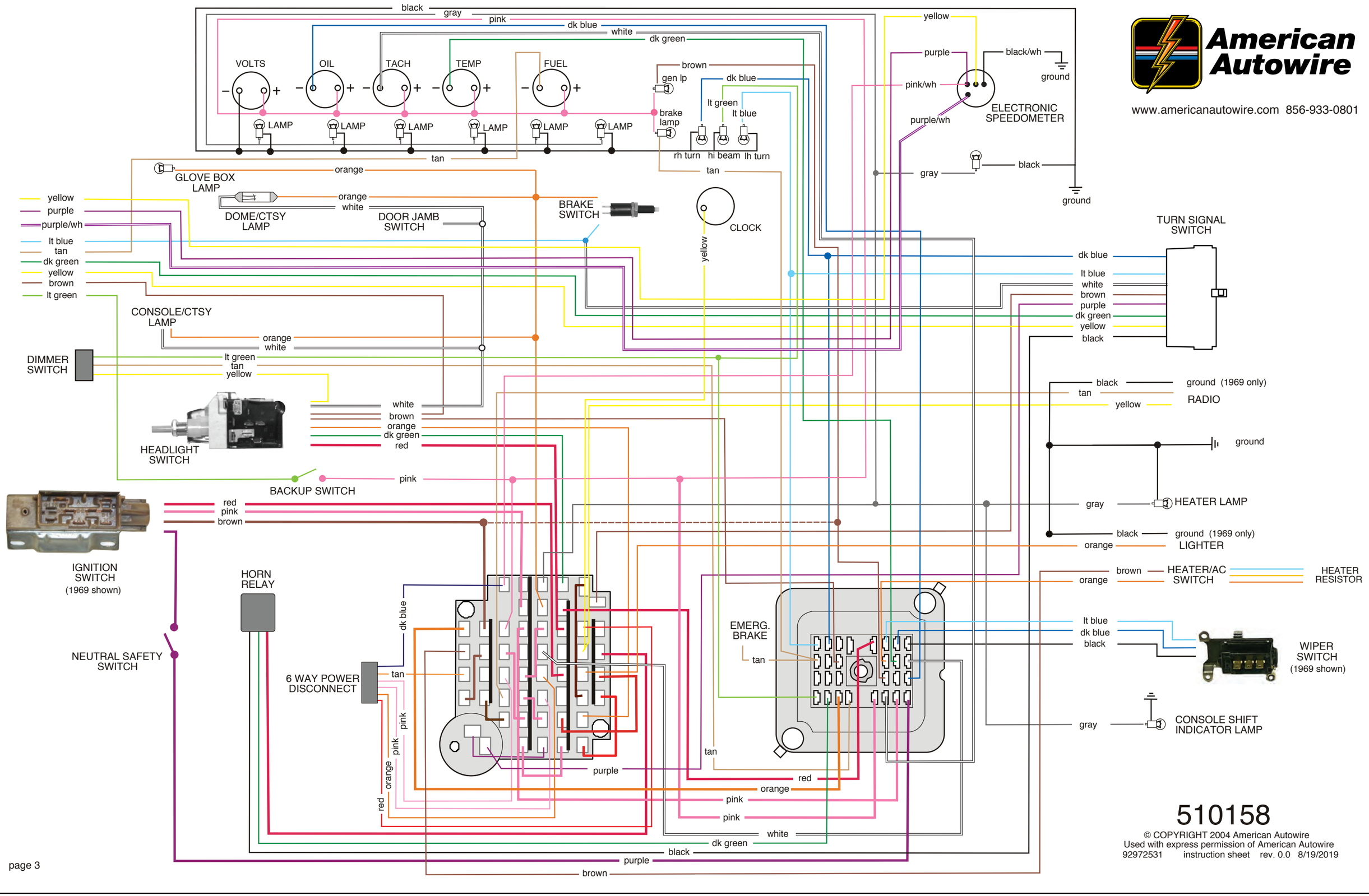
NOTICE: This schematic drawing is for reference only.
Do not use the schematic to install this wiring kit!
Use the instruction sheets included in each bag, which includes directions for proper terminations.



510158



92972531 instruction sheet rev. 0.0 8/19/2019

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# 510158



92972531 instruction sheet rev. 0.0 8/19/2019

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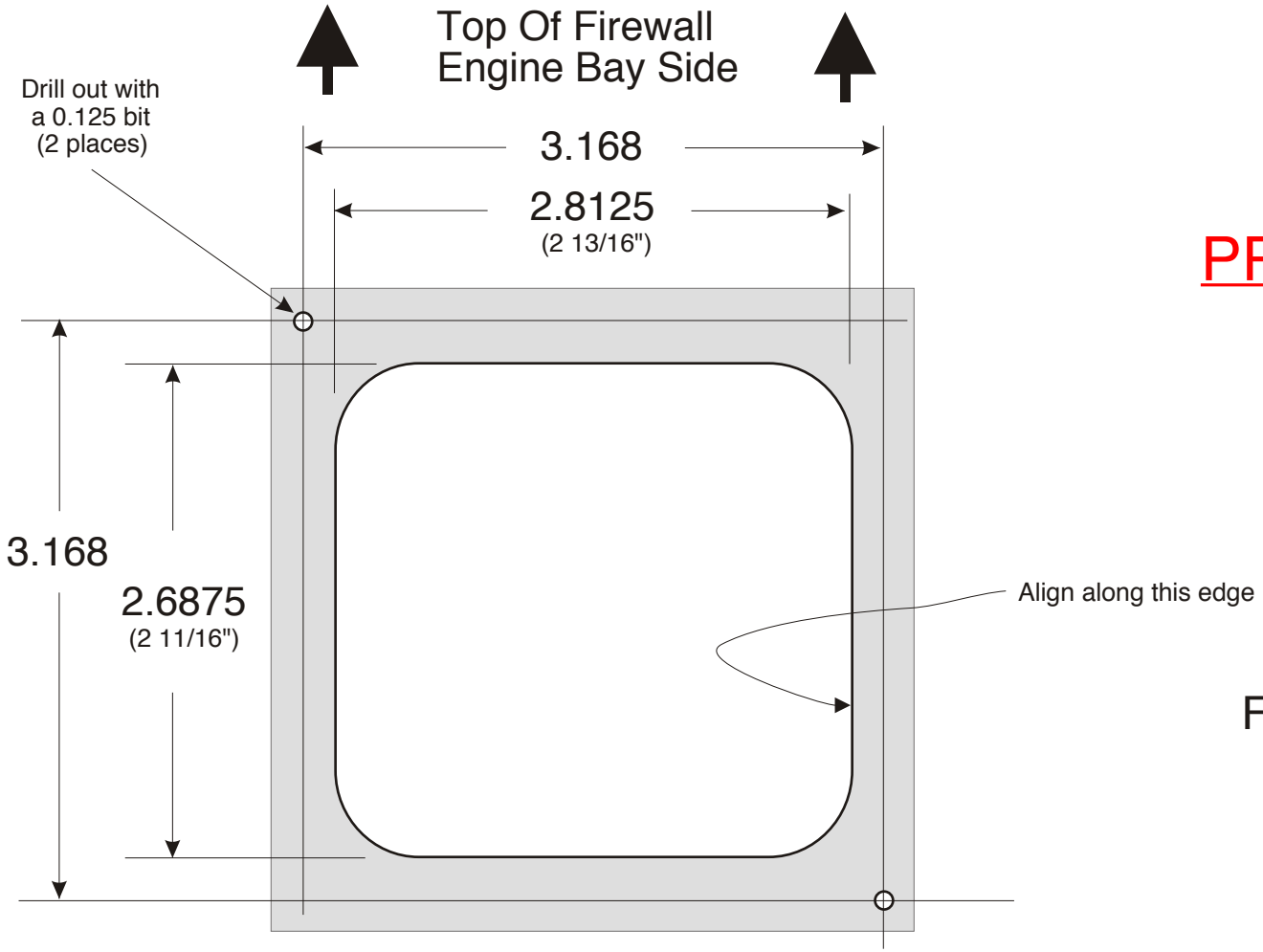
# Template for firewall modification for some Classic Update Kits

Classic Update Series kits are based on the 1968 and later GM bulkhead assembly which has a different mounting footprint than earlier bulkhead connectors. Therefore, it will be necessary to modify the firewall in 1967 and earlier cars to accept the 1968 and later design bulkhead. This enclosed template can be used for this purpose.

We suggest that this template be glued to stiff cardboard or a thin piece of plastic. The white area can then be cut out with a razor knife to define the area of material that needs to be removed from the existing bulkhead area. Proceed as follows:

1. Position the template against the firewall aligning the right hand edge with the right hand edge of the existing bulkhead hole.
2. Trace the opening area onto the existing bulkhead and cut out the area.
3. Drill the two .125 holes for the new bulkhead mounting screws.
4. Mount the fuse box assembly from the passenger compartment side and check the fit into the new bulkhead hole. It may be necessary the do some fine tuning on the hole size for an exact fit.
5. Screw in the new fuse box retaining screws to complete securing the new fuse box assembly to the firewall




PRINT ON ADHESIVE LABEL SHEET

Firewall Modification Template

92967369

92967369 instructions Rev 5.0 4/22/2014

ACCESSORY CONNECTOR sheet 2

EMERGENCY BRAKE SWITCH sheet 2

WIPER sheet 2

HEADLIGHT SWITCH sheet 2

INSTRUMENT CLUSTER sheet 2

RADIO sheet 3

TURN SIGNAL SWITCH sheet 3

NEUTRAL SAFETY SWITCH sheet 3

BACK UP SWITCH sheet 3

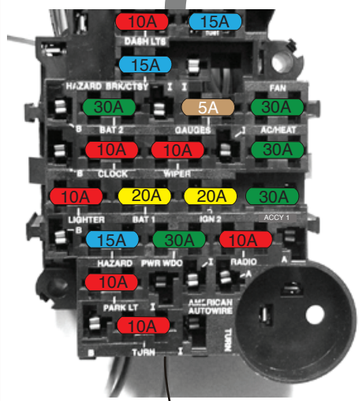
CONSOLE CONNECTION sheet 3

RH COURTESY LAMP sheet 3

GLOVE BOX sheet 3

HEATER RESISTOR sheet 3

GROUND sheet 2




DIMMER SWITCH sheet 2

REAR BODY sheet 2

TH400 KICKDOWN FEED sheet 2

HORN RELAY sheet 2

GROUND sheet 3

BRAKE SWITCH sheet 2

IGNITION SWITCH sheet 3

LIGHTER sheet 3

VSS EXTENSION sheet 3

HEATER LAMP sheet 3

A/C FEED

HEATER SWITCH sheet 3

ELECT. SPEEDO GROUND sheet 3

## 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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Classic Update Series

bag G

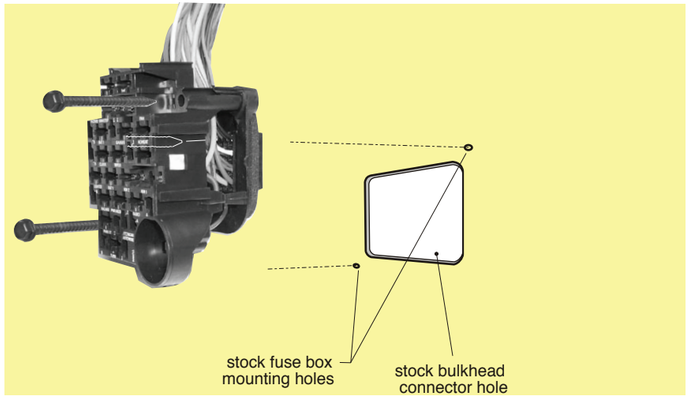
1968-69 Chevelle

DASH KIT

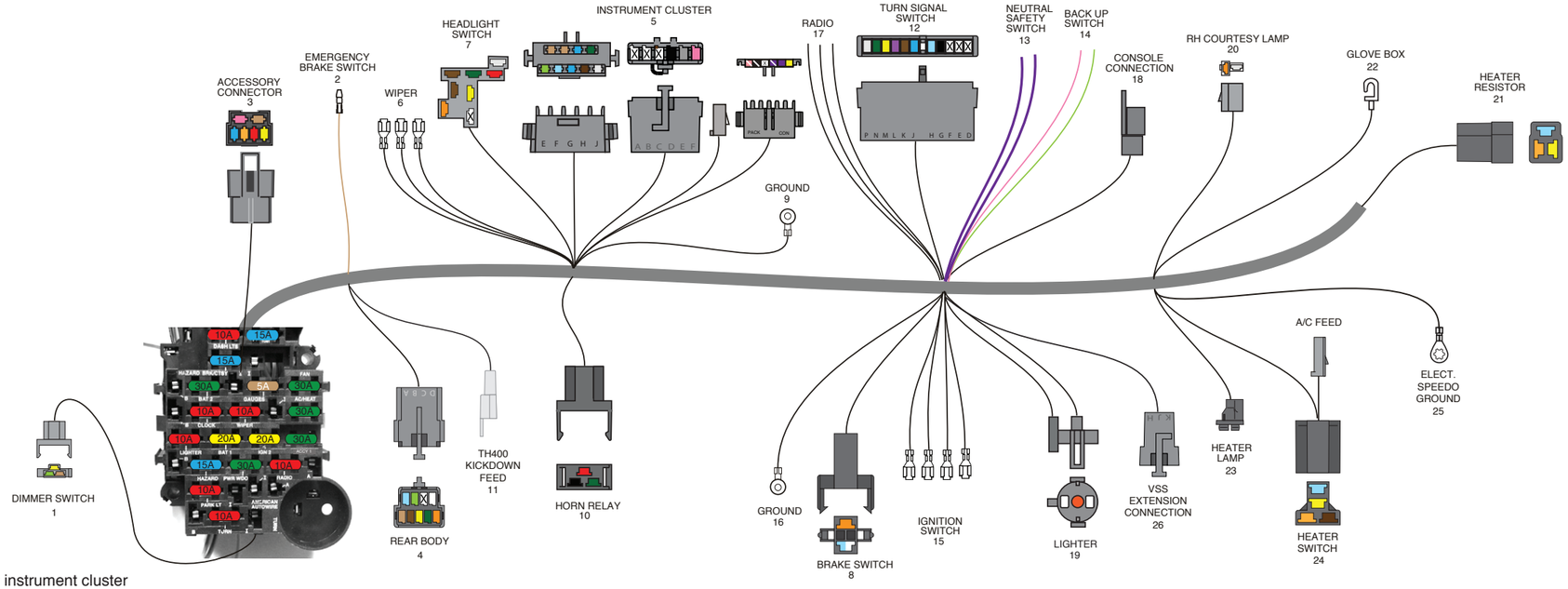
510520

92972520 instruction rev 0.0 8/13/2019

# 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, attached the fuse panel to the firewall.




| | | | |
|---|---|---|---|
| 1 | DIMMER SWITCH | Light Green | Thin wire is feed to high beam indicator light in instrument cluster |
| | | Light Green | Heavy wire is headlight high beam feed wire. |
| | | Tan | Headlight low beam feed wire. |
| | | Yellow | Headlight power 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. |
| 3 | ACCESSORIES | | Use the provided connector and terminals as power leads for the following: |

| | Fuse | Rating | |
|---|---|---|---|
| Tan | FUEL | 10 amp | Fused 12 volt IGNITION feed for fuel pump (may also be used to feed power to another ignition circuit) |
| Orange | BAT1 | 20 amp | Fused 12 volt BATTERY feed for power seats (may also be used to feed power to another battery circuit) |
| Red | BAT2 | 30 amp | Fused 12 volt BATTERY feed for power door locks (may also be used to feed power to another battery circuit) |
| Pink | IGN1 | 20 amp | Fused 12 volt IGNITION feed for cruise control (may also be used to feed power to another ignition circuit) |
| Pink | PWRWDO | 30 amp | Fused 12 volt IGNITION feed for power windows (may also be used to feed power to another ignition circuit) |
| Dk Blue | ACCY1 | 30 amp | Fused 12 volt ACCESSORY feed (may also be used to feed power to an accessory circuit) |

| | | | |
|---|---|---|---|
| 4 | REAR BODY | | This connector will mate to the connector from the Rear Body harness found in bag L. |
| | | Tan | Fuel tank sender lead |
| | | Brown | Tail lamp feed |
| | | Yellow | LH turn / brake feed |
| | | Dark Green | RH turn / brake feed |
| | | Orange | Dome / courtesy lamp feed |
| | | White | Dome / courtesy lamp ground |
| | | Light Green | Back up lamp feed |
| | | Light Blue | Third brake light |
| 5 | INSTRUMENT CLUSTER DISCONNECTS | | These connectors will plug into the gauge disconnect harness 510521, bag H. Wire identifications are described on the Instruction sheets in bag H. |
| 6 | WIPER | | See page 4 for exact placement of the wires in the proper connectors for either the 1968 or 1969 applications. |
| | | Black | Ground circuit for low speed. (in 3 way connector) |
| | | Dk Blue | Ground circuit for washer. (in 3 way connector) |
| | | Lt Blue | Ground circuit for hi speed. (in 3 way connector) |
| 7 | HEADLIGHT SWITCH | Red | 12 volt BAT feed for H/L power “in” on switch |
| | | Orange | 12 volt feed for PARK / TAIL power “in” location on switch. (commonly found on GM headlight switches). |
| | | Brown | Park lamp and tail lamp feeds “out” from PARK LAMP OUT location on switch. |
| | | Yellow | Dimmer feed “out” from DIMMER FEED location on switch. |
| | | Dk Green | Instrument lamp feed “out” from INSTRUMENT LAMP location on switch to fuse panel. |
| | | White | Dome / courtesy ground COURTESY GROUND location on switch. |
| 8 | BRAKE SWITCH | | Plug this connector into the factory stop lamp switch. |
| | | Orange | 12 volt feed “in” to switch. |
| | | White | 12 volt brake feed “out” to steering column turn signal switch. |
| | | Lt Blue | 12 volt brake feed “out” to third brake light. |
| 9 | GROUND | Black | Gauge cluster ground. Connect to a good chassis ground. |
| 10 | HORN RELAY | | Plug the horn relay (found in the fuse bag 500707) into this connector. |
| | | Red | 12 volt battery feed |
| | | Black | Relay ground circuit (from steering column) |
| | | Green | Triggered 12 volt output to horn |
| 11 | TH400 KICKDOWN FEED | Pink | 12 volt ignition feed to gas pedal mounted turbo 400 kickdown switch. If you are running a TH400 automatic transmission, the power feed from your kickdown harness will plug in here. If you need to purchase a new TH400 harness, contact AAW or your favorite AAW dealer and order our part number CH85151. |



AMERICAN AUTOWIRE
DASH HARNESS CONNECTION

ORIGINAL TURN SIGNAL SWITCH WIRES

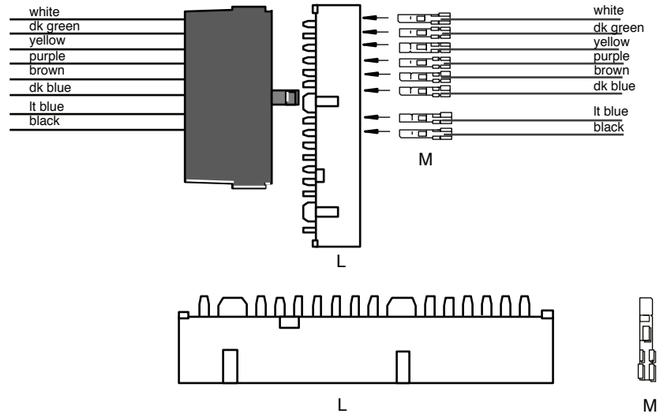



**DIAGRAM G**

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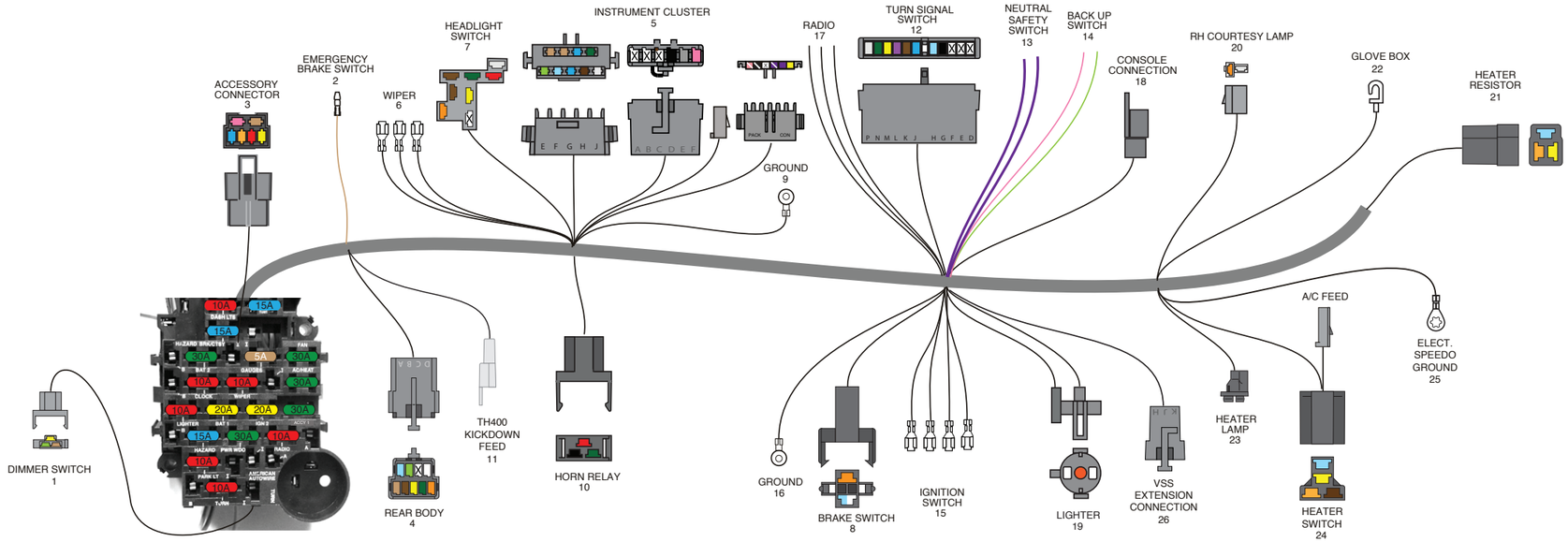
1968-69 Chevelle
DASH KIT
510520
92972520 instruction rev 0.0 8/13/2019




| | | | |
|---|---|---|---|
| 12 | TURN SIGNAL SWITCH | | This harness has a connector on it for the 3 7/8 in. 1969-74 GM steering column connection used by GM and many after-market manufacturers. If using a late model GM steering column or an aftermarket column using the 4 1/4 in. GM turn signal connector, replace existing connector with connector “L” being sure to match wires by color. (See diagram G on sheet 2 if needed) |
| | | White | 12 volt brake feed “in” from brake switch |
| | | Dark Green | RH rear stop / turn |
| | | Yellow | LH rear stop / turn |
| | | Purple | 12 volt keyed feed from turn flasher |
| | | Brown | 12 volt battery feed from hazard flasher |
| | | Dark Blue | RH front turn |
| | | Light Blue | LH front turn |
| | | Black | Horn relay ground wire to horn switch in column / steering wheel |
| 13 | NEUTRAL SAFETY SWITCH | | Connect these wires to the neutral safety switch on the column or console shifter. |
| | | Purple | 12 volt feed “in” to neutral safety switch from ignition switch. |
| | | Purple | 12 volt feed “out” to starter solenoid. |
| 14 | 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 lamp switch |
| | | Lt Green | 12 volt feed “out” to back up lamps |
| 15 | IGNITION SWITCH | | Note: See page 4 for exact placement of the wires in the proper connectors for either the 1968 or 1969 applications. |
| | | Red | 12 volt battery feed |
| | | Pink | 12 volt ignition feed |
| | | Brown | 12 volt accessory feed |
| | | Purple | Starter lead wire to Neutral Safety Switch |
| 16 | GROUND | Black | Connect to a good chassis ground (Lighter and heater lamp grounds) |
| 17 | RADIO | Tan | Radio accessory “on/off” feed (Keyed 12 volt power feed) |
| | | Yellow | Radio constant 12 volt clock or memory lead (Battery 12 volt power feed) |
| | | Black | Radio ground |
| 18 | CONSOLE CONNECTION | | These wires are for use on a console vehicle only! For wire functions, refer to bag K, 510112. |
| 19 | LIGHTER | Orange | Connect to lighter. (Battery feed) |
| | | Black | Connect to lighter. (Ground feed) |
| 20 | RH COURTESY LAMP | | Plug this connector into the mating connector from the courtesy lamp kit bag N, 500708. |
| | | Orange | 12 volt battery feed fo lamp |
| | | White | Ground circuit for lamp |
| 21 | HEATER RESISTOR | | Plug this connector into the factory heater resistor located on top of the heater box on most non-A/C cars |
| 22 | GLOVE BOX LIGHT | Orange | Connect to the original factory glove box lamp switch. If not using, just tape back fishook connect to the main harness and insulate well |
| 23 | HEATER LAMP | Gray | Heater lamp feed |
| | | Black | Heater lamp ground |
| 24 | HEATER SWITCH | | Plug this connector into the factory heater switch. |
| | | Brown | 12 volt accessory feed to heater / ac switch (if using aftermarket a/c, use the short brown wire as the accessory feed wire to a/c harness. If a new factory A/C harness is needed, please contact our Sales Department for the proper application for your car) |
| | | Yellow | Heater resister |
| | | Lt Blue | Heater resister |
| | | Orange | Heater resister |
| 25 | ELECT. SPEEDO GROUND | Black/White | This is the ground for an electric speedometer. Connect to a good chassis ground. Do NOT attach to #9 gauge cluster ground or #16 heater lamp / cigarette lighter ground. |
| 26 | VSS EXTENSION | | The wires in this connector are for use with an aftermarket electric speedometer only. The VSS Lead Wires, 510730, bag V, will plug In here. Refer to that instruction sheet for wire functions and additional directions. |



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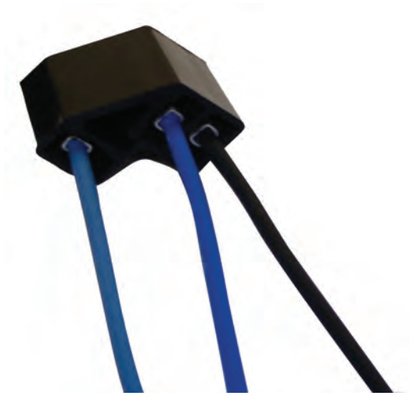
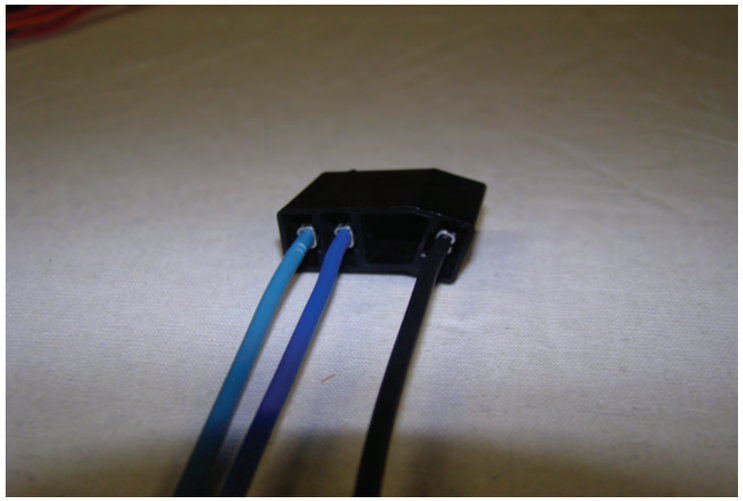
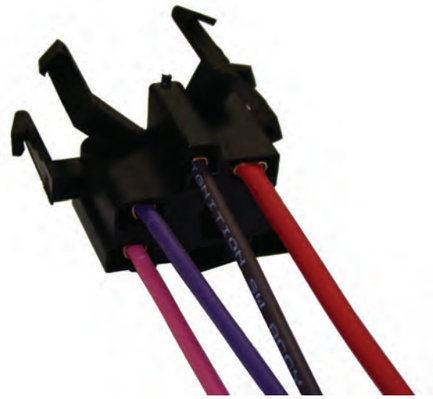
1968-69 Chevelle
DASH KIT
510520
92972520 instruction rev 0.0 8/13/2019



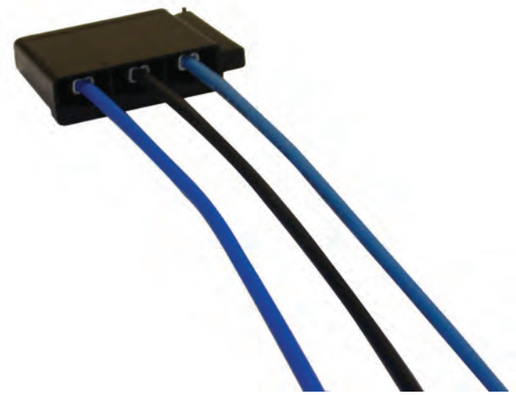
1968 wiper switch connection
with depressed park



1968 wiper switch connection
without depressed park

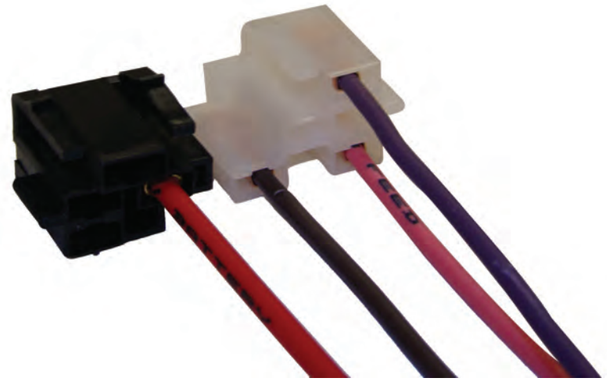


1968 ignition switch connection



1969 wiper switch connection

On this page you will find the proper windshield wiper switch and ignition switch connections for all the 1968 and 1969 Chevelle models.



1969 ignition switch connection



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1968-69 Chevelle
DASH KIT
510520
92972520 instruction rev 0.0 8/13/2019

# Classic Update Series

*** These are special instructions for connecting your wiring system to a stock instrument cluster. ***
(Note: This kit does not support the use of a stock ammeter.)

REFER TO THE ATTACHED DIAGRAMS FOR YOUR APPLICATION YEAR. USE THE ENCLOSED PARTS AND INFORMATION BELOW FOR WIRE TERMINATION AND GAUGE CONNECTION.

NOTE: If you are using aftermarket gauges, follow the instructions from the after market gauge package included in this kit (92965220).

## CONNECTOR A

| | | |
|---|---|---|
| TAN | Brake Warning Lamp | Install components shown on the following sheets, and plug into the brake light hole in cluster. |
| DK BLUE | Right Turn Indicator | Install components shown on the following sheets, and plug into the right turn indicator hole in the cluster. |
| LT BLUE | Left Turn Indicator | Install components shown on the following sheets, and plug into the left turn indicator hole in the cluster. |
| LT GREEN | Hi Beam Indicator Lamp | Install components shown on the following sheets, and plug into the high beam hole in cluster. |
| TAN | Fuel Gauge | Install components shown on the following sheets, and plug into the fuel gauge. |
| BLACK | 69 Fuel Gauge Ground | This wire is plugged into the 69 only fuel gauge connector and will install as shown on sheets 5 or 6. Attach the loose end under the dashboard assembly, being certain that it is connected to a good known chassis ground. |
| DK BLUE | Oil Gauge / Lamp | Install components shown on the following sheets, and plug into the oil gauge or lamp. |
| DK GREEN | Temp Gauge / Lamp | Install components shown on the following sheets, and plug into the temp gauge or lamp. |
| WHITE | Tach (loose wire) | This wire is used on factory gauge applications. Install components shown on the following sheets, and plug into the tachometer. |
| BROWN | Generator Lamp (loose wire) | This wire is used on warning lamp applications. This wire is stamped “ALT-IGN”. Install components shown on the following sheets, and plug into the generator (alternator) lamp hole in cluster. |

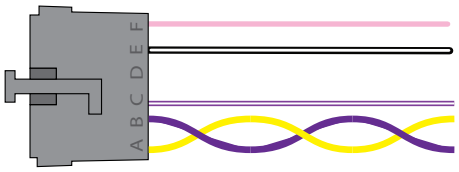
## CONNECTOR B

| | | |
|---|---|---|
| PINK | 12V ignition | Install components shown on the following sheets, and connect to gauges or warning lights, requiring a 12V ignition feed. |
| GREY | Instrument Lamps | Install components shown on the following sheets, and plug into the instrument lamps. |
| BLACK | Ground | Connect to the back of the instrument cluster housing. |

## CONNECTOR C

This connector is used when using an aftermarket electronic speedometer. Follow the manufacturer’s instructions and the generic instructions on page 7 when installing these wires with custom gauges. Twist the yellow and purple wires together for their entire length to prevent interference.
NOTE: If you are using the stock speedometer this connection will not be used.

CONNECTOR C




## CLOCK EXTENSION

This wire assembly will plug into your factory dash mounted clock.

| | | |
|---|---|---|
| YELLOW | Clock 12V battery power | Plug one end of this wire onto the power blade on the back of your clock, then plug the other end into the mating connector on the dash harness. See details on pages 3-6. |

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INSTRUMENT CLUSTER

bag H

1968-1969 Chevelle

510521

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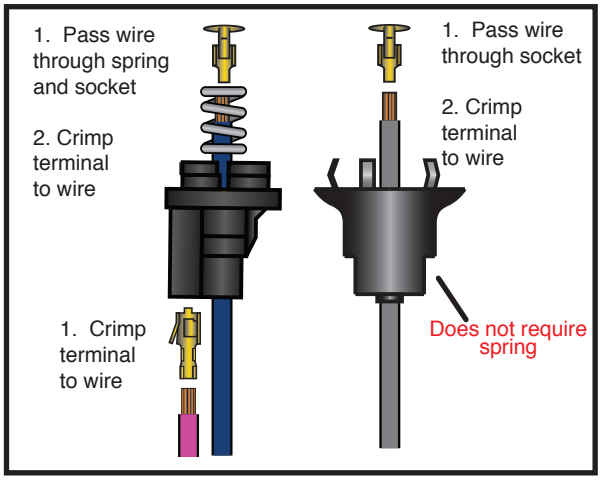
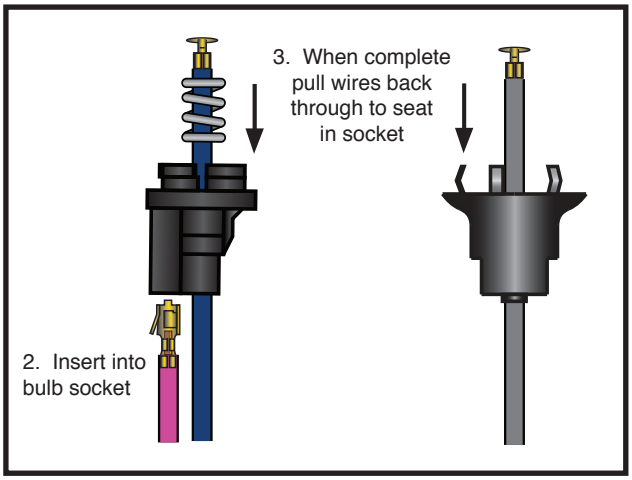
Classic Update Series

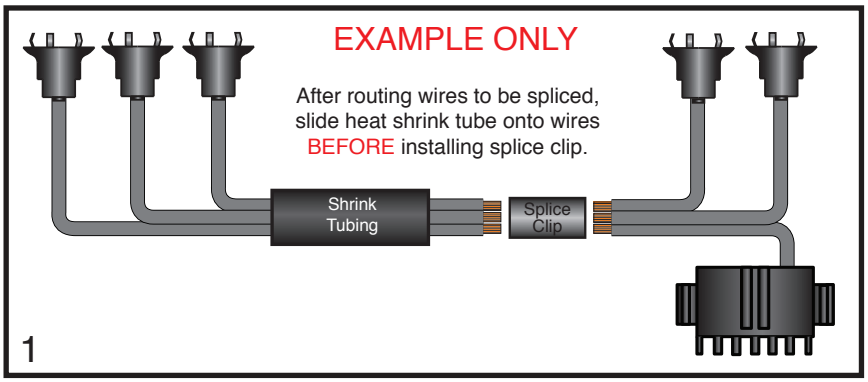
# How to install lamp sockets and lamp socket terminals.

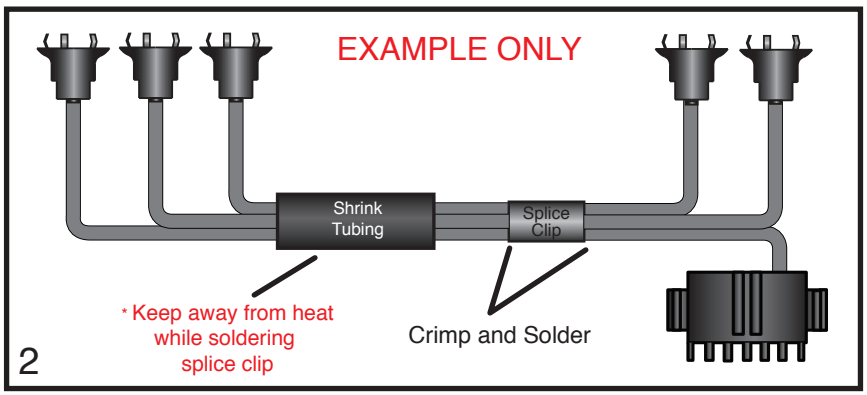


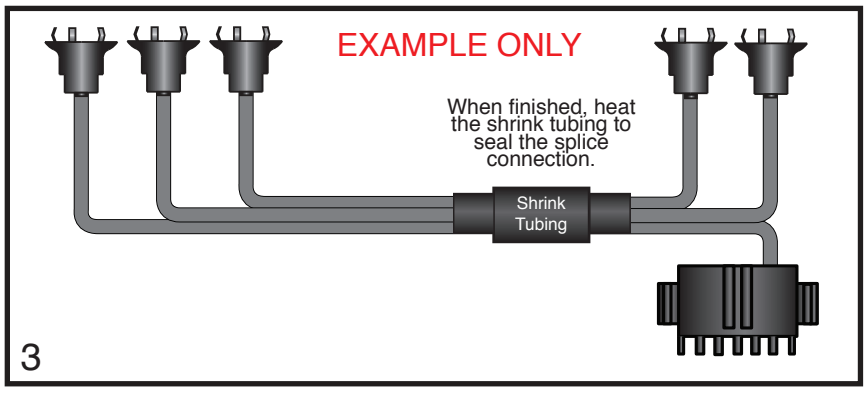




# How to use the splice clip to join multiple wires.

Below is just an EXAMPLE of how to use the splice clip and shrink tubing; see your specific application on the following pages for actual splice information.

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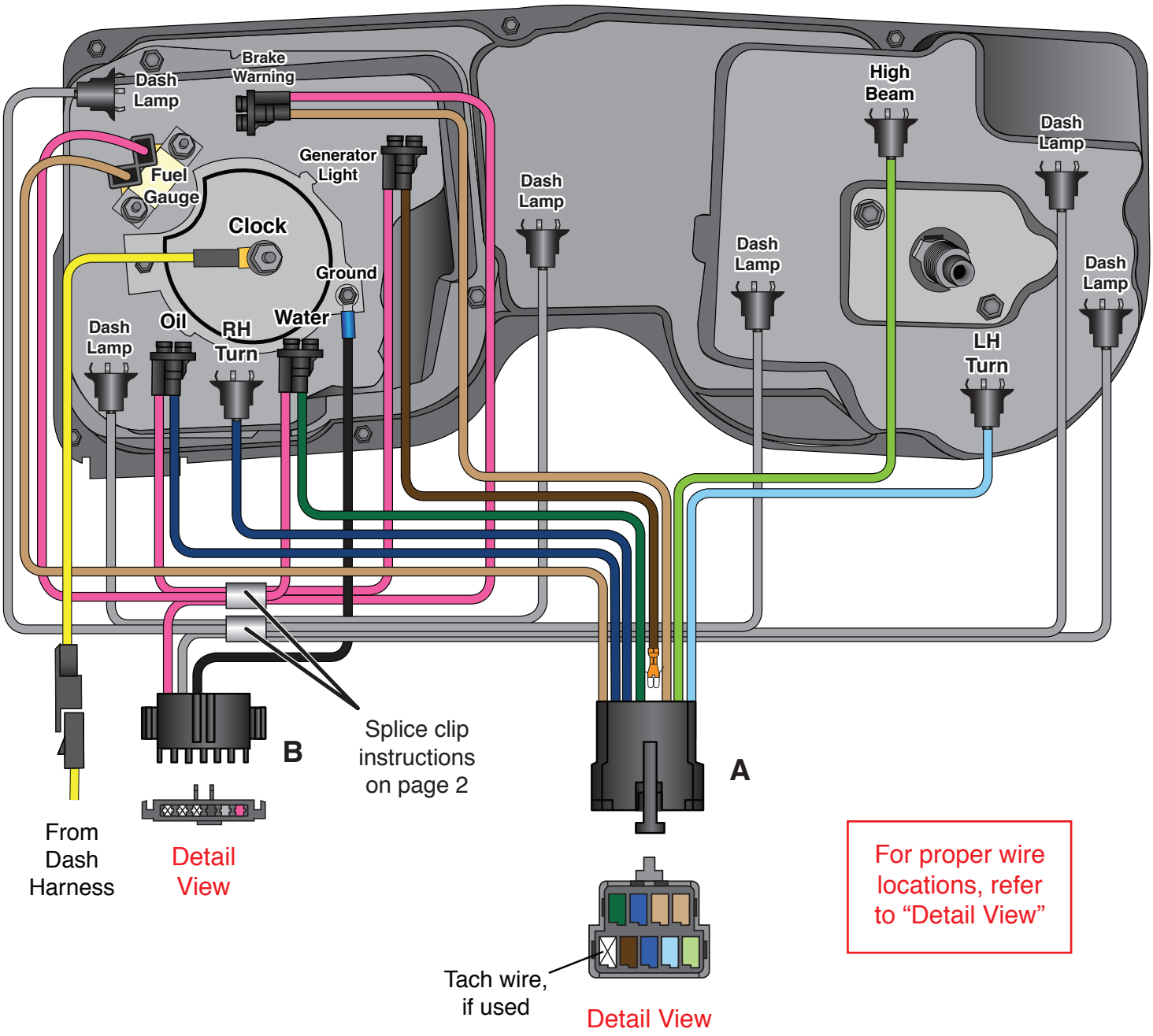
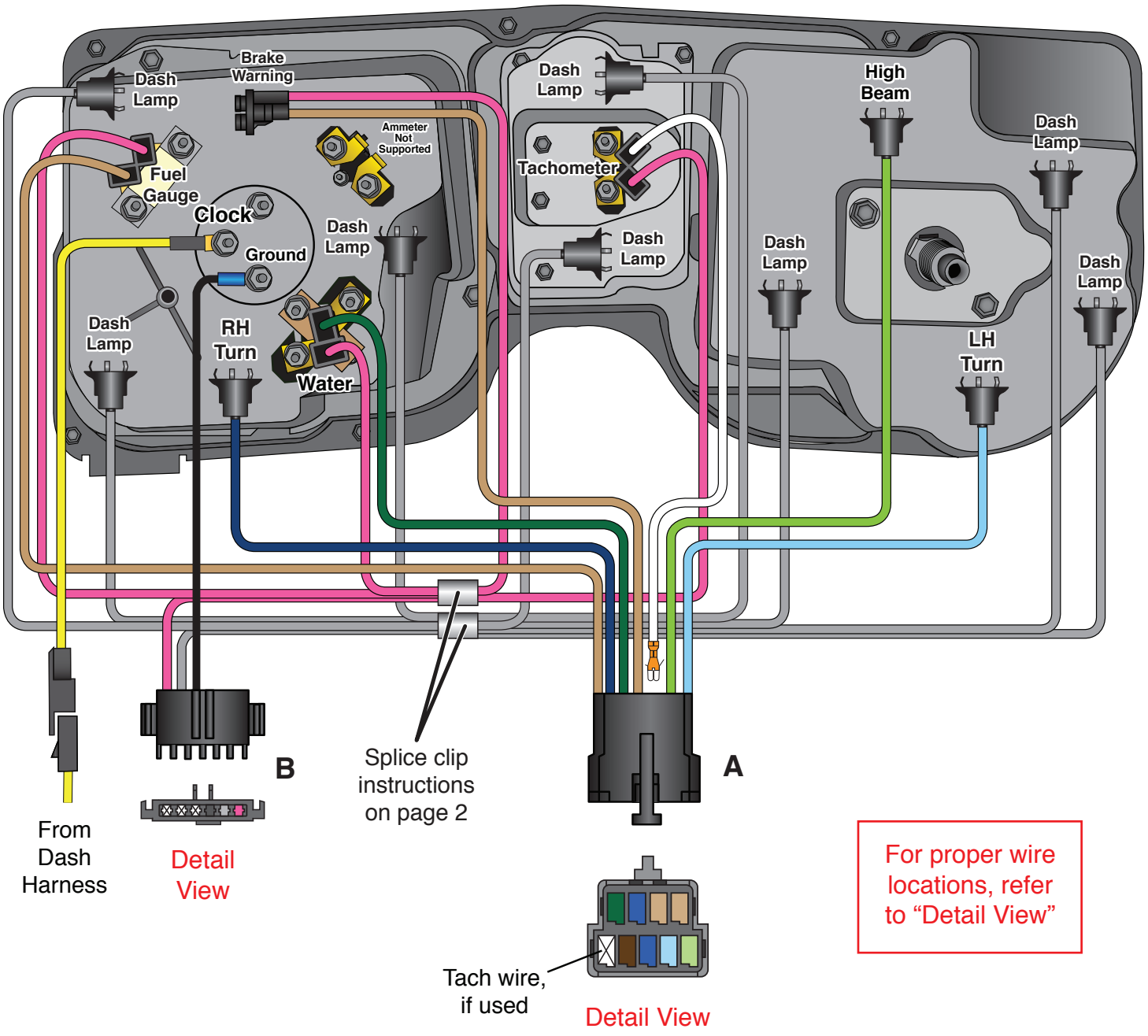
# 1968 Chevelle Warning Light

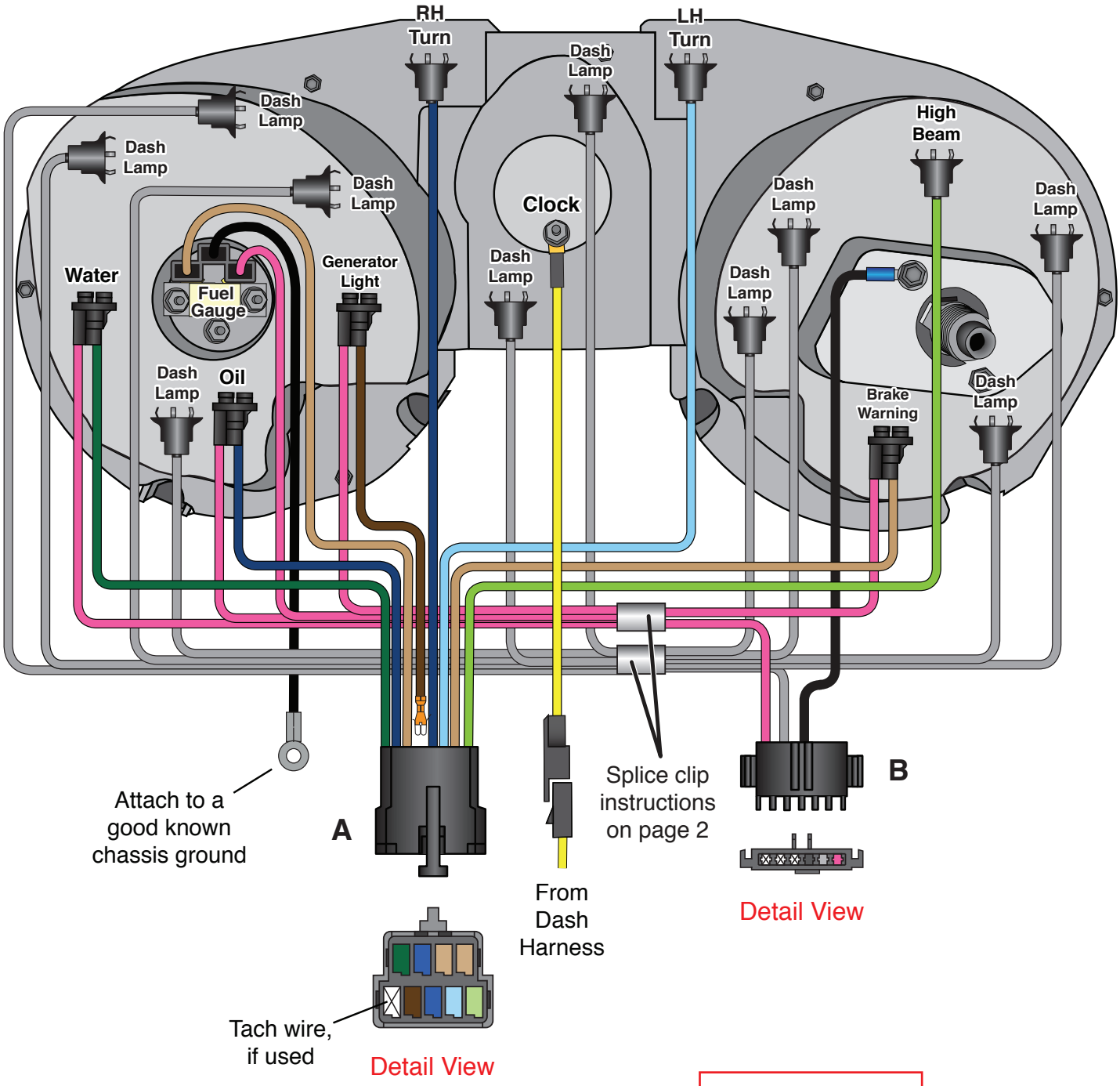


# 1968 Chevelle Gauges




For proper wire locations, refer to “Detail View”

# 1969 Chevelle Warning Light




For proper wire locations, refer to “Detail View”

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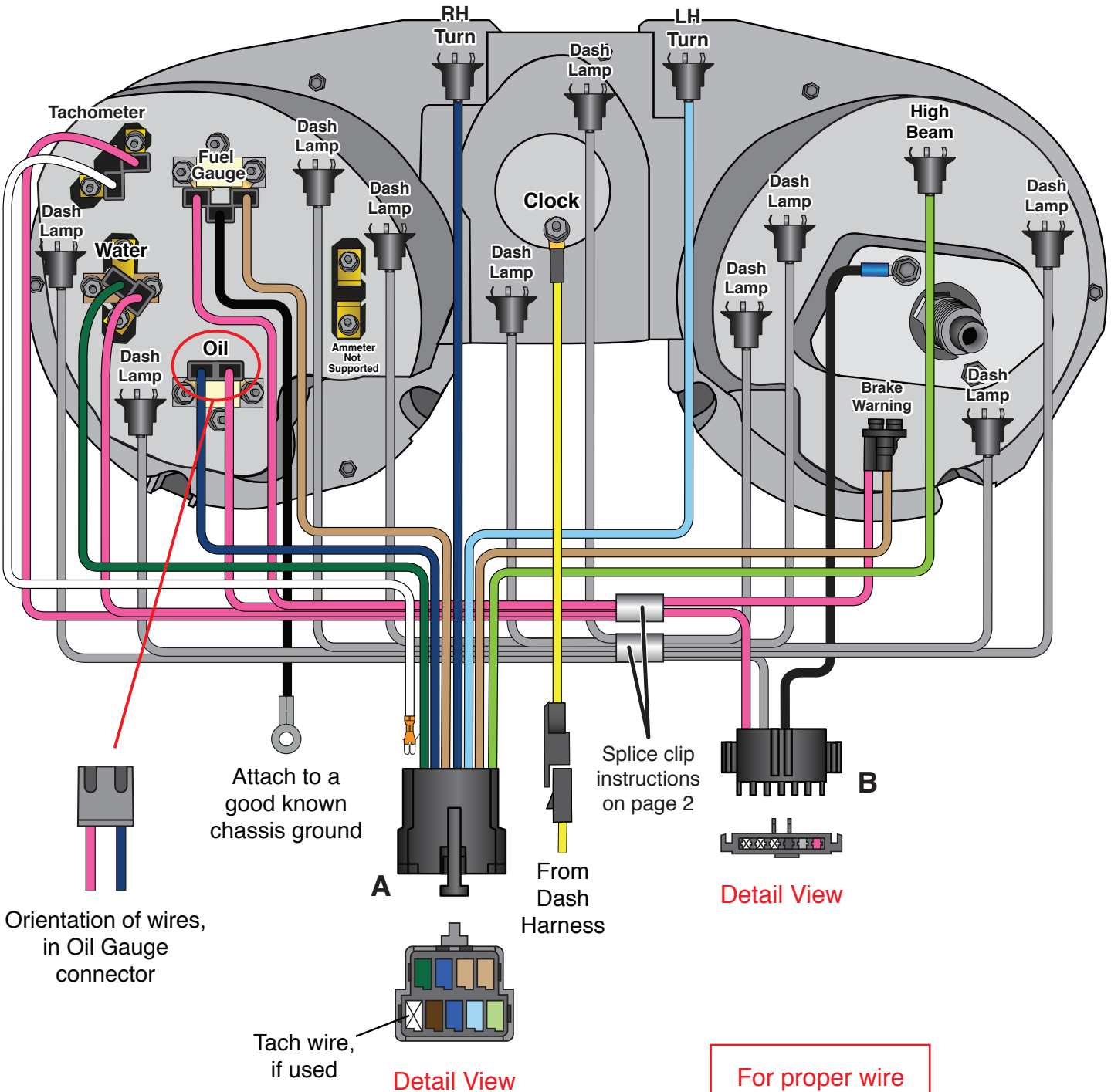
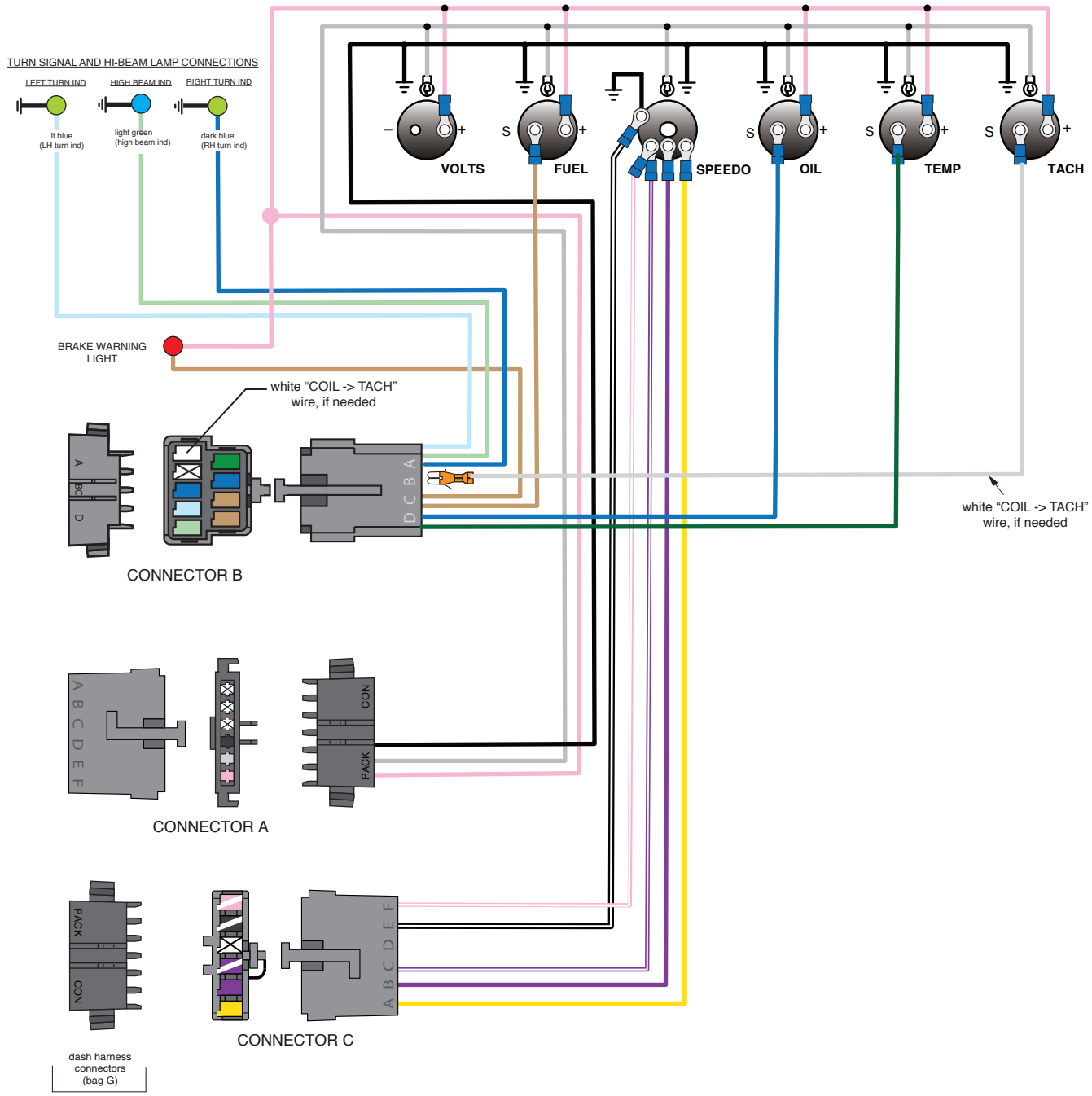
# 1969 Chevelle Gauges



# Gauge Cluster harness (aftermarket gauges) installation instructions:

Classic Update Series




NOTE:
These are general instructions for hooking up aftermarket gauges with an electric speedometer. Connector (C) will ONLY be used in the event that you are utilizing an aftermarket electric speedometer. If your car does NOT have an electric speedometer, then Connector C will NOT be used and should not be plugged onto your dash harness. It is best to consult the speedometer manufacturer's instructions if you have any questions.

| | | |
|---|---|---|
| Yellow | VSS Ground | Connect to VSS neg. "-" on speedometer. |
| Purple | VSS Signal | Connect to VSS input on speedometer.<br>NOTE: Twist the yellow and purple wires together for their entire length to prevent interference. |
| Black/White | Speedo Ground | Connect to ground on speedometer. |
| Pink/White | Speedo Power | Connect to 12v power on speedometer.<br>NOTE: This wire will double onto the same stud as the purple/white VSS power wire from above. |

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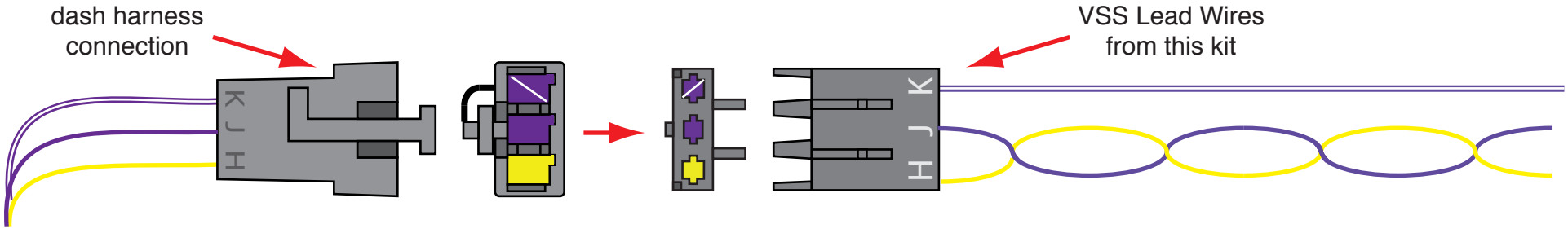
# Electric Speedo VSS extension connection:




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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bag V

VSS LEAD WIRES

Various Applications

Classic Update Series

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92972371 Rev 0.0 4/9/2019

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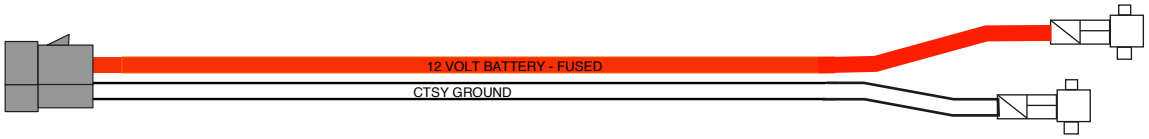
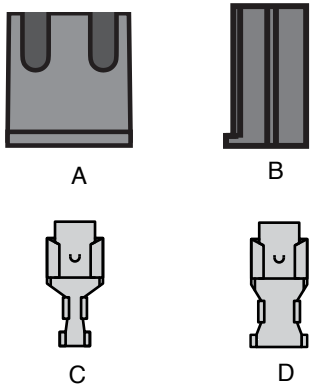
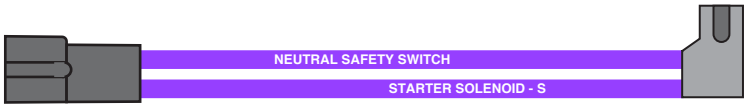
Classic Update Series



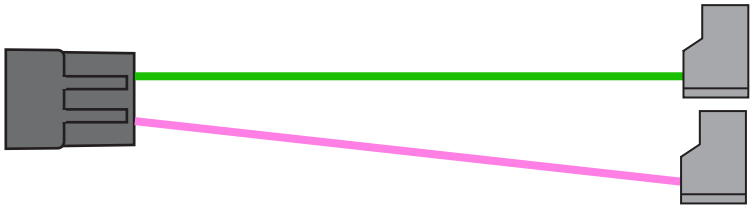

Console Rear Courtesy Lamp Extension (All Applications)

Automatic Transmission Console Shifter Light Harness (uses 1895 bulbs)




Automatic Transmission Console Neutral Safety Switch Extension



Automatic Transmission Console Back Up Lamp Switch Extension

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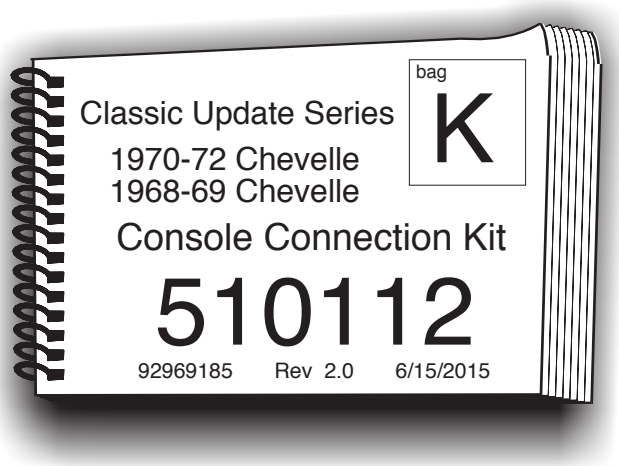
**NOTE:** In this kit, you will find:

1. All the necessary extension harnesses, terminals, and connectors that are required to complete the installation of your factory console to your new AAW dash harness.
2. All the necessary terminals, and connectors that are required to connect the NSS and Back Up lamp wires found at locations 12 and 13 on page 3 of your dash harness (510107 for 1970-72 or 510160 for 1968-69) instructions to your column mounted NSS/ Back up lamp switch (Automatic on the column), or clutch mounted NSS and column mounted back up lamp switch (Manual transmision).
3. Simply follow the assembly directions on page 2 of this instruction set.



# INSTALLATION DIRECTIONS

**For Manual Transmission cars.**

Console Courtesy lamp:

1. Plug this console rear lamp extension into the mating connector at location 17 on page 3 on your dash harness (510107 for 1970-72 or 510160 for 1968-69) instructions. Snap the lamp socket terminals into the original location at the back end of your console, then install your bulb (not included).

NSS and back up lamp switch connections:

2. Route the NSS and Back Up lamp wires found at locations 12 and 13 on page 3 of your dash harness (510107 for 1970-72 or 510160 for 1968-69) down to the base of the steering column near the firewall, and trim them to length.
3. For 1968 applications that did not use a NSS for manually shifted cars, you will need to connect these 2 purple wires together in order for the car to start. For 1969-72 applications that utilized a clutch pedal operated NSS, crimp terminals D onto the trimmed purple NSS dash wires, plug them into connector B, then plug this completed connection into your original clutch operated NSS extension (not included in this kit).
4. For 1968 applications that utilized a transmission mounted back up lamp switch, there should be a jumper harness with a rubber grommet molded onto one end of it that is snapped into your firewall with a 2-postion male connector on the opposite end. If you are missing this harness and switch, they may be purchased separately (CA70554 - harness; 01993307 - switch) from AAW. Take the light green and pink back up lamp wires from step 2 above, crimp terminals C onto the trimmed wires, plug them into connector A maintaining color continuity and function with the original jumper harness, then plug this completed connection into the 2-postion male connector from the jumper harness.
5. For 1969-72 applications that utilized a column mounted back up lamp switch, take the light green and pink back up lamp wires from step 2 above, crimp terminals C onto the trimmed wires, plug them into connector A in any order as indexing is not critical, then plug this completed connection onto the column mounted back up lamp switch.

**For Console Shifted Automatic Transmission cars.**

Courtesy lamp:

1. Plug the gray wire from the Automatic Transmission Console Shifter Light Harness into the open cavity on the Console Rear Courtesy Lamp Harness Extension. Snap the lamp socket terminals into the original location at the back end of your console, then install your bulb (not included).
2. Ground the ring terminals to the floor of the car in the stock location.
3. Plug the completed assembly into the mating connector at location 17 on page 3 on your dash harness (510107 for 1970-72 or 510160 for 1968-69) instructions.

NSS and back up lamp switch connections:

4. Select the “Automitic Transmission Console Neutral Safety Switch Extension” (as shown on page 1) and plug the 90 degree 2-postion connector containing the purple wires onto the NSS connection on your shifter assembly.
5. Select the “Automitic Transmission Console Back Up Lamp Switch Extension” (as shown on page 1) and plug each of the two 90 degree single postion connectors containing the pink and light green wires onto the back up connections on your shifter assembly.
6. Route the NSS and Back Up lamp wires found at locations 12 and 13 on page 3 of your dash harness (510107 for 1970-72 or 510160 for 1968-69) down to the NSS and back up lamp extesion harnesses that you just installed onto the shifter, and trim them to length.
7. For the purple NSS wires, crimp terminals D onto the trimmed wires, plug them into connector B maintaining function with the dash harness (Solenoid vs. Neutral Safety), then plug this completed connection into the NSS extension from step 4.
8. For the light green and pink back up lamp wires, crimp terminals C onto the trimmed wires, plug them into connector A maintaining color continuity and function with the dash harness (back up vs. fused 12v ign), then plug this completed connection into the back up lamp extension from step 5.

**For Column Shifted Automatic Transmission cars.**

NSS and back up lamp switch connections:

1. Route the NSS and Back Up lamp wires found at locations 12 and 13 on page 3 of your dash harness (510107 for 1970-72 or 510160 for 1968-69) down to the base of the steering column near the firewall, and trim them to length.
2. Take the 2 purple NSS wires, crimp terminals D onto the trimmed wires, plug them into connector B n any order as indexing is not critical, then plug this completed connection onto the switch at the base of your steering column.
2. Take the light green and pink back up lamp wires, crimp terminals C onto the trimmed wires, plug them into connector A in any order as indexing is not critical, then plug this completed connection onto the switch at the base of your steering column.

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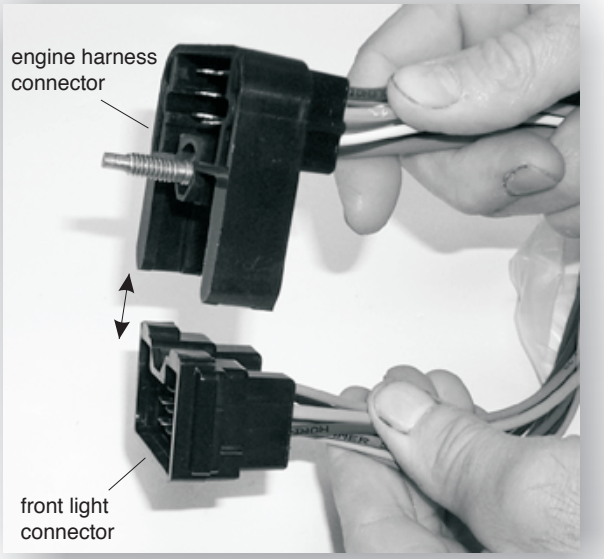


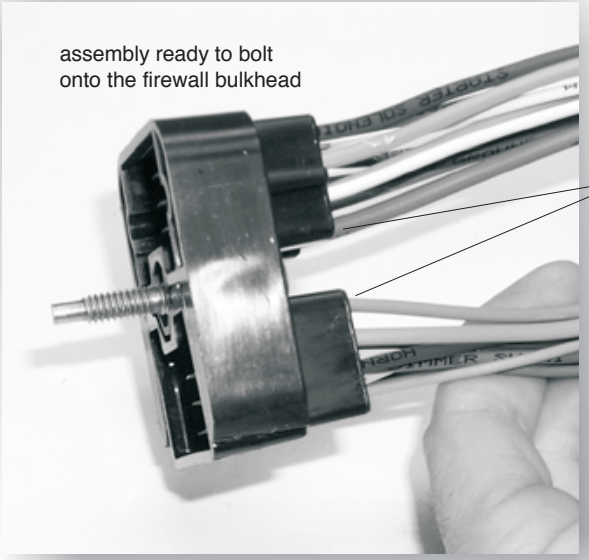


The bulkhead connector from this Engine kit must snap into the mating engine connector (bag L), as shown. After snapping together, then bolt the assembly into the dash harness firewall connector using the attached bolt.

Look!

American Autowire also sells factory OEM style harness wrap. this is the same tape 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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Classic Update Series

1968-69 Chevelle

bag J

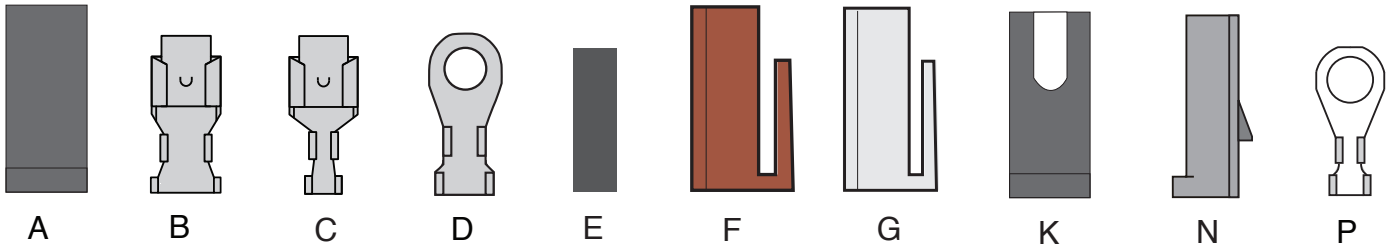
# ENGINE KIT 510522

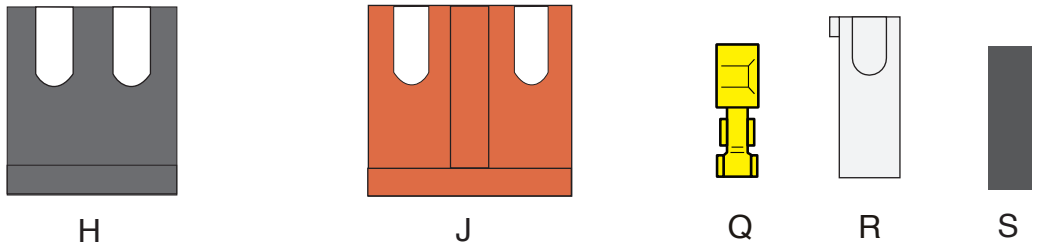
92972526 instruction rev 1.0 11/5/2020

Classic Update Series

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.



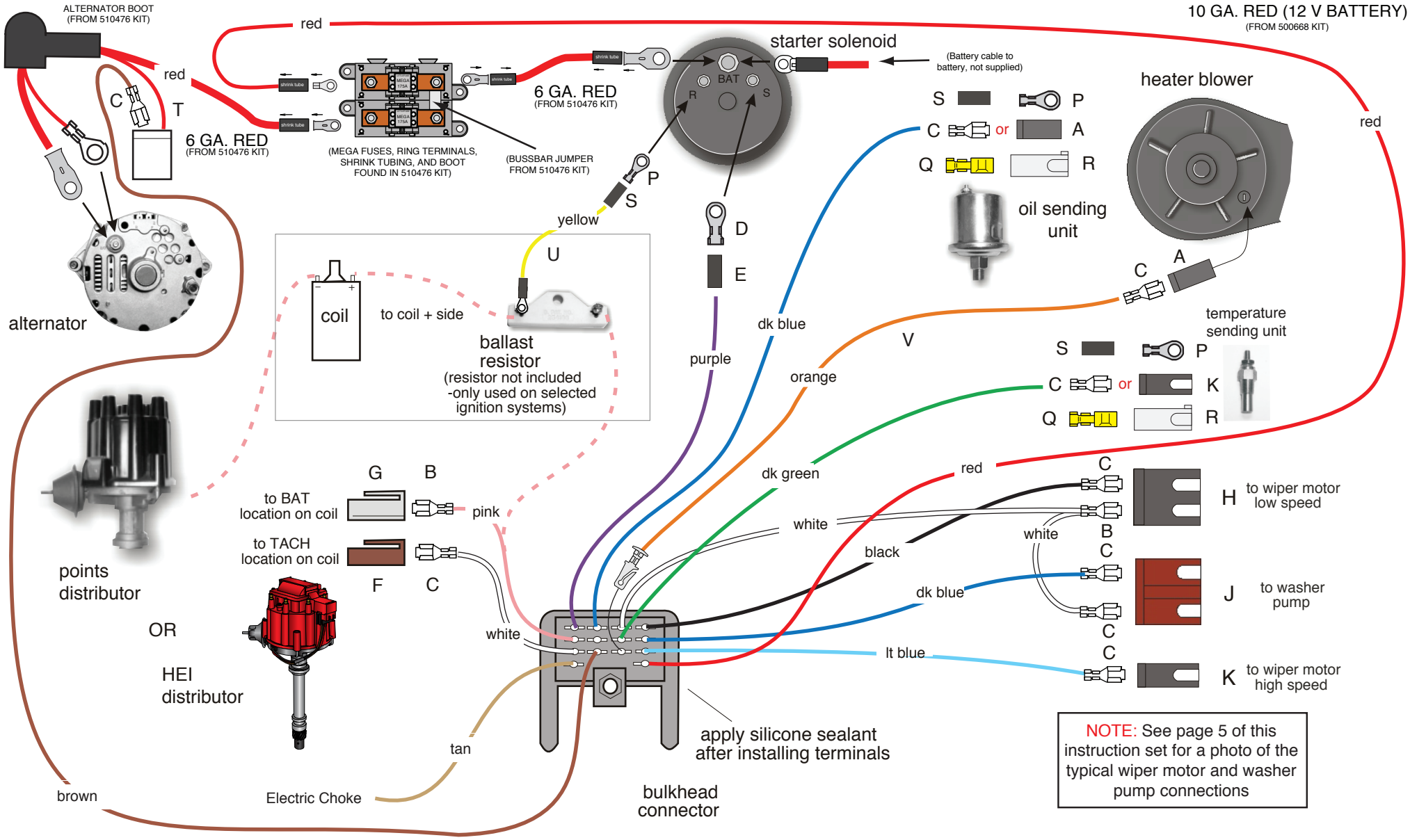







# ENGINE KIT 510522

92972526 instruction rev 1.0 11/5/2020




NOTE: See page 5 of this instruction set for a photo of the typical wiper motor and washer pump connections

# ENGINE KIT 510522

92972526 instruction rev 1.0 11/5/2020

**TEMPORARILY, PLUG THE MAIN BULKHEAD CONNECTOR ON THIS HARNESS INTO THE MATING DASH BULKHEAD PLUG AT THE FIREWALL (LOCATED UNDER THE MASTER CYLINDER) AND TIGHTEN THE BOLT TO SEAT THE CONNECTOR.** (Note: This will be unbolted and removed to install the front lamp portion of the harness at a later time. Once you have completed your installation, we recommend sealing all outside cavities with black RTV silicone sealant and coating the inside of the connector cavaties with die-electric grease.)

**BULKHEAD / ENGINE CONNECTION:**

| | | |
|---|---|---|
| RED | 12V BATTERY | Use the Megafuse, ring terminal and shrink tubing from the 510476 kit. Route this wire to the Megafuse and cut to length. Connect as shown on page 1. |
| PURPLE | STARTER SOLENOID) | Route this wire to the starter solenoid, cut to length, install sleeve E and ring terminal D, then connect to "S" location on the starter solenoid. |
| DARK BLUE | OIL PRESSURE SENDER | Route this wire to the oil pressure sender, cut to length, install ring terminal P with sleeve S, terminal C with connector A, or terminal Q with connector R, depending on your application. Connect completed wire to the sending unit. |
| ORANGE | HEAT/AIR (assembly V) | Use only if running a stock heater without A/C. Plug this loose piece wire into the main connector as shown on sheet 3, then route it to the blower motor, cut to length, install terminal A and connector C and plug onto the blower motor unit. |
| PINK | 12V IGNITION | If using an HEI or aftermarket distributor/coil that requires a full 12 volt feed, route this wire to the coil or control unit, cut to length, install terminal C and connector A (or connector G if stock GM HEI unit), and plug into the ignition coil or unit.<br>If using a stock distributor and coil assembly that reuires a 9 volt feed, route this wire to a ballist resistor, cut to length, install sleeve E and ring terminal D, then connect to high tension side of the resistor. Take the cut off portion, install sleeve E and ring terminal D, connect to low tension side of the resistor, route the loose end of this wire over to the coil, cut to length, install sleeve E and ring terminal D, and connect to the "+" side of the stock coil. |
| YELLOW | STARTER SOLENOID-R (assembly U) | Used only with a stock distributor and coil assembly. Connect this loose piece wire to the low tension side of ballist resister (as shown on sheet 1), route the loose end of the wire down to the starter solenoid, cut to length, install sleeve S and terminal P, and install onto the "R" location of the starter solenoid. |
| DARK GREEN | WATER TEMP SENDER | Route this wire to the water temp sender, cut to length, install ring terminal P with sleeve S, terminal C with connector K, or terminal Q with connector R, depending on your application. Connect the completed wire to the sending unit. |
| WHITE | COIL-TACH | If using an HEI or aftermarket distributor/coil, route this wire to the coil or control unit, cut to length, install terminal C and connector K (or F if stock GM HEI unit), and plug into the tach location of the ignition coil or unit.<br>If using a stock distributor and coil assembly, route this wire to the coil, cut to length, install sleeve S and ring terminal P, and connect to the "-" side of the stock coil. |
| TAN | ELECTRIC CHOKE | This wires will be used only if you are using an electric choke. |

**ALTERNATOR CONNECTION:**

| | | |
|---|---|---|
| HEAVY RED | (NO PRINTING) | Use the 6 ga red wire, boot and ring terminal from the 510476 kit, route from alternator to the Megafuse and cut to lengh. Connect as shown on page 3. |
| SMALL RED | (NO PRINTING) (assembly T) | Send ring terminal through boot L as shown on sheet 1 and install both completed red wires onto battery stud at the alternator. DO NOT INSTALL THE WHITE PLUG WITH RED WIRE YET AS YOU MUST INSTALL THE BROWN ALTERNATOR EXCITER WIRE INTO THE EMPTY CAVITY PRIOR TO INSTALLING THIS PLUG INTO THE ALTERNATOR. |
| BROWN | ALTERNATOR IGN | Route this wire to the alternator and cut to length. Install terminal D and plug into the regulator connector. Plug the connector into the alternator as shown on sheet 3.<br>NOTE: This wire is only used on an alternator with an internal regulator which uses an exciter wire. If you are using a true one wire alernator, then this BROWN wire must be removed from the main connector as it is not used. |



# ENGINE KIT 510522

92972526 instruction rev 1.0 11/5/2020

WINDSHIELD WIPER WIRES

Terminals and connectors to make the proper connections on a stock wiper system are shown on page 2 of this instruction set. A photo of the completed connections installed onto a stock wiper and washer assmbly are shown below. If using an after-market wiper system, follow the manufacturer's instructions.

| | | |
|---|---|---|
| BLACK | (WIPER LOW SPEED) | Route this wire to the wiper motor and trim to length. Install terminal C, and plug into connector H as shown on page 1 of this instruction set. |
| DARK BLUE | (WIPER WASHER) | Route this wire to the washer pump and trim to length. Install terminal C, and plug into connector J as shown on page 1 of this instruction set. |
| LIGHT BLUE | (WIPER HIGH SPEED) | Route this wire to the wiper motor and trim to length. Install terminal C, and plug into connector K as shown on page 1 of this instruction set. |
| WHITE | (WIPER FEED) | Route this wire to the wiper motor and trim to length. Double this wire with the cut off portion, install terminal B, and plug into connector H as shown on page 1 of this instruction set. Route the loose end of the cut off portion to the washer pump and trim to length. Install terminal C, and plug into connector J as shown on page 1 of this instruction set. |

## with depressed park (hidden wipers)

## w/o depressed park (non-hidden wipers)

NO IMAGE AVAILABLE AT THIS TIME

Sorry, but at this time, we do not have a photo of the "non-depressed park" wiper motor (non-hidden wipers).

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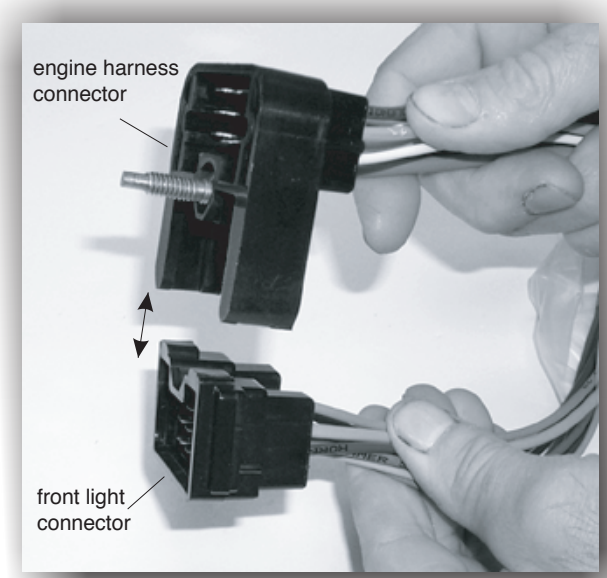



The bulkhead connector from this front light kit must snap into the mating engine connector (bag J), as shown. After snapping together, then bolt the assembly into the dash harness firewall connector using the attached bolt.

Loo k!

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Classic Update Series

bag L

# FRONT LIGHT KIT

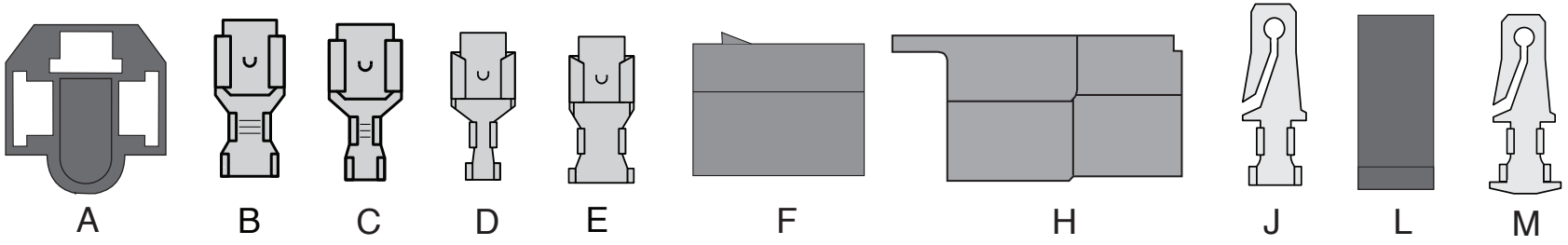
# 510523

92972529 instruction rev 0.0 8/12/2019

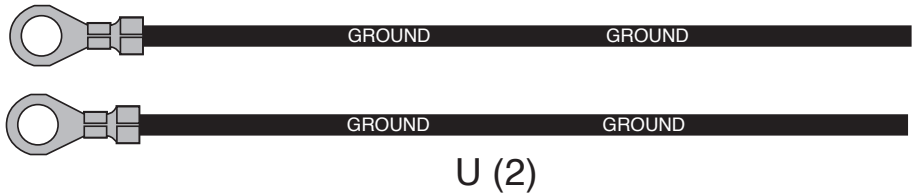
Classic Update Series

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.








U (2)


V (2)

American Autowire

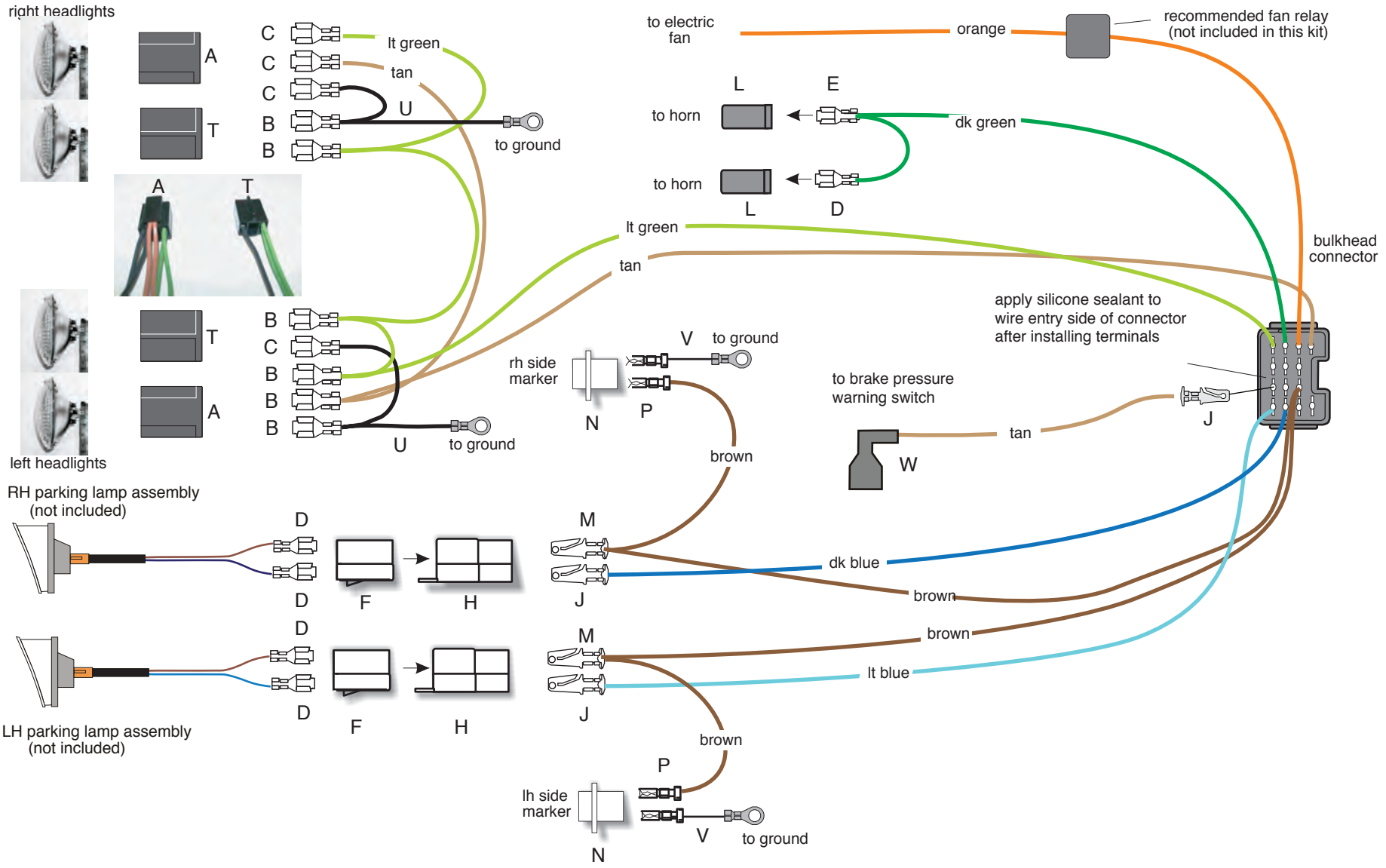
www.americanautowire.com 856-933-0801

1968-69 Chevelle
Front Light

510523

92972529 instruction rev 0.0 8/12/2019

Classic Update Series




sheet 3

American Autowire

www.americanautowire.com 856-933-0801

1968-69 Chevelle
Front Light

510523

92972529 instruction rev 0.0 8/12/2019

# 1968-1969 Chevelle Front Lighting

Classic Update Series

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

PARKING LAMP WIRES

| | | |
|---|---|---|
| LIGHT BLUE | LEFT FRONT TURN | Route this wire to the LH turn signal lamp, cut to length, 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, cut to length, install terminal J and plug into connector H, as shown on sheet 3. |
| BROWN | PARK LIGHTS | Route one of these brown wires to the left hand parking 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. Route the remaining end of this wire to the left hand side marker, cut to length, install terminal P and plug into connector N. Also plug the pre-assembled black ground wire V into connector N as shown on sheet 3. Route the other brown wire to the right hand parking 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. Route the remaining brown wire to the right hand side marker lamp, cut to length, install terminal P and plug into connector N. Also plug the other pre-assembled black ground wire V into connector N, as shown on sheet 3. The ring terminal on the black ground wires V from the side marker connectors must be connected to a good chassis ground. |

NOTE: Your parking and directional lights use factory pre-assembled parking lamp housing assemblies that are not serviceable. We have provided terminals D and connectors F in case the factory ends have been cut from your lamp assemblies. Install as needed then plug your factory assemblies into connectors H from above.

| | | |
|---|---|---|
| TAN | HEADLIGHT LOW BEAM | Route this wire to the driver side outer headlight, cut to length, double this wire with the cutoff portion, install terminal B, and plug this terminal into connector A in the location shown on sheet 3. Route the remaining portion of this TAN wire to the passenger side outer headlight, cut to length, install terminal C, and plug into connector A in the location shown on sheet 3. |
| LIGHT GREEN | HEADLIGHT HIGH BEAM | Route this wire to the driver side outer headlight, cut to length, double this wire with the cutoff portion, install terminal B and plug into connector A in the location shown on sheet 2. Route the remaining portion of this light green wire over to the driver's 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 3. Route the remaining portion of this light green wire over to the passenger 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 3. Route the remaining portion of this light green wire over to the passenger side outer headlight, cut to length, install terminal C, and plug it into connector A in the location shown on sheet 3. |
| BLACK | GROUND | Bolt the ring terminal on black ground wire U to your core support then route it to the driver side outer headlight and trim to length. Once cut, unbolt the ring terminal, remove the wire and double it with the cutoff portion, install terminal B, and plug into connector A in the location shown on sheet 3. Route the remaining portion over to the driver's side inner head light, cut to length, install terminal C, and plug it into connector T in the location shown on sheet 3. Tightly re-attach the ring terminal to the core support. Repeat this process for the passenger side. |
| DARK GREEN | HORN | Route this wire to a horn, cut to length, double it with the cutoff portion, install terminal E, and plug into connector L as shown on sheet 3. Route the remaining portion of this dark green wire to your other horn, cut to length, install terminal D, and plug into connector L as shown on sheet 3. Plug each of the connectors onto a horn. |
| ORANGE | ELECTRIC FAN | Route to the electric fan relay, and connect per manufacturer's instructions<br>NOTE: We recommend that this wire be used as the trigger wire for the electric fan relay. |
| TAN | BRAKE LIGHT SWITCH | Plug assembly W onto the stock brake light switch. Route the other end to the front light connector, cut to length, install terminal J and plug this wire into the front light connector as shown on sheet 3 |

After all wires are installed from this kit, the main connector should have die-electric grease applied to the terminals. Also, to assure a moisture resistance seal, apply silicone sealant to the outside of the main connector around each wire.

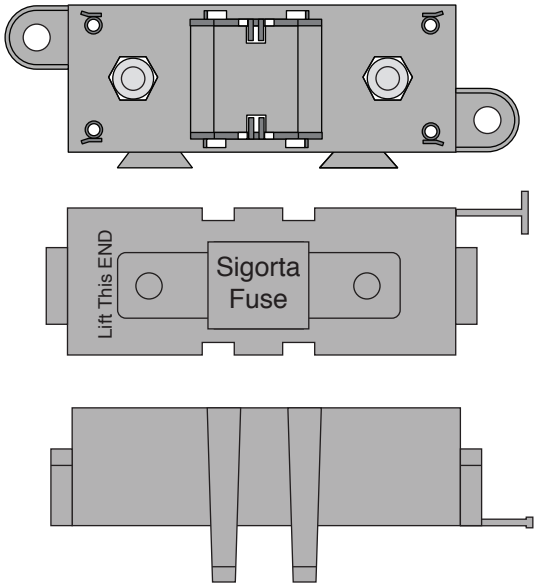
1968-69 Chevelle
Front Light

510523

92972529 instruction rev 0.0 8/12/2019

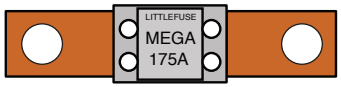
A  (1)

(144.0” 6 Gauge charge wire)

B 

(2)

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

C 

(2)

(175 amp Megafuse)

D  (1)

(Megafuse jumper)

E  (1)

(Alternator boot)

F  (1)

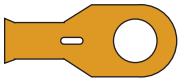
(cut into six 1.0” pieces)

1. One 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.

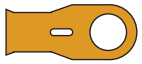
2. On page 2, you will find directions for building the 2 Megafuse assemblies (items B,C and D) into one unit.

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.

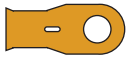
4. On page 4, you will find tips on building your charging circuit wires and assembling them and the main panel power feed wire to the Megafuse assembles.

G  (2)

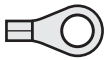
(6Ga. starter ring terminal)

H  (3)

(6Ga. megafuse terminal)

J  (2)

(6Ga. alternator terminal)

K  (2)

(10Ga. megafuse terminal)

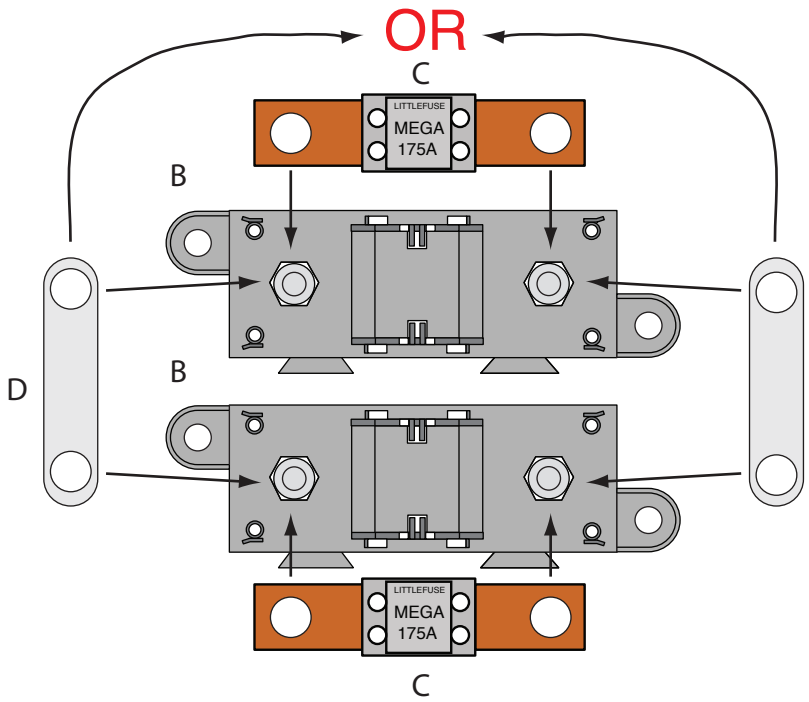
American Autowire

www.americanautowire.com 856-933-0801

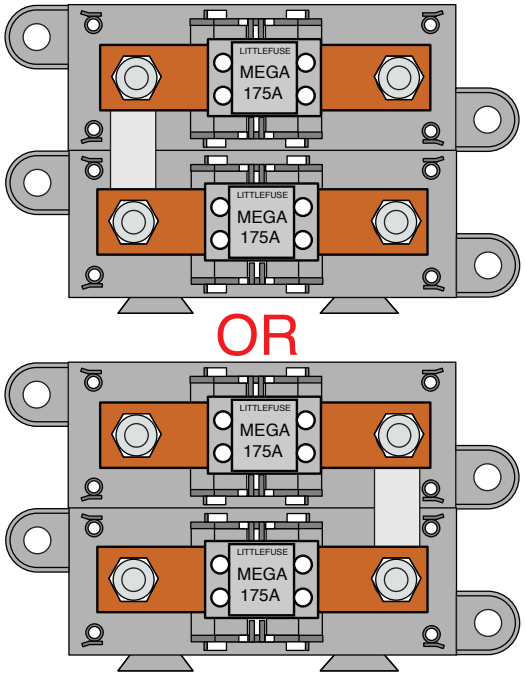
PART # 510476 Z

DESCRIPTION:
Alternator and Main Power Connection Kit
Various Applications

92972153 instruction sheet rev 0.1 6/24/2019




## Assembling the (2) Megafuse assemblies




## Assembled Megafuses

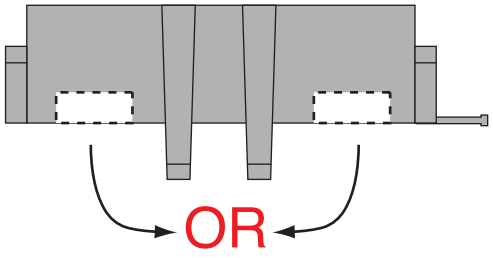
NOTE: Find a suitable place, as close to the battery power source as possible, under the hood of the your vehicle to mount the completed Megafuse assemblies. Keep in mind that you have 12 feet of 6Ga. charging wire, and that the main power feed coming from your panel or bulkhead connection must also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




## Notched Cover

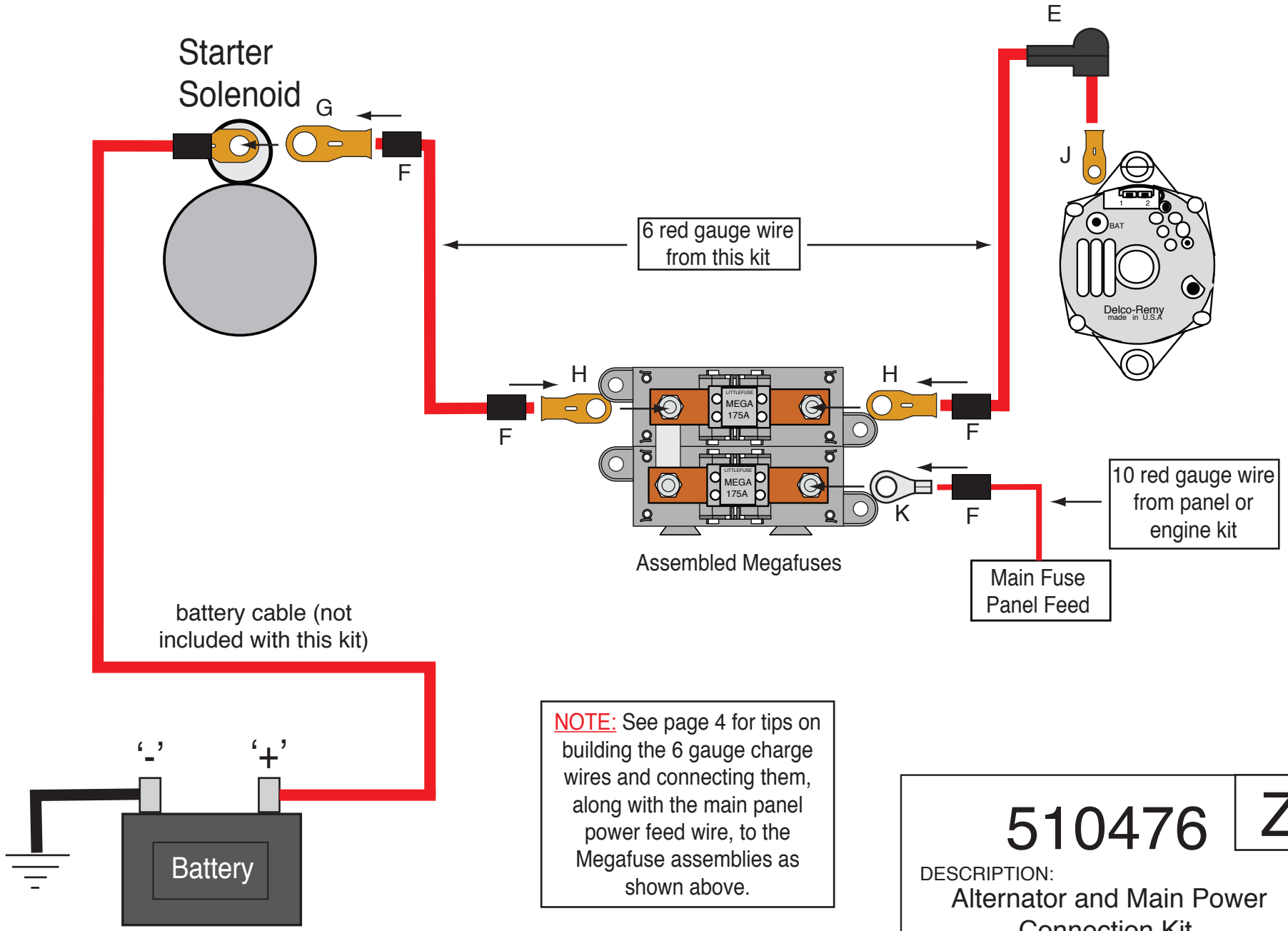
PART #

510476 Z

DESCRIPTION:

Alternator and Main Power Connection Kit Various Applications

92972153 instruction sheet rev 0.1 6/24/2019




NOTE: See page 4 for tips on building the 6 gauge charge wires and connecting them, along with the main panel power feed wire, to the Megafuse assemblies as shown above.

# 510476 Z

DESCRIPTION:

Alternator and Main Power Connection Kit
Various Applications

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.

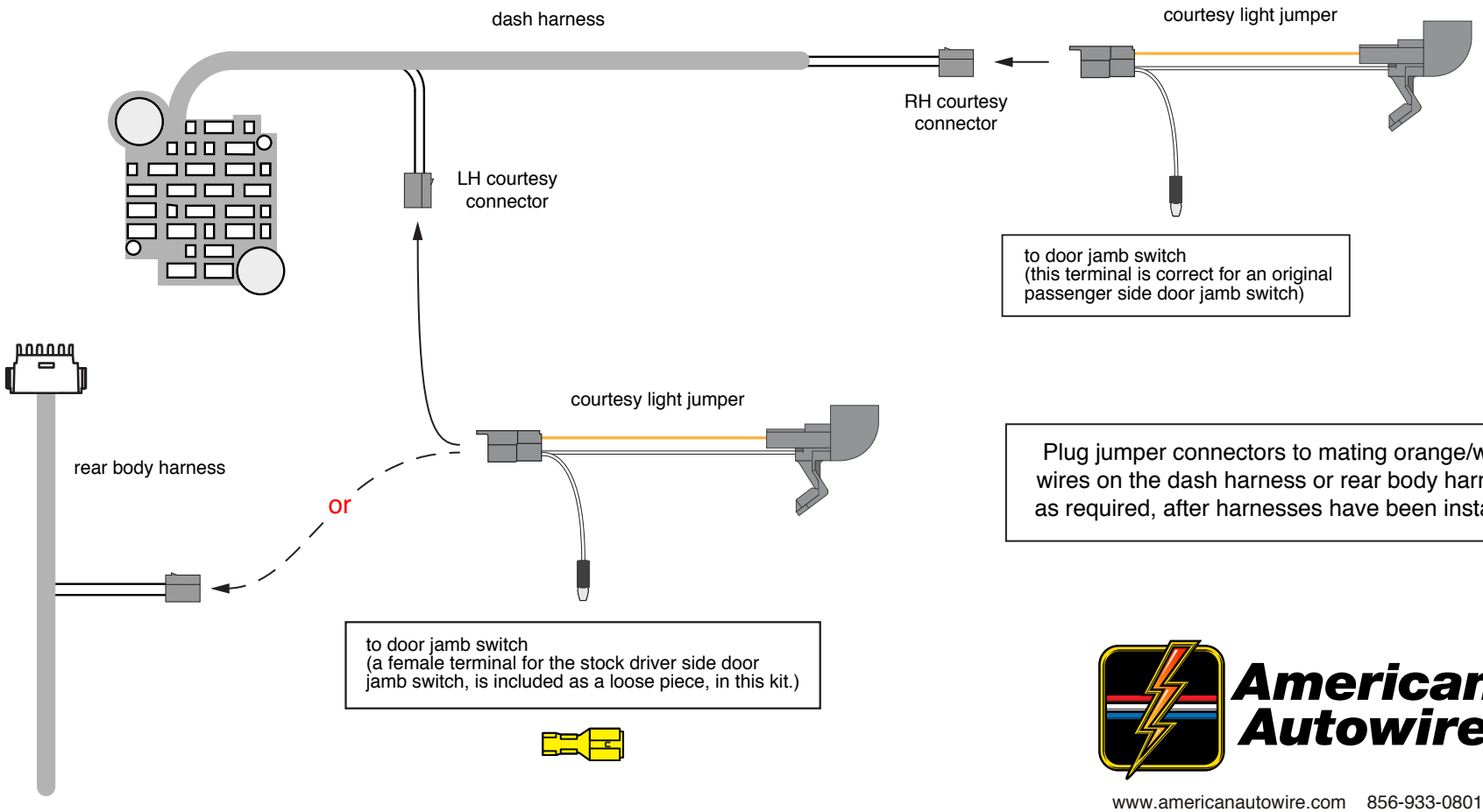
4. Take the 10Ga. red main power feed wire from your engine or panel sub-kit and route it over to the area where you have mounted your Megafuse and cut it to length. Strip the insulation back 3/8”. Install 1 piece of shrink tubing F onto the wire, then crimp and solder (1) of terminal K onto the wire.

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




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

American Autowire

www.americanautowire.com 856-933-0801

**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 #

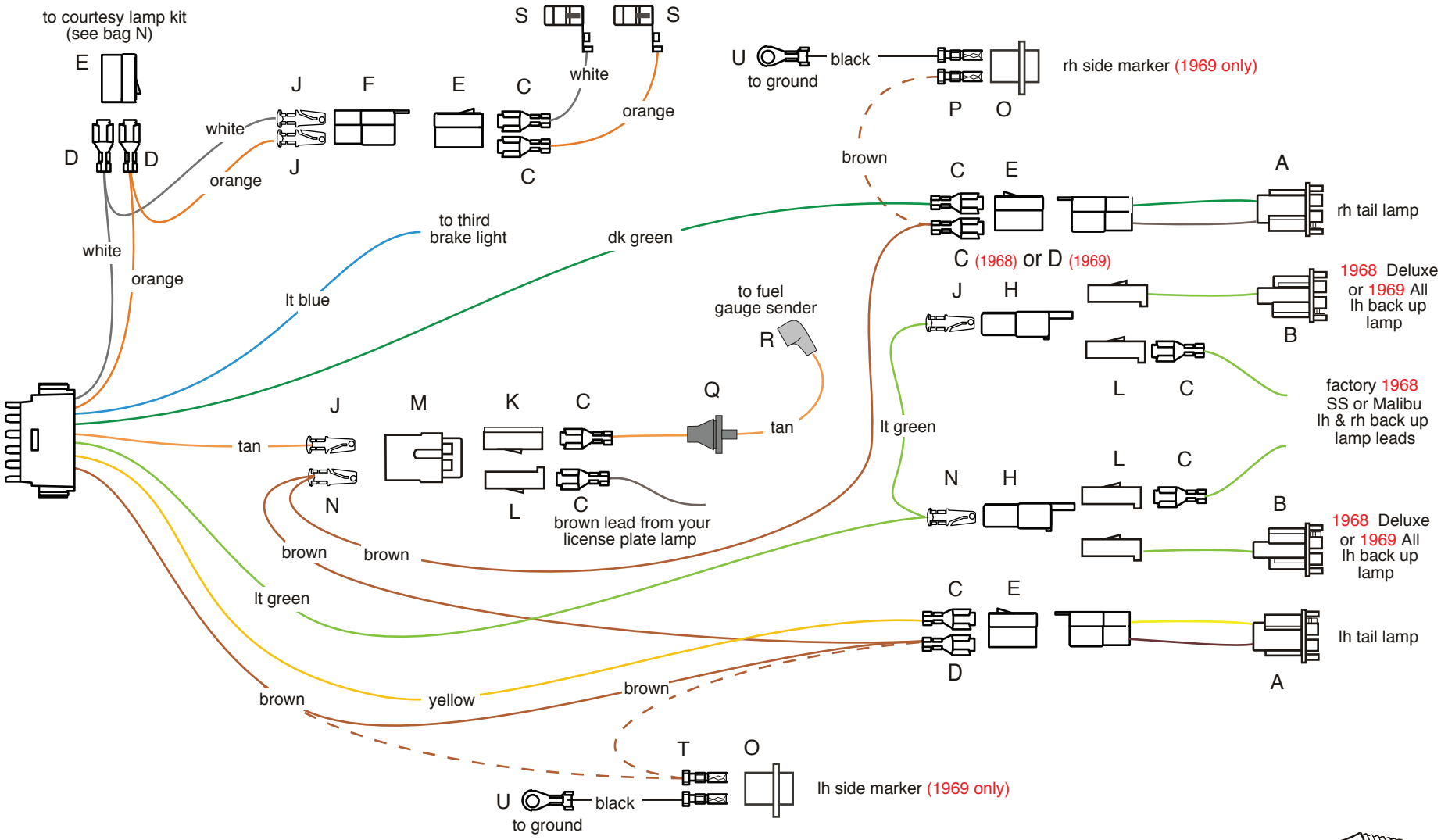
# 500708 N

DESCRIPTION:

## Courtesy Light Kit

92966085 Rev 1.1 6/27/2016

# Classic Update Series




1968-69 Chevelle
coupe, convertible,
and sedan models

American Autowire

800-482-9473

Classic Update Series

bag M

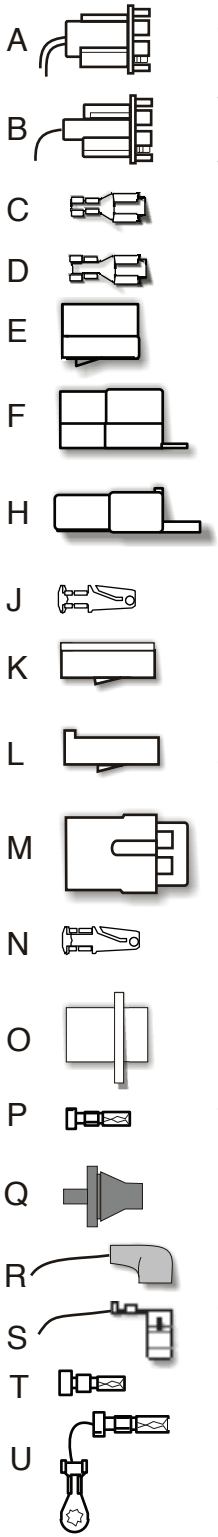
## REAR BODY KIT

# 510164

92969369 instruction rev 1.0 7/24/2013

# 1968-69 Chevelle Coupe, Convertible, and Sedan models

Classic Update Series



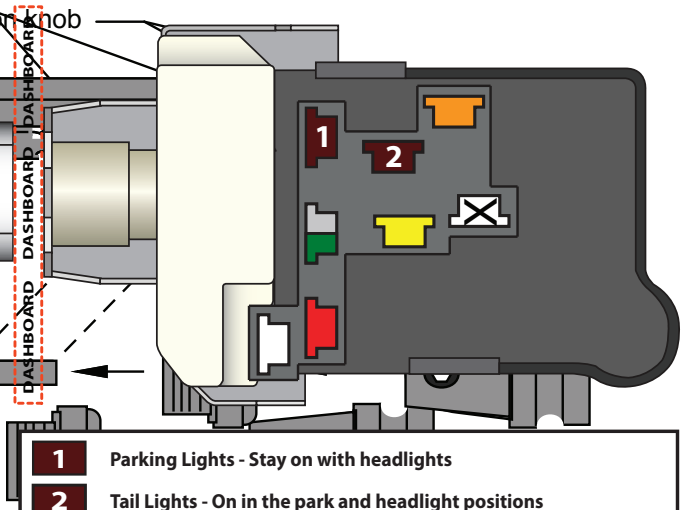

Connect the main connector to the mating connector on the dash harness 510160 bag G. Route this harness along door sill and into the trunk.

| | | |
|---|---|---|
| LIGHT BLUE | Third brake light | Connect to the third brake lamp, if equipped. |
| TAN | Fuel signal | Route this wire to the rear panel of the trunk (near the trunk lock) and trim to length. Install terminal J and plug into connector M as shown on sheet 1. |
| TAN | Fuel Tank lead | Plug the rubber end of wire R onto the sending unit at the fuel tank. Slide grommet Q onto the wire with the narrow end of the cone shaped grommet pointing toward the trunk floor, route the other end of this wire up through the factory hole in the trunk floor and snap the grommet into place in that hole. Route the loose end of this wire over to connector M, cut to length, install terminal C and plug into connector K as shown on sheet 1. Plug the assembled lead into connector M to complete the fuel tank sender connection. |
| BROWN | Running lamps | (1968) Route this wire to the LH tail lamp, cut to length, double this wire with the cut off portion, install terminal D and plug into connector E in the location shown on sheet 1. Route the loose end of this brown wire to the license lamp area, cut to length, double this wire with the cut off portion, install terminal N and plug into connector M in the location shown on sheet 1. Route the loose end of this brown wire to the RH tail lamp, cut to length, install terminal C and plug into connector E in the location shown on sheet 1.<br>(1969) Route this wire to the LH side marker lamp, trim to length, double this wire with the cut off portion, install terminal T and plug into lamp socket O as shown on sheet 1. Route the loose end of this brown wire to the LH tail lamp, cut to length, double this wire with the cut off portion, install terminal D and plug into connector E in the location shown on sheet 1. Route the loose end of this brown wire to the license lamp area, cut to length, double this wire with the cut off portion, install terminal N and plug into connector M in the location shown on sheet 1. Route the loose end of this brown wire to the RH tail lamp, cut to length, double this wire with the cut off portion, install terminal D and plug into connector E in the location shown on sheet 1. Route the loose end of this brown wire to the RH side marker lamp, cut to length, install terminal P and plug into lamp socket O as shown on sheet 1. |
| | | (New terminal C and connector L have been provided for your license lamp lead in the event that your original lead needs repair.) |
| BLACK | Side Marker Ground (1969) | There are two loose black wire assemblies U in this kit. Plug one into each of the rear side marker lamp sockets O and route the loose end with the ring terminal to the rear panel support (near the trunk lock assembly) and attach them into the sheet metal. |
| YELLOW | LH Stop / Tail | Route this wire to the LH tail lamp, cut to length, install terminal C and plug into connector E as shown on sheet 1. Plug LH pigtail A (yellow and brown wires) into this connection to complete the LH stop and tail connection. |
| DK GREEN | RH Stop / Tail | Route this wire to the RH tail lamp, cut to length, install terminal C and plug into connector E as shown on sheet 1. Plug RH pigtail A (dk green and brown wires) into this connection to complete the RH stop and tail connection. |
| LIGHT GREEN | Back up lamp feed | Route this wire to the LH back up lamp, cut to length, double this wire with the cut off portion, install terminal N and plug into connector H as shown on sheet 1. Route the loose end of this lt green wire to the RH back up lamp, cut to length, install terminal J and plug into connector H as shown on sheet 1. |
| | | (On 1968 SS or Malibu cars where the back up lamp is mounted in the rear bumper, the pigtail wire leads from your factory assembled back up lamps will plug directly into the back up lamp connections you just made completing the back up circuit on your car. New terminals C and connec tors L have been provided in case your originals are damaged. For 1968 Chevelle Deluxe models where the back up lamp is mounted inboard of the tail lamp and for all 1969 cars, we have included a back up lamp pigtail B for you to plug into the back up lamp connections you just made completing the back up circuit on your car.) |
| WHITE | Courtesy ground | At the driver's side kick panel area, cut this wire, 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, cut to length, install terminal J and 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 housing. Route this wire to connector F (on white wire) location, trim to length, install terminal C and into plug connector E maintaining color continuity with the white wire in connector F. |
| ORANGE | Courtesy Lamp Feed | At the driver's side kick panel area, cut this wire, 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, cut to length, install terminal J and 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 housing. Route this wire to connector F (on orange wire) location, trim to length, install terminal C and plug into connector E maintaining color continuity with the orange wire in connector F. |



92969369 instruction rev 1.0 7/24/2013

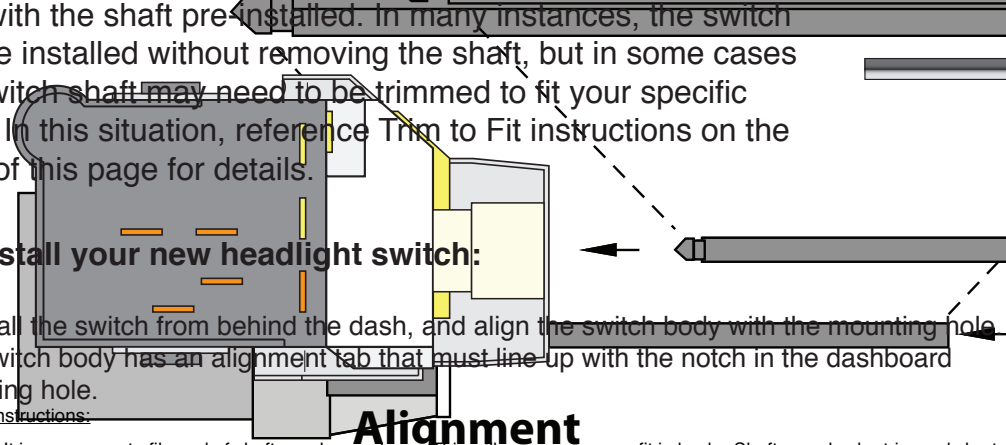
File shaft approximately as shown for proper fit on knob




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.



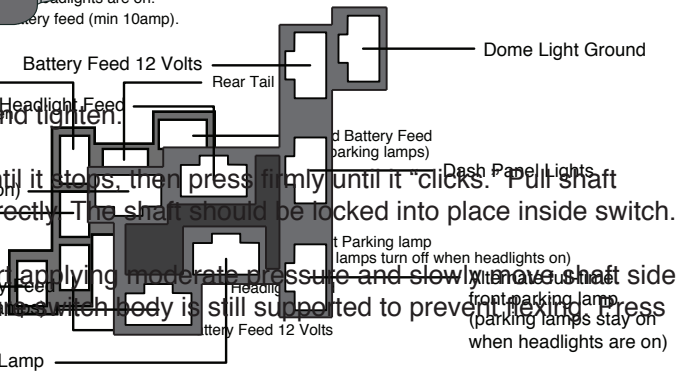

| | |
|---|---|
| 1 | Parking Lights - Stay on with headlights |
| 2 | Tail Lights - On in the park and headlight positions |
| | Fused Battery Feed - For park, tail and dash lamps |
| | Headlight Feed - Power to the headlight dimmer switch |
| | 12V Battery Feed - Unfused power to the switch for headlights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

**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.




View from the wire entry side of the connector.

View from the wire entry side of the connector.

American Autowire

www.americanautowire.com 856-933-0801

PART # 500332

PART # 500332

DESCRIPTION: Headlight Switch

DESCRIPTION: Headlight Switch

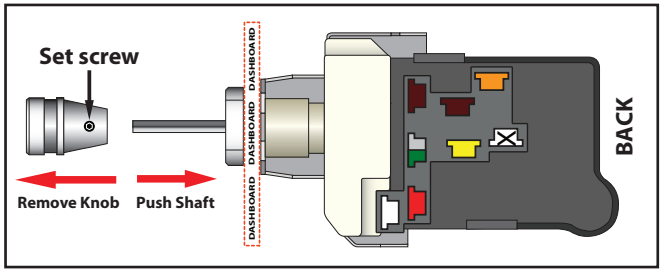
92964649 Rev 2.1 12/9/2014

92964649 Rev 3.0 1/10/2020

## To Trim Shaft to Fit or Remove Shaft:

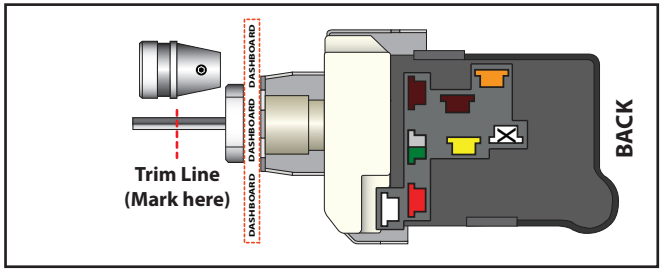
The headlight shaft knob should extend from the face of the mounting nut, and must allow enough clearance for the switch to turn off. If the shaft is longer than necessary for your specific dash it can be trimmed to fit. Always trim the knob end of the shaft only and follow the guidelines below for best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

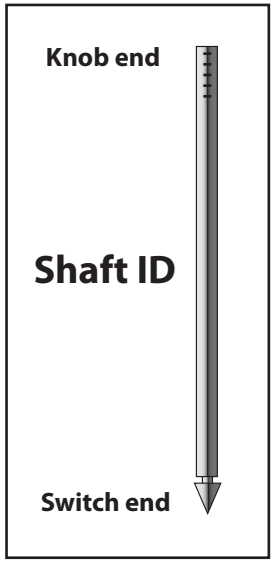
**1.** With the headlight switch installed, loosen the set screw and remove the knob. Make sure the switch is in the "off" position by pushing the shaft toward the back of the switch.



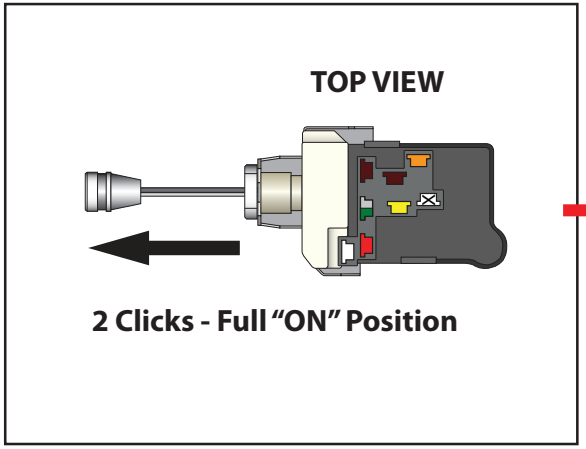

**Switch in OFF position**
**(shaft pushed all the way in)**

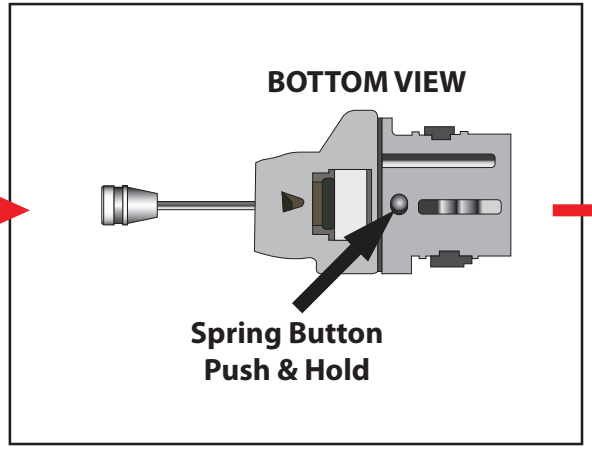
**2.** Set knob alongside shaft and mark the desired location for cutting on the shaft.

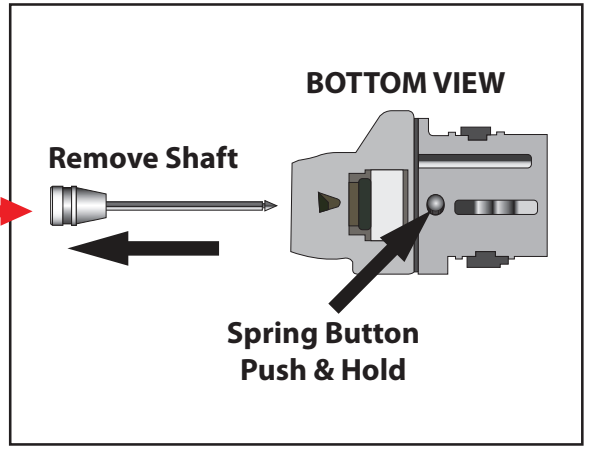


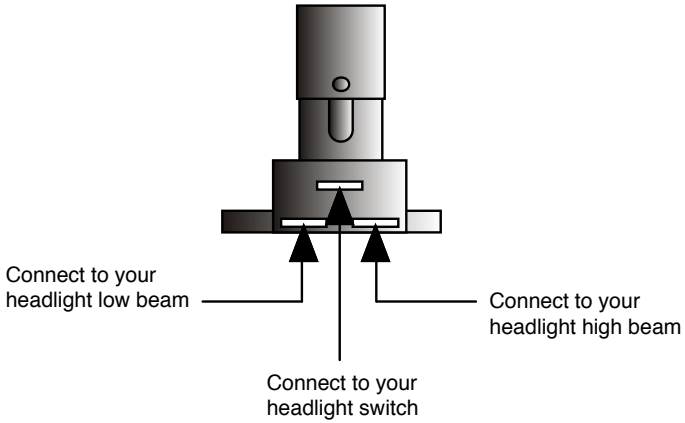




**3.** Remove the shaft and trim at mark. The shaft can be released from the switch by pulling it outward (toward the rear of the vehicle). Once fully in the "On" position, press and hold the release button on the base of the switch body. Once button is pressed, continue to pull the shaft outward. New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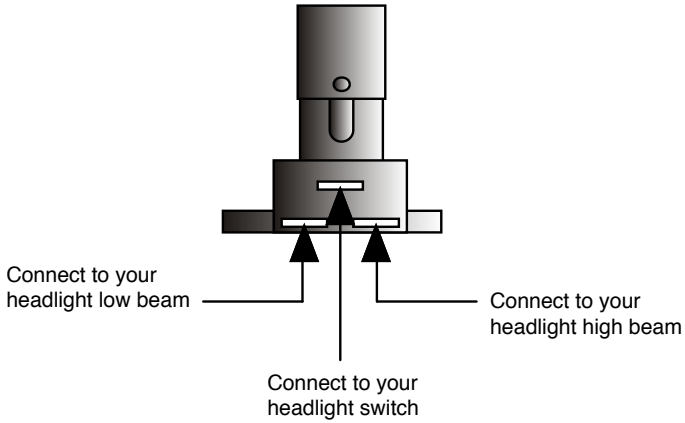


Connect the Dimmer Switch wires as shown above.

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