

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



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Classic Update Series
1968-69 Chevelle

bag **J**

**ENGINE KIT
510161**

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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 cavities with die-electric grease.)

BULKHEAD / ENGINE CONNECTION:

RED	(12V BATTERY)	Route this wire to the starter solenoid, cut to length, install terminal B and solder, then plug into connector N.
BROWN	(fuse-link wire)	Connect the ring terminal to the starter solenoid battery location and plug the other end into red wire connector N from above.
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.
DK. BLUE	(OIL PRESSURE SENDER)	Route this wire to the oil pressure sender, cut to length, install ring terminal P, terminal C and connector A, or terminal Q and connector R, depending on your application, then connect completed wire to the sending unit.
ORANGE	(HEAT/AIR)	Use only if running a stock heater without A/C. Route this wire to the blower motor, cut to length, install terminal A and connector C, then 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. If using a stock distributor and coil assembly that requires 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		Used only with a stock distributor and coil assembly. Install sleeve S and terminal P onto wire, connect to low tension side of ballist resistor (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.
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 A (or F if stock GM HEI unit), and plug into the tach location of the ignition coil or unit. 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.

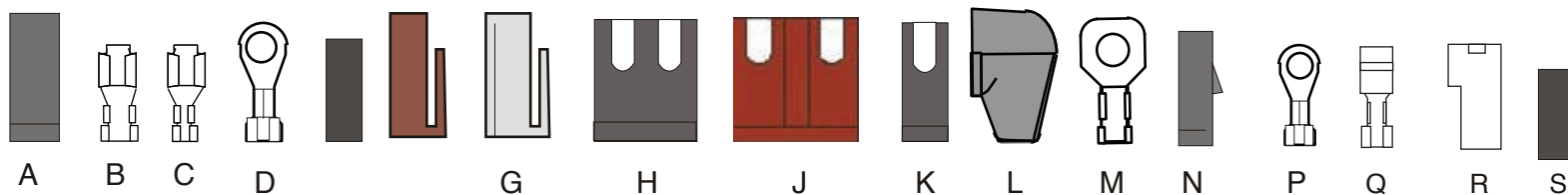
ALTERNATOR CONNECTION:

HEAVY RED	(AMERICAN AUTOWIRE)	Connect the ring terminal on the blue fuse-link to the battery stud on the starter solenoid, route the other end up the battery stud on the alternator, cut to length, install boot L and terminal M, then solder terminal. DO NOT INSTALL ONTO ALTERNATOR YET!
SMALL RED		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 FROM THE FRONT LAMP HARNESS INTO THE EMPTY CAVITY PRIOR TO INSTALLING THIS PLUG INTO THE ALTERNATOR.

REMAINING LOOSE WIRES: Note: These wires will be plugged into the bulkhead connector assembly as shown on sheet 1 only if you are utilizing an electronic speedometer, an electric choke, a Turbo 400 transmission, or an ECM under the hood requiring 12V battery and/or fused ignition power. You may only use one or the other of the PINK 12V Ignition or PURPLE/WHITE VSS wires, not both.

RED	(12V BATTERY)	Used as an unfused battery power feed for an underhood ECM on any fuel injected car.
PINK	(12V IGNITION)	Used as a fused ignition power feed for an underhood ECM on any fuel injected car.
PURPLE/WHITE	(VSS POWER)	This wire is your separate 12 volt ignition power source to feed a 3 wire VSS unit, an electric choke, or a Turbo 400 kickdown switch.
PURPLE	(SIGNAL)	This wire is the signal wire for your 2 or 3 wire VSS unit.
YELLOW	(GROUND)	This wire is your ground circuit for your 2 or 3 wire VSS unit.

Note: The yellow and purple wires must be twisted together to shield out any outside interference that may affect the proper operation of the speedometer.



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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.

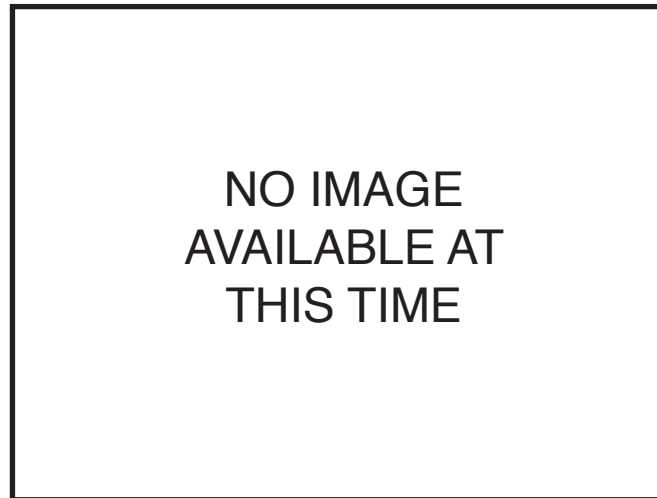
BLACK	(WIPER LOW SPEED)	Route this wire to the wiper motor and trim to length. Install terminal C, and plug into connector H as shown on page 1 of this instruction set.
DARK BLUE	(WIPER WASHER)	Route this wire to the wiper motor and trim to length. Install terminal C, and plug into connector J as shown 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 1968-1969 Chevelle or El Camino 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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