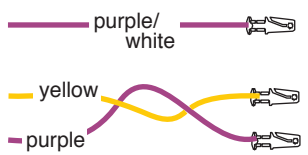


NOTE: If your truck is equipped with a Turbo 400 transmission, you can order AAW part number 500176 to complete that circuit.

12 volt ignition source for turbo 400 kickdown or (VSS power) for VSS

(VSS ground) to VSS (electronic speedo only)
 (VSS signal) purple



Classic Update Series bag J

1969-72 CHEVY AND GMC TRUCK

ENGINE KIT

510092

92969103 instruction rev 0.0 2/17/2009

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)
 BROWN (fuse-link wire)
 PURPLE (STARTER SOLENOID)
 DK BLUE (OIL PRESSURE SENDER)
 DK GREEN (WATER TEMP SENDER)
 PINK (12V IGNITION)

Route this wire to the starter solenoid and cut to length. Install terminal B and solder. Plug into connector N.
 Connect to the battery stud on the starter solenoid, and plug the other end into the RED wire above.
 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 or terminal C with connector A.
 Route this wire to the water temp switch, trim to length, install terminal C, and plug into connector K.
 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.
 If using a points type ignition system which required reduced voltage:
 Route the PINK wire to the ignition feed side of the ballast resistor. Connect the loose piece YELLOW wire to the R terminal on the starter and connect the other end to the coil side of the ballast resistor (not included). Connect a piece of left over PINK wire to the coil side of the ballast resistor and route the to the distributor coil + side.
 Route this wire to the coil and trim to length. If using an HEI distributor, terminal B and connector F are included for connection to the TACH location. If using a conventional coil, terminal P is included for connection to the negative side of coil.
 Route this wire to the brake warning switch, trim to length, slide boot H onto wire, install terminal J, and pull boot H back up over terminal J.

WHITE (COIL-TACH)
 TAN (BRAKE LIGHT SWITCH)

ALTERNATOR
 HEAVY RED (AMERICAN AUTOWIRE)

Connect the blue fuse link wire to the battery stud on the starter solenoid. Route the other end to the alternator and trim to length. Install boot L and terminal M and connect to the battery stud on the alternator.

SMALL RED

Send the ring terminal end of this wire through boot L (as shown on sheet 1) and connect to the battery stud on alternator. Do not plug the connector into the alternator yet, the exciter wire will be added when the front light wires are install.

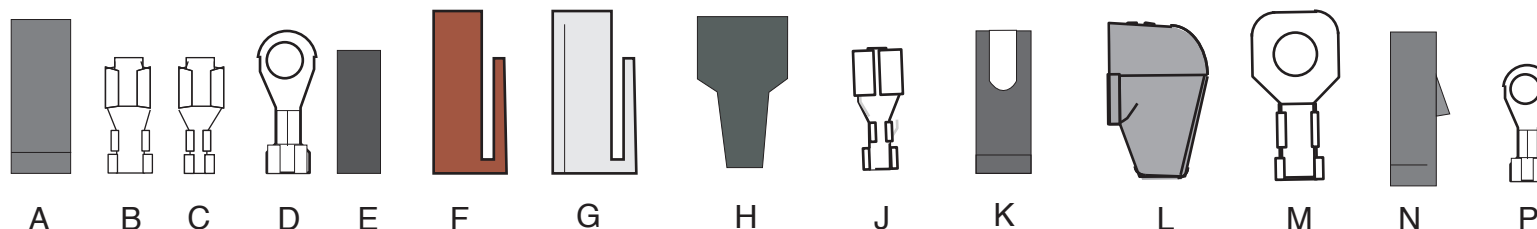
REMAINING LOOSE WIRES:

These wires will be used only if you are using electronic speedometer or a Turbo 400 transmission. Plug them into the main engine connector as shown on page 1 of this instruction sheet and route them as outlined below.

PURPLE/WHITE (POWER)
 PURPLE (SIGNAL)
 YELLOW (GROUND)

This wire is your 12 volt ignition feed for your 3 wire VSS, or your carb mounted turbo 400 kickdown switch. Connect accordingly. Route this wire to the vehicle speed sensor and connect to the signal lead.
Twist this wire with the purple signal lead wire above to assure proper shielding. Connect this wire to the vehicle speed sensor ground lead.

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.



A B C D E F G H J K L M N P

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