

(see Page 3 for Turbo 400 connection)

- (bat) for ECM — red
- (ign) for ECM — pink
- or ignition power for Turbo 400 — purple/white
- (VSS power) for VSS — yellow
- (VSS ground) to VSS (electronic speedo only) — purple

bulkhead connector (wire entry view)



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Classic Update Series bag J

1970-72 Chevelle

**ENGINE KIT**

**510108**

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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	(12 V BATTERY)	Route this wire to the starter solenoid and cut to length. Install terminal B and solder. Plug into connector N.
BROWN	(fuse link wire)	Connect to the battery stud on the starter solenoid and plug the other end into the RED wire above.
PURPLE	(STARTER SOLENOID)	Route to the starter solenoid and cut to length. Install rubber sleeve E and ring terminal D. Connect to the "S" terminal on the solenoid.
DARK BLUE	(OIL PRESSURE SENDER)	Connect this wire to the oil pressure sending unit. Using terminal P or terminal S together with connector R.
ORANGE	(HEAT / AIR)	If using after-market air conditioning, remove this wire. If using a stock heater only system, route this wire to the heater blower and cut to length. Install terminal C and connector A and plug into the blower unit.
PINK	(12 V IGNITION)	If using an HEI distributor or after-market ignition system which requires a 12 volt feed, route the PINK wire to the coil and trim to length. Install terminal C and connector G and plug into the distributor cap BAT location. If using a points type ignition system which requires reduced voltage, route the PINK wire to the ignition feed side of a ballast resistor (not included). 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. Connect a piece of left over PINK wire to the coil side of the ballast resistor and route to the distributor coil "+" side.
WHITE	(COIL-TACH)	Route this wire to the coil and trim to length. If using an HEI distributor, terminal B and connector F are included for connection. Plug into the "TACH" location of the negative side of the coil. If using a conventional point type distributor, install terminal "P" and connect to the negative side of the coil.

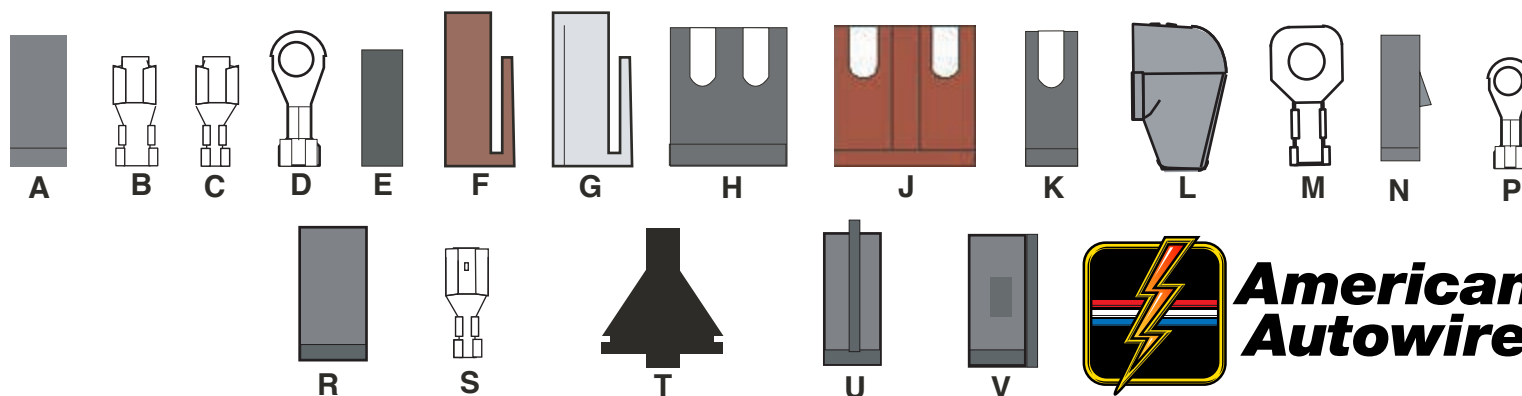
**ALTERNATOR**

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 Page 1) and connect to the battery stud on the alternator. Do not plug the connector into the alternator yet. The exciter wire will be added when the front light wires are installed.

**REMAINING LOOSE WIRES**

RED	(12 V BATTERY)	These wires will be used only if you are using an ECM module mounted in the engine compartment, an electronic speedometer, or a Turbo 400 automatic transmission. (See page 3 for installation instructions). Used on ECM module which is mounted in the engine compartment. Plug this wire into the firewall bulkhead connector at the location shown on Page 1. Route the other end to the ECM harness "battery feed" wire.
PINK	(12 V IGNITION)	1. Used on ECM module which is mounted in the engine compartment. Plug this wire into the firewall bulkhead connector at the location shown on sheet 1. Route the other end to the ECM harness "ignition feed" wire. 2. Used for ignition power to a Turbo 400 transmission kickdown switch (see Page 4.)
PURPLE	(VSS SENDER)	Used on vehicles that have an electronic speedometer. Route this wire to the vehicle speed sensor and connect to the VSS signal lead wire.
YELLOW	(VSS GROUND)	Used on vehicles that have an electronic speedometer. Twist this wire with the PURPLE VSS SENDER wire to assure proper signal interference shielding. Route this wire to the vehicle speed sensor and connect to the VSS ground lead wire.

Once the main connector has had 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.



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### WINDSHIELD WIPER WIRES

Terminal and connectors to make the proper connections on a stock wiper system are shown on page 1 of this instruction set. A photo of the completed connections installed onto a stock wiper and washer assembly are shown to the right. If using an after-market wiper system, follow the manufacturer's instructions.

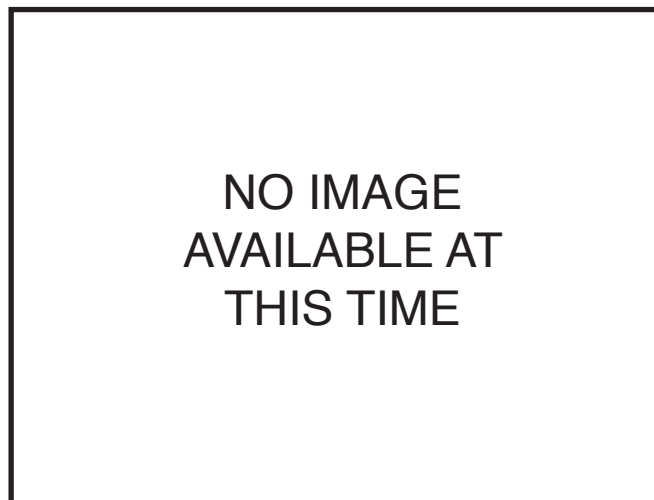
BLACK	(WIPER LOW SPEED)	Route this wire to the wiper motor and trim to length. Install terminal C, and plug into connector H as shown on page 1 of this instruction set.
DARK BLUE	(WIPER WASHER)	Route this wire to the wiper motor and trim to length. Install terminal C, and plug into connector J as shown 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)



The photo above depicts the typical stock 1970-1972 Chevelle, El Camino, or Monte Carlo wiper motor and washer pump connections with a "depressed park" motor (hidden wipers). Where you see a black wire with a yellow stripe in the photo (red arrows), that would be equivalent to the AAW white "wiper feed" power wire.

w/o depressed park (non-hidden wipers)



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 orange and pink wires that are shown below are for use with a stock, gas pedal mounted, 1970-1972 Turbo 400 automatic transmission kickdown switch.

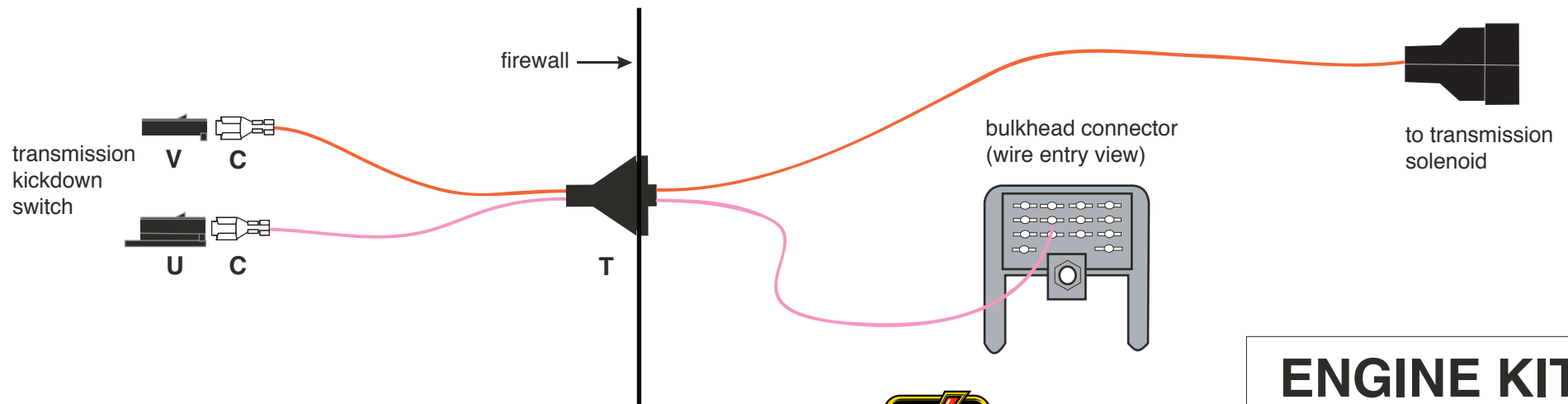
**Note:** If your car was factory equipped with a Turbo 400 transmission, install grommet "T" into the existing factory hole in the firewall. If your car was not factory equipped with a Turbo 400 transmission and you are adding one to your build, and will be using a stock gas pedal mounted kickdown switch, you will need to drill a 3/4" hole in your firewall somewhere behind the left head of your engine. We have included plenty of wire, so the exact location of this new hole is not critical. Just be sure that you do not interfere with any other items in the engine compartment or under the dash.

PINK (12 V IGNITION)

Plug this loose piece (12 V IGNITION) wire into the bulkhead connector in the position shown below. Pass the other end through grommet "T" and back into the passenger compartment. Install terminal "C" and plug into connector "U". Plug connector "U" into the kickdown switch.

ORANGE (No Printing)

Use this loose piece wire and install the kickdown solenoid connector at the transmission. Pass the other end through grommet "T" and back into the passenger compartment. Install terminal "C" and plug into connector "V". Plug into the kickdown switch.



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