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PART #: **510405** **J**

DESC: **ENGINE KIT**
Classic Update Series
Wiring Kit (various)

Instruction sheet 92971246 rev. 0.0 4/92015

The loose wires will be assembled first.

1. The large RED wire, with the BROWN fuse-link, will be connected to the BAT stud on your starter. Route the other end of this RED wire to the three position starter connector in the under dash harness. Cut to length, install terminal K, and plug into connector D so that alignment is maintained by color with the connector in the under dash harness.
2. The large PURPLE wire will be connected to the SOL stud on your starter solenoid. Route the other end of this PURPLE wire to the three position starter connector in the under dash harness. Cut to length, install terminal K, and plug into connector D so that alignment is maintained by color with the connector in the under dash harness.
3. The long YELLOW wire with the installed ring terminal and sleeve will be installed as follows:

1955-56 Chevy Passenger car:

- a. HEI DISTRIBUTOR: The yellow wire is not used.
- b. POINTS / BALLAST RESISTOR TYPE DISTRIBUTOR:
 1. If your starter has an RES terminal, the long YELLOW wire with the installed ring terminal and sleeve will be connected to the RES stud on your starter solenoid. Route the other end of this YELLOW wire to the three position starter connector in the under dash harness. Cut to length, install terminal L, and plug into connector D so that alignment is maintained by color with the connector in the under dash harness.
 2. If your starter does not have a RES terminal, a special starter bypass wire will be necessary to assist with the resistor override. AAW / FACTORY FIT has a kit available that will solve this issue under part number 500997. Contact AAW or your favorite AAW Dealer.

1957 Chevy Passenger car, 1947-55 1st series Truck, 1955 2nd series-1959 Truck:

- a. HEI DISTRIBUTOR: The yellow wire is not used.
- b. POINTS / BALLAST RESISTOR TYPE DISTRIBUTOR:
 1. If your starter has an RES terminal, the long YELLOW wire with the installed ring terminal and sleeve will be connected to the RES stud on your starter solenoid. Route the other end of this YELLOW wire to the three position starter connector in the under dash harness. Cut to length, install terminal L, and plug into connector D so that alignment is maintained by color with the connector in the under dash harness.
 2. If your starter does not have a RES terminal, a special starter bypass wire will be necessary to assist with the resistor override. AAW / FACTORY FIT has a kit available that will solve this issue under part number 500997. Contact AAW or your favorite AAW Dealer.
4. The starter connection is now complete and can be plugged together at the under dash harness.
5. Alternator connections are made for the GM internally regulated "SI" series alternator. This is the most common alternator used in modified cars. While the connector may be different for other GM alternators, the connecting wires serve the same function.
 - a. The large RED wire, with LT. BLUE fuse-link, will be connected to the BAT stud on your starter. Route the other end of this RED wire to the ALTERNATOR and cut to length. Install alternator rubber boot G and terminal P and connect to the "BAT" stud on the alternator.
 - b. The short RED wire connected to the alternator voltage regulator connector is also connected to the "BAT" stud on the alternator. This wire should be pushed through the alternator rubber boot G so that the final connection at the alternator "BAT" stud is covered by the alternator rubber boot G. if you are using a one wire alternator, this wire and connector are not used and should be taped back against the harness.

The wires in the six way connector will be assembled next.

We recommend connecting the engine harness to the mating connector in the fuse panel/dash harness first and then routing the wiring into the engine compartment. Completion of the engine harness wiring will then proceed as follows:

6. The BROWN wire in the 6 way connector is connected to the voltage regulator "IGN" terminal by installing terminal L and plugging the terminal into the empty cavity of the voltage regulator connector. If you are using a one wire alternator, this wire is not used.
7. The voltage regulator connector can now be plugged into the alternator. If you are using a one wire alternator, ignore this step.
8. The DK.GREEN wire is connected to the Water Temperature sender. Use terminal L and connector A or ring terminal N and sleeve J depending on your sender.
9. The DK.BLUE wire is connected to the Oil Pressure sender. Use terminal L and connector A or ring terminal N and sleeve J depending on your sender.
10. The PINK wire is connected to the distributor as follows:
 - a. If you are using an electronic ignition system that requires a full 12 volt lead without a ballast resistor, such as the GM H.E.I. distributor, connect the PINK wire to the "BAT" terminal on the distributor cap using terminal K and white connector F.
 - b. If you are using a distributor system that requires an external ignition ballast resistor, such as the original point type distributor and many after market distributors, connect the PINK wire to one side of the ballast resistor as on sheet 1. Use an excess piece of the same PINK wire to make the final connection from the other side of the ballast resistor to the coil "+" (POS) stud. Use ring terminal M and sleeve H for these connections.
11. The WHITE wire is connected to the "-", "DIST", or "TACH" terminal on the ignition coil. Use supplied terminal L and brown connector E for GM H.E.I. distributors, or ring terminal N and sleeve J for points ignition. If you are not using a tachometer, this wire will not be used and should be removed from the six way connector.
12. The YELLOW wire is only used for point type distributors to bypass the ballast resistor in the crank cycle. If you are not using a point type distributor, this wire may not be required and should be removed from the six way connector. Otherwise, it is connected to the "+", or "BAT" side of the coil or on the coil side of an external ballast resistor so that it is not routed through the ballast resistor. Use terminal N and sleeve J. Point type distributors require a 12 volt lead that is not reduced by the ballast resistor in the starter cranking cycle for the car to start. GM H.E.I. distributors do not require this wire.

Ignition switch modifications

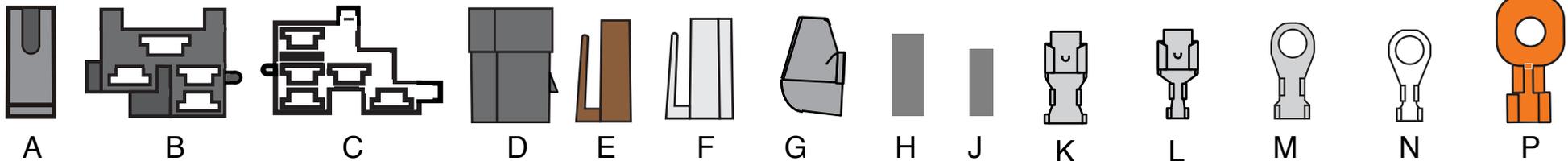
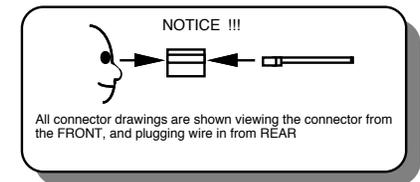
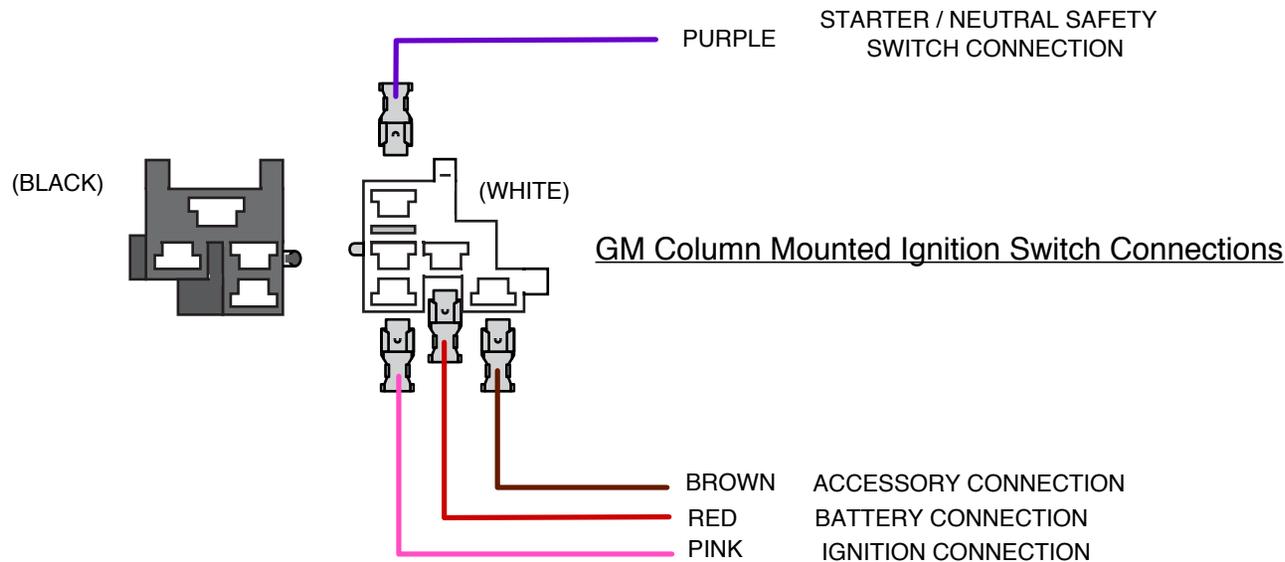
The design of our under dash harness accommodates both dash mounted ignition switches as well as column mounted ignition switches for those modified cars that have changed the steering column to a late model GM column or aftermarket steering column that incorporates the ignition switch in the column. Connectors B and C are provided for column mounted ignition switch applications. Both connectors must be used as they lock together before being plugged into the ignition switch located at the base on these columns. Use terminals K on each of the ignition switch wires. Please note that the terminal orientation is extremely important, so take the time to study the orientation diagram and the proceed to plug them into the column mounted ignition switch connectors as follows:

WHITE CONNECTOR C (after assembling, plug this connector in first)

1. The large RED wire is connected to the RED in the harness (battery).
2. The PURPLE wire is connected to the PURPLE wire in the harness (start).
3. The PINK wire is connected to the PINK wire in the harness (ignition).
4. The BROWN wire is connected to the BROWN wire in the harness (accessory).
5. The White connector plugs into the ignition switch mounted on the steering column.

BLACK CONNECTOR B (after assembling, plug this connector in second)

1. The Black connector is not used on all systems, but must be plugged into switch even if there are no wires in it. This will "lock" the white connector into the ignition switch.
2. The black connector plugs into the ignition switch mounted on the steering column.



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