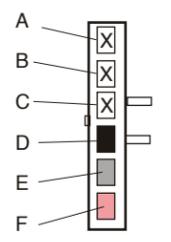
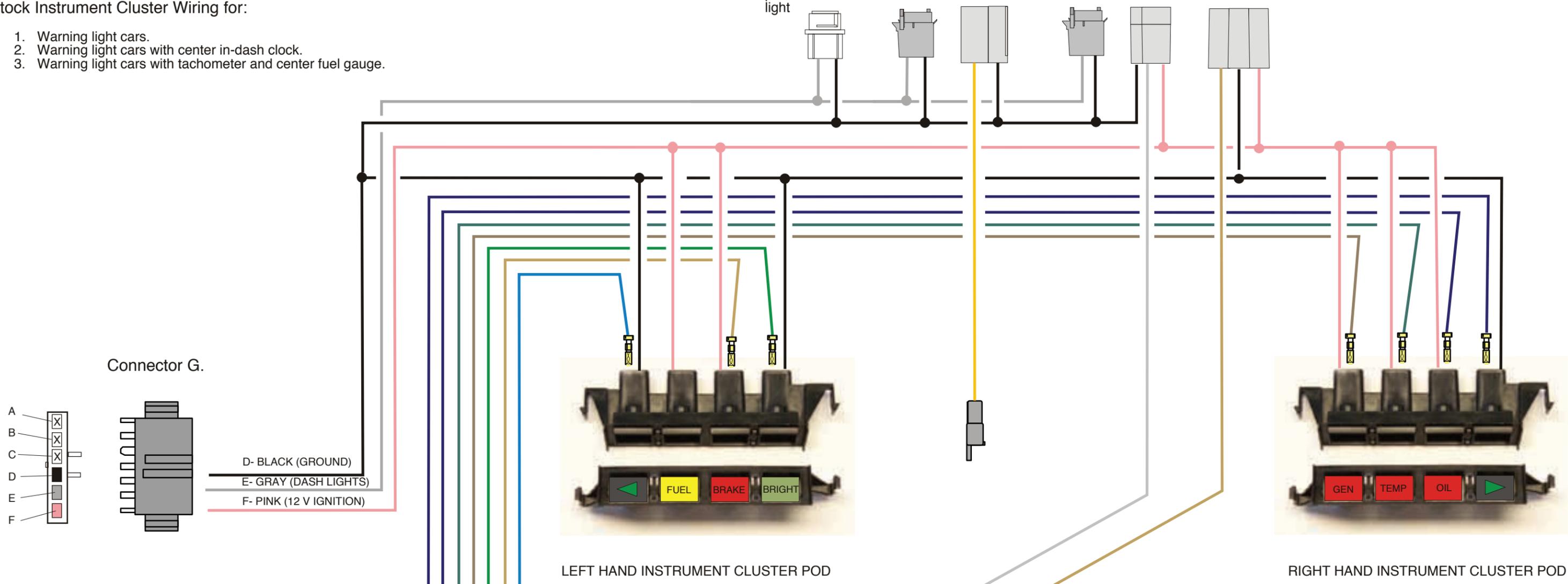


# Classic Update Series

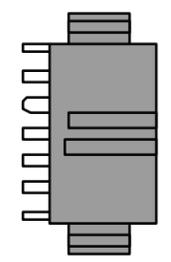
Stock Instrument Cluster Wiring for:

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

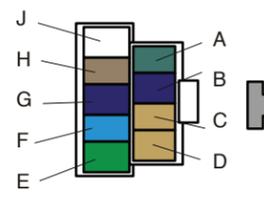
Speedometer panel light  
 Center Clock light (optional)  
 Center Clock connector (optional)  
 Tach/fuel gauge light  
 Tach connector (optional)  
 Fuel gauge connector or Optional center fuel gauge



Connector G.



D- BLACK (GROUND)  
 E- GRAY (DASH LIGHTS)  
 F- PINK (12 V IGNITION)



Connector F.

G- DARK BLUE (RIGHT TURN IND)  
 B- DARK BLUE (OIL PRESSURE)  
 A -DARK GREEN ( WATER TEMP)  
 H- BROWN (ALTERNATOR)  
 E- LIGHT GREEN (HIGH BEAM IND)  
 C- TAN (BRAKE WARNING)  
 F- LIGHT BLUE (LEFT TURN IND)  
 J- WHITE (COIL--> TACH)  
 D- TAN (GAS GAUGE)

LEFT HAND INSTRUMENT CLUSTER POD

RIGHT HAND INSTRUMENT CLUSTER POD



**American Autowire**

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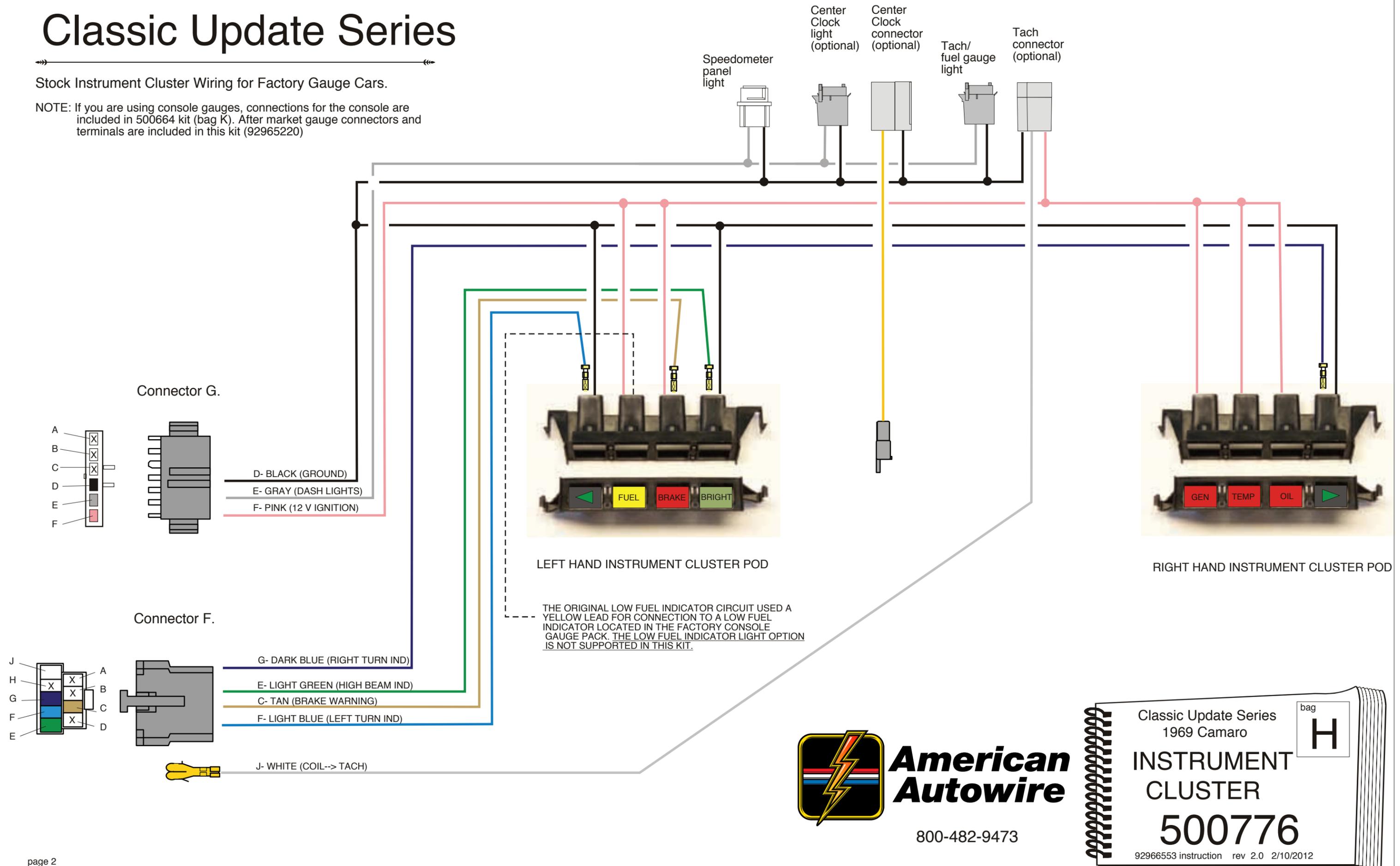
Classic Update Series  
 1969 Camaro  
**INSTRUMENT CLUSTER**  
**500776**  
 92966553 instruction rev 2.0 2/10/2012

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)



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Classic Update Series  
1969 Camaro

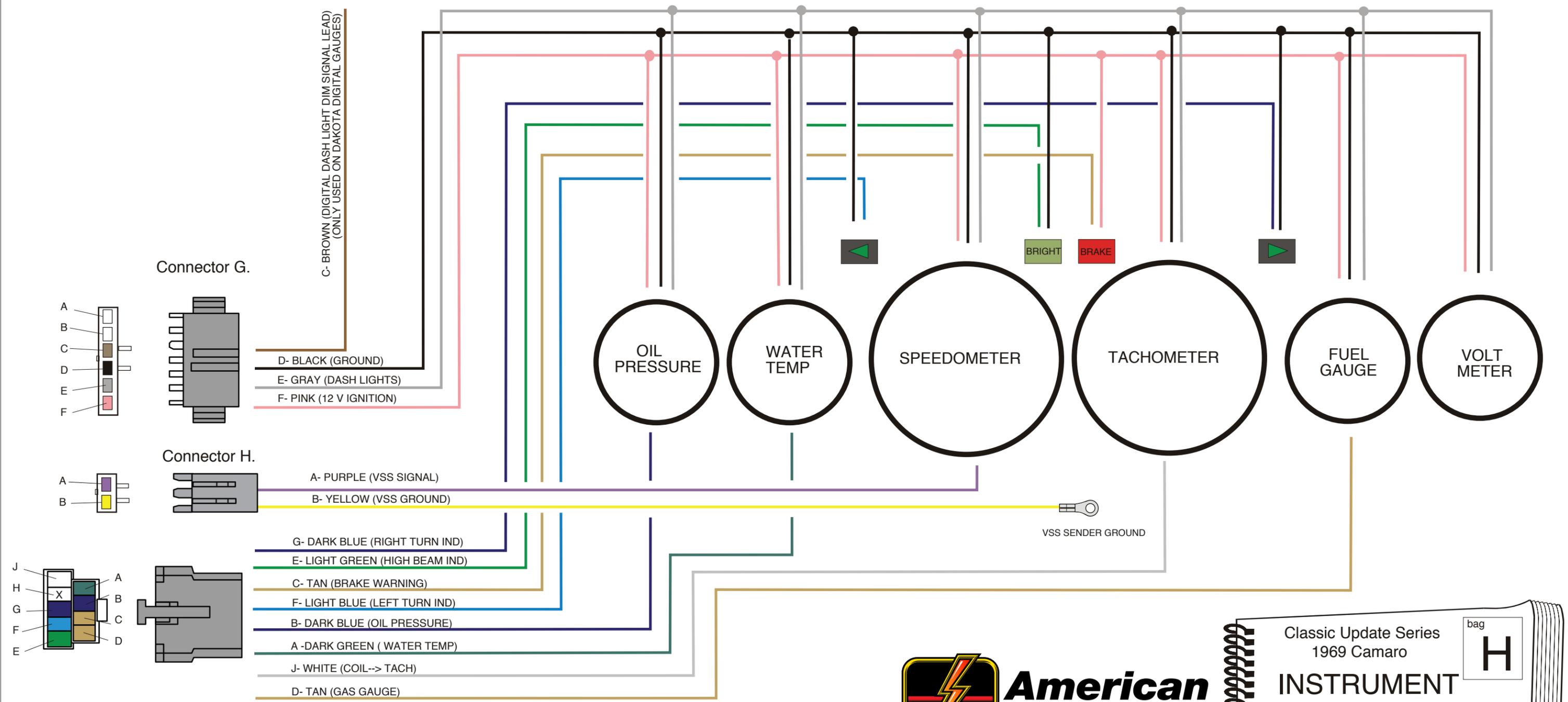
**INSTRUMENT  
CLUSTER**

**500776**

92966553 instruction rev 2.0 2/10/2012

bag **H**

# Classic Update Series Instrument Cluster wiring for Custom Gauge Installations



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CLUSTER**

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bag **H**

# 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
DK GREEN	Temperature 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 500775 dash harness.
DK 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 500775 dash harness.
TAN (no printing)	Brake Lamp	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	Fuel Sender	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 500775 dash harness.
LT 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.
LT BLUE	Left Turn Lamp	F	Route this wire to the left turn indicator light input lead wire. The indicator output lead wire is routed to ground.
DK BLUE	Right Turn 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
BROWN	Park Lamp	C	OPTIONAL - <u>Used ONLY with digital dash panels.</u> Plug this wire into connector G, maintaining color continuity with the brown "PARK LAMP" wire on the mating dash connector. Connect the other end to the gauge manufacturer's panel - DIM location. This will dim the panel lights when headlights are turned on. This wire is supplied as a loose wire that is plugged in if necessary.
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 500775 dash harness.
GREY	Instrument Lamps	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 500775 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 500775 dash harness.

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

PURPLE	VSS Signal lead	A	OPTIONAL - <u>Used ONLY with an electronic speedometer.</u> This wire will plug into connector G, maintaining color continuity with the purple wire on the mating dash connector. Connect the other end to the speedometer 'sender' terminal following the manufacturer's instructions. This wire is supplied as a loose wire that is plugged in if necessary.
YELLOW	VSS Signal ground	B	OPTIONAL - <u>Used ONLY with an electronic speedometer.</u> This wire will plug into connector G, maintaining color continuity with the yellow wire on the mating dash connector. Connect the other end to a good chassis ground, following the manufacturer's instructions. This wire is supplied as a loose wire that is plugged in if necessary.

**LOOSE WIRES**

ORANGE Clock Feed If using a factory in-dash clock, plug this wire into the clock feed on the 500775 dash harness.



Terminal "A"



Terminal "B"



Terminal "C"

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



800-482-9473

