

American Autowire

www.americanautowire.com 856-933-0801

Classic Update Series bag J

1970-74
Cuda & Challenger
ENGINE KIT
510292

92969927 instruction rev 0.0 9/26/2011

TEMPORARILY, PLUG THE MAIN BULKHEAD CONNECTOR FROM THIS KIT INTO THE MATING CONNECTOR ON THE DASH BULKHEAD CONNECTOR (LOCATED IN THE CENTER OF THE FIREWALL) Note: This will need to be unbolted and removed to install the front light harness later.

BULKHEAD CONNECTOR WIRES:

RED	12 V battery	Route this wire to the starter relay and cut to length. Install terminal B and solder, then plug into connector F.
BROWN	(fuse link wire)	Attach the ringed end of this wire to the "BAT" stud on the starter relay and plug the other end into the RED wire connector (F) from above.
DARK BLUE	Oil pressure sender	Connect this wire to the oil pressure sending unit using terminal H or terminal C together with connector G.
DARK GREEN	Water temp sender	Connect this wire to the temperature sending unit using terminal H or terminal C together with connector G.
LIGHT GREEN	Back up lamp	If using a 4 speed trans, route this wire to one side of the back up lamp switch located on the transmission. If using an automatic trans, route this wire to one of the outer posts of the neutral safety and back up lamp switch on the automatic trans.
PINK	12 V ignition (light gauge)	If using a 4 speed trans, route this wire to the opposite side of the back up lamp switch located on the transmission. If using an automatic trans, route this wire to the opposite of the outer posts of the neutral safety and back up lamp switch on the automatic trans.
PINK	Ignition feed (heavy gauge)	If using an HEI distributor or after-market ignition system which requires a 12 volt feed: Route this PINK wire to the positive (+) side of the coil and trim to length. Terminals L and M have been provided to make this connection. If using a points type ignition system which requires reduced voltage: Route this PINK wire to the ignition feed side of a ballast resistor (not included). Connect the left over piece of PINK wire to the coil side of the ballast resistor and route the other end to the positive (+) side of the coil. Terminals L and M have been provided to make these connections.
YELLOW		Connect the YELLOW wire to the "I" terminal on the starter relay using terminal C and connector D.
BROWN		Route the BROWN wire to the coil side of the ballast resistor or directly to the positive (+) side of the coil using terminal L. This will supply ignition voltage to the coil in the "cranking" mode.
WHITE	Coil tach	Route this wire to the negative (-) side of the coil, trim to length, and install terminal L to make this connection.
BLACK	(with molded rubber end)	Route this wire to the brake warning switch on your brake distribution block.

ALTERNATOR:

HEAVY RED	(AMERICAN AUTOWIRE)	Connect the blue fuse-link wire (that is spliced to the Heavy Red wire) to the battery stud on the starter. Route the other end to the alternator battery stud and trim to length. Install rubber sleeve E and terminal K, then attach the completed wire to the battery stud on the alternator.
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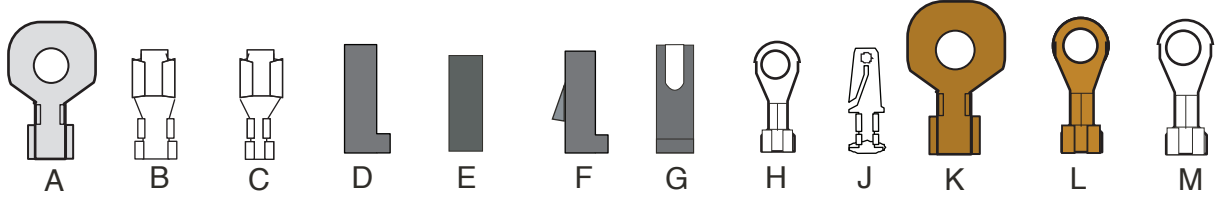
REMAINING LOOSE WIRES:

BLACK		Plug the factory terminated end onto the "G" terminal of the starter relay. If using a manual trans with a clutch operated neutral safety switch, route the loose end of this wire back to the bulkhead connector, cut to length, install terminal J and plug it into the bulkhead connector in the location shown on sheet 1. If using an automatic trans, route the loose end of this wire to the center post on the neutral safety and back up lamp switch on the automatic trans.
RED	12V Battery	Place factory terminated end on the "BAT" stud on the starter relay, route the other end to the battery stud on the starter, cut to length, install rubber sleeve E and ring terminal A (soldering is recommended), then connect the completed wire onto the battery terminal on the starter.
PURPLE	Starter solenoid	Place factory terminated end on the "SOL" stud on the starter relay, route the other end to the solenoid stud on the starter, cut to length, install rubber sleeve E and ring terminal A (soldering is recommended), then connect the completed wire onto the solenoid terminal on the starter.
TAN	Electric choke	If using an electric choke, plug this wire into the main engine connector as shown on sheet 1 of this instruction set. Route this wire to your carburetor choke assembly, cut to length, and connect there. No terminals have been supplied for this connection as they vary greatly from assembly to assembly.

NOTE 1: The next three wires will be used only if you are using an electronic speedometer. Plug them into the main engine connector as shown on sheet 1 of this instruction set and route them as outlined below. If your car has both an electronic speedometer and an electric choke, you will need to splice the tan choke wire from above to the PURPLE/WHITE power wire for the VSS to allow for power to both appliances.

PURPLE/WHITE	VSS power	Route this wire to the vehicle speed sensor and connect to the 12 volt power lead.
PURPLE	VSS signal	Route this wire to the vehicle speed sensor and connect to the signal lead.
YELLOW	VSS ground	Twist this wire with the purple signal lead wire above to assure proper shielding. Connect this wire to the vehicle speed sensor ground lead.

NOTE 2: Once the main connector has had all of it's wires plugged in, the connector cavities should be sealed with dielectric 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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