

NOTE: If the fuse panel on your 510158 68-69 Chevelle kit **HAS** a sticker like the photo at the left, you have the second design harness and your instructions are listed below and follow this page.



Number	Description
500332	Headlight Switch
500707	Fuse, Relay, and Flasher kit
500708	Courtesy Light kit
500919	Practice Terminal Crimping Set
510520	Dash Harness kit
510522	Engine Wiring Kit
510523	Front Light Wiring kit
510521	Instrument Cluster Wiring kit
510112	Console Wiring kit
510164	Rear Body Wiring kit
510476	Alternator and main power Connection kit
510730	VSS Connection kit
500042	Floor Dimmer Switch
92972531	Kit Introduction Instruction Sheet
92972532	Warning Sheet



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68-69 Chevelle Second Design Instructions

92972891 rev. 0.0 2/14/2020



WARNING:

Validate the kit contents with the component list included on page 2 of this sheet before proceeding. This kit is intended to be used in a modified vehicle. Please read this sheet thoroughly and be sure that you understand everything explained on it prior to opening any of the enclosed packages, or before attempting to install any of the components. Once this kit has been opened or a component installed, the kit is not returnable.

1. This kit should typically be used in a **MODIFIED** application only.
2. If your car is equipped with a Turbo 400 automatic transmission, the new dash kit, 510520, is set-up to accept the correct downshift harness, but that harness **IS NOT** included in this kit. You must order Factory Fit part number CH85151 directly from AAW, or your favorite Chevelle parts supplier. It will plug directly into the new dash harness with no modifications required.
2. This kit supports the use of factory heater systems and aftermarket heater and A/C systems. The kit supplies power to a factory A/C control head but **DOES NOT** include the actual A/C harness for an original factory A/C vehicle. Factory original A/C harnesses are available under our Factory Fit product line as they are self contained harnesses made to fit and work with the stock A/C component configuration.
3. This kit supports the use of a high current self-exciting 1-wire alternator or other style internally regulated alternators. An adapter may be necessary in some applications. The use of a stock, low amperage alternator is seriously discouraged as they cannot handle the higher current requirements of updated ignition systems, electric fans, aftermarket A/C systems, stereo systems, air ride suspensions, and other power hungry accessories and will ultimately create performance issues with the system.
4. This kit **WILL NOT** support the use of a factory ammeter. All AAW kits are engineered to supply the optimum charge to the battery. To achieve this performance, we route our 6ga. charge wire directly from the alternator output charge terminal to the starter battery terminal. Due to the path of the charge being altered from the stock configuration, the gauge can no longer see a charge vs. a discharge, so it will not work properly. When ammeters were originally used, most generator or alternator current outputs were rated at a maximum of about 25-60 amps. Modified cars being built today typically utilize a 100 amp or higher output alternator. With these higher current units, ammeters, generally speaking, become a safety hazard. Ammeters are usually wired in parallel to the charging circuit, are typically unfused, and can short very easily causing a fire. A voltmeter is recommended as a good alternative.
5. This kit **IS NOT** set up with a resistance wire for a standard, points type ignition system. It is wired with a full 12 volt primary ignition feed that is hot in the run position. Primary ignition voltage in the starting position is handled via a full 12 volt bypass wire. Our system will support HEI, MSD, other electronic ignition systems, as well as most all computerized Fuel Injection systems. If you wish to run a points type system, there are illustrations on the engine connection pages to do so. Extra parts (ballist resistor) that are not included in this kit will be required to complete that operation.



510158

510158 - Classic Update Series Kit 1968-69 Chevrolet Chevelle

This kit contains the following components:

<u>Bag</u>	<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
	500042	Floor Dimmer Switch	1
	500332	Headlight Switch	1
	500707	Fuse, Relay, and Flasher kit	1
N	500708	Courtesy Light kit	1
K	510112	Console Wiring kit	1
	500919	Practice Terminal Crimping Set	1
G	510520	Dash Harness kit	1
J	510522	Engine Wiring Kit	1
L	510523	Front Light Wiring kit	1
H	510521	Dash Cluster wiring kit	1
M	510164	Rear Body Wiring kit	1
V	510730	VSS Connection Kit	1
Z	510476	Alternator and Main Power connection kit	1
	92972531	Kit Introduction Instruction Sheet	1
	92972532	Warning Sheet	1

Validate the kit contents with this component list. If there are any discrepancies with incorrect or missing parts, stop your installation and notify the supplier you purchased the kit from before proceeding.



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510158

Classic Update Series

1968-69 Chevelle

START HERE !

PLEASE READ THIS BEFORE STARTING INSTALLATION !

This wiring kit is designed for ease of installation. Please read the guidelines below, BEFORE STARTING your installation to guarantee a successful job. Use a appropriate crimp tool that folds the crimp wings on the terminals as shown below. Top quality crimping tools are available from American Autowire or American Autowire authorized dealers.

NOTE: ALL TERMINALS THAT YOU INSTALL SHOULD BE PROPERLY SOLDERED.
Our factory terminations are installed by GM approved five ton presses, and soldering is not necessary on these terminations.



STEP 1: DISCONNECT YOUR BATTERY:
Disconnect the battery before installing the wiring kit to prevent any accidental shorting caused by loose bare wire ends.

STEP 2: START INSTALLING KIT:
This kit is broken down into individual steps that are identified by a letter printed on the instruction sheets visible through each bag. These letters are the order of operation for installation for your kit. Start with the bag letter G, then H, etc. The order of installation is shown below:

- G 510520 Dash Harness Kit
- H 510521 Instrument Cluster Kit
- J 510522 Engine Kit
- K 510112 Console Kit
- L 510523 Front Light Kit
- M 510164 Rear Body Kit
- N 500708 Courtesy Light Kit
- V 510730 VSS Connection Kit
- Z 510476 Alternator and Main Connection Kit

STEP 3: RECONNECT YOUR BATTERY:
When you have completed the installation and are ready to reconnect the battery, make sure that the following electrical system grounds are in place:

- A. Battery is grounded to the ENGINE BLOCK.
- B. Battery is grounded to the frame.
- C. Engine block is grounded to the frame.
- D. Body is grounded to the frame.

STEP 4: CHECK ALL ELECTRICAL FUNCTIONS:
Any non-functioning items should be checked for proper installation. Any problems with your wiring and electrical circuit functions should be addressed to American Autowire Systems, Inc. as soon as possible to avoid any warranty problems. If you have any questions concerning this or any of our products, please feel free to call us at 1-800-482-WIRE.

AMERICAN AUTOWIRE MAKES IT EASY !!

We carry many accessories for your 1968-69 Chevelle

OEM style turn signal switch

OEM style wiper switches

OEM style non-stick harness tape
p/n R0067108



p/n 07800482 - 68 floor shift delco
p/n 05698897 - 69 column shift delco
p/n 05698520 - 68 all w/Boyerne
p/n 01997938 - 69 all



p/n 01993443 - 68 w/o recessed park
p/n 01993442 - 68 with recessed park
p/n 01993464 - 69 w/o recessed park
p/n 01993465 - 69 with recessed park



Muncie 4 speed back up lamp switch
p/n 03943657 (1969)
p/n 01993307 (1968)



OEM large terminal and double
crimping tool (12-8 gauge)
p/n 510586



Multi-crimp tool (20-14 gauge)
p/n 510585

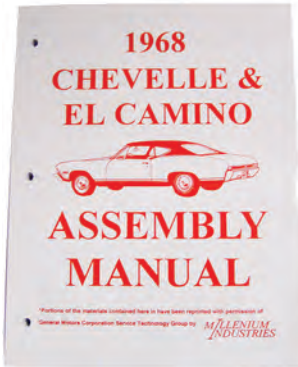


Breakerless Ignition Module,
GM V-8 POINT CONVERSION KIT
p/n 38131



Factory assembly manuals.
(It's what they used on the assembly
line to build your Chevelle!)

p/n 36298 (1968)
p/n 36299 (1969)



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Classic Update Series

1968-69 Chevelle

510158

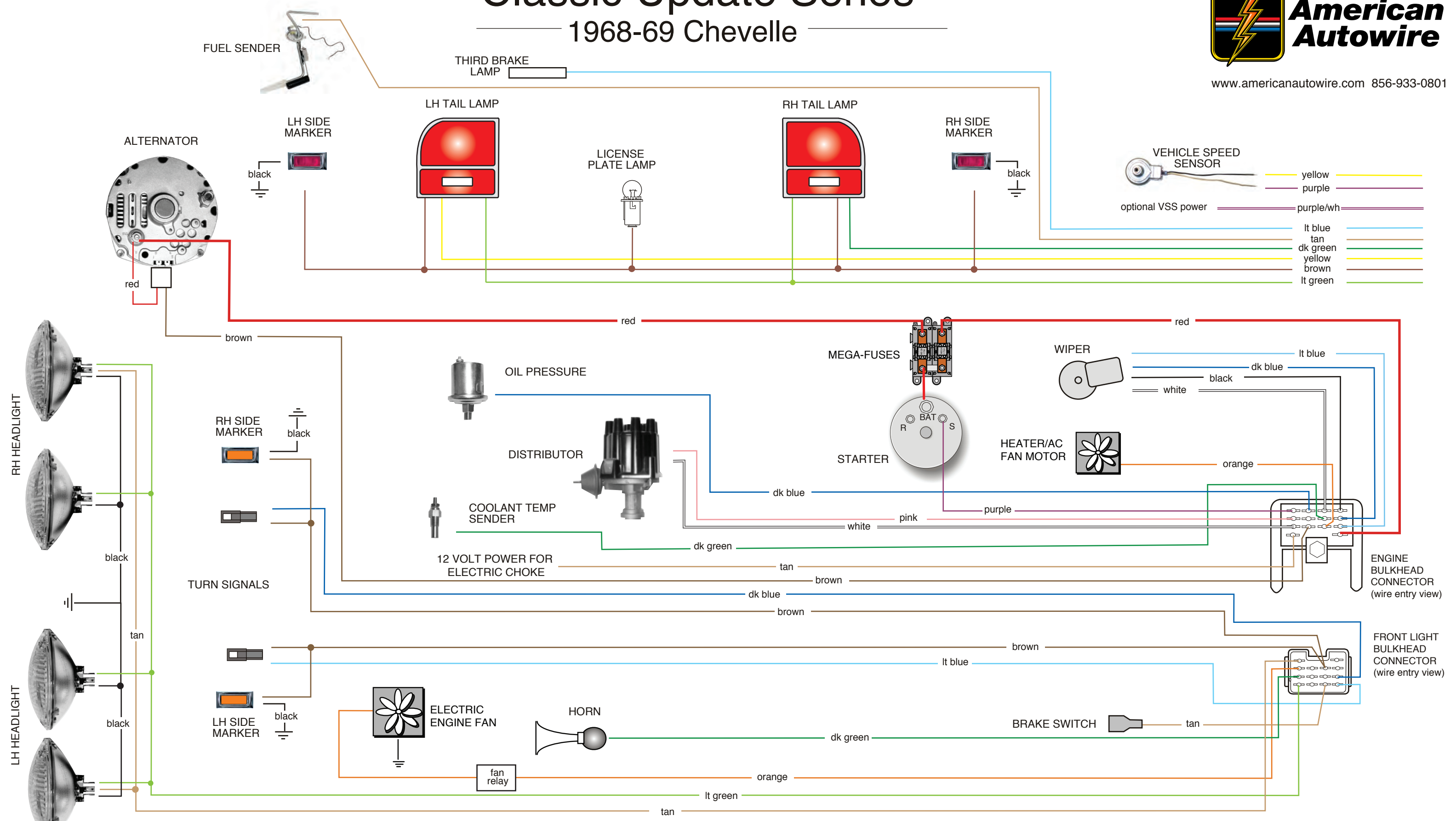
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92972531 instruction sheet rev. 0.0 8/19/2019

Classic Update Series

1968-69 Chevelle



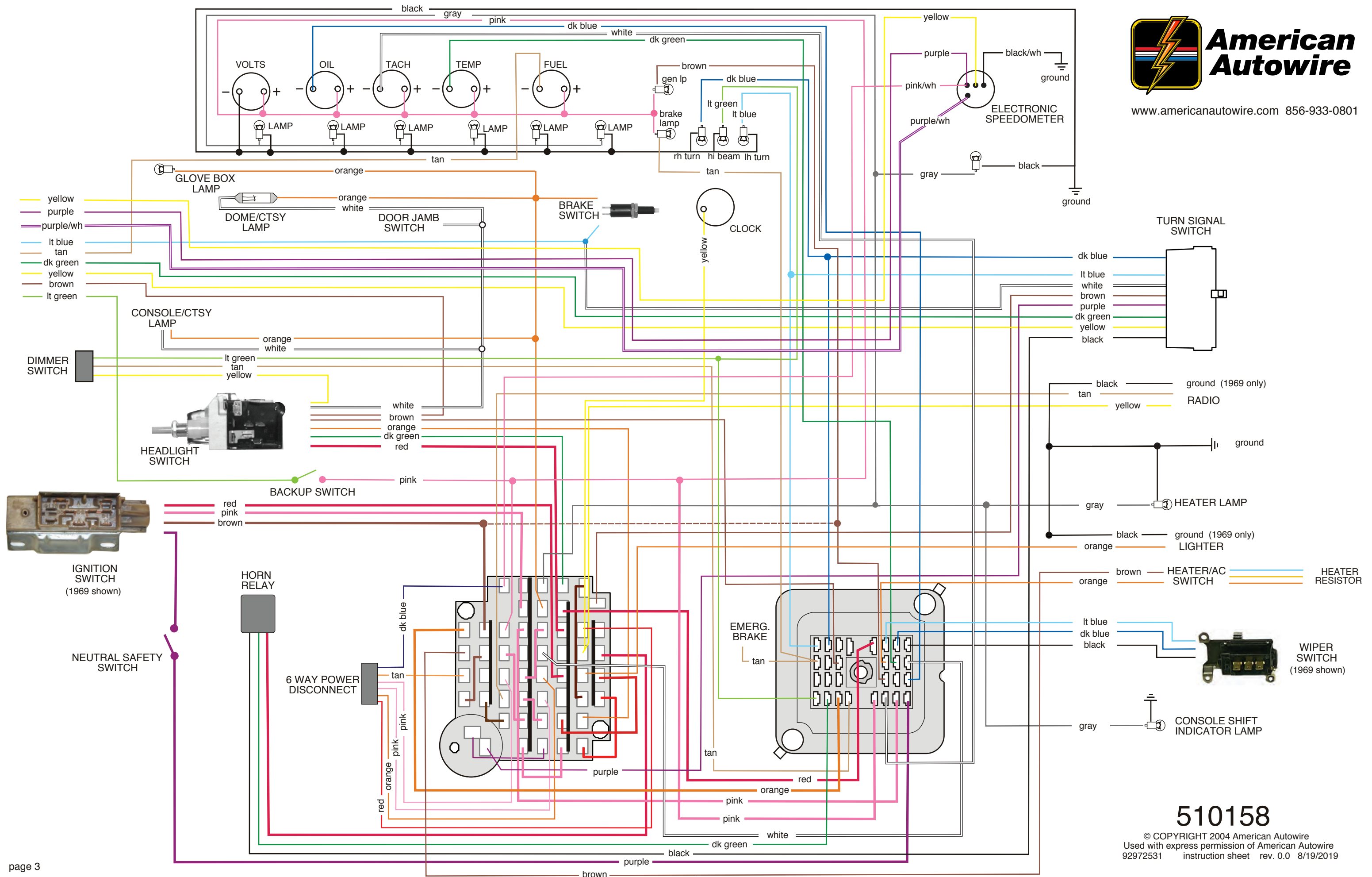
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NOTICE: This schematic drawing is for reference only.
Do not use the schematic to install this wiring kit!
Use the instruction sheets included in each bag, which includes directions for proper terminations.

510158

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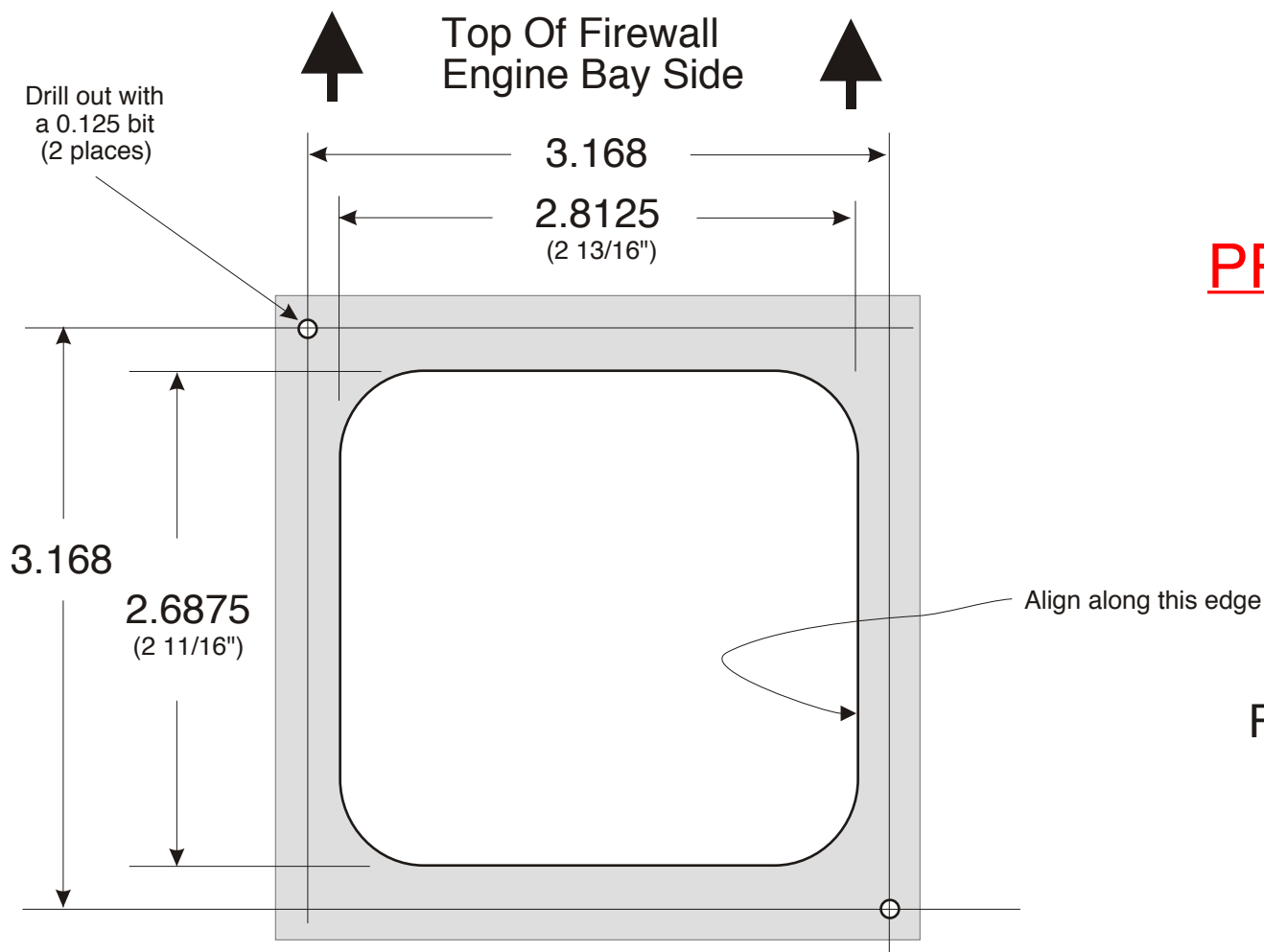
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Template for firewall modification for some Classic Update Kits

Classic Update Series kits are based on the 1968 and later GM bulkhead assembly which has a different mounting footprint than earlier bulkhead connectors. Therefore, it will be necessary to modify the firewall in 1967 and earlier cars to accept the 1968 and later design bulkhead. This enclosed template can be used for this purpose.

We suggest that this template be glued to stiff cardboard or a thin piece of plastic. The white area can then be cut out with a razor knife to define the area of material that needs to be removed from the existing bulkhead area. Proceed as follows:

1. Position the template against the firewall aligning the right hand edge with the right hand edge of the existing bulkhead hole.
2. Trace the opening area onto the existing bulkhead and cut out the area.
3. Drill the two .125 holes for the new bulkhead mounting screws.
4. Mount the fuse box assembly from the passenger compartment side and check the fit into the new bulkhead hole. It may be necessary the do some fine tuning on the hole size for an exact fit.
5. Screw in the new fuse box retaining screws to complete securing the new fuse box assembly to the firewall

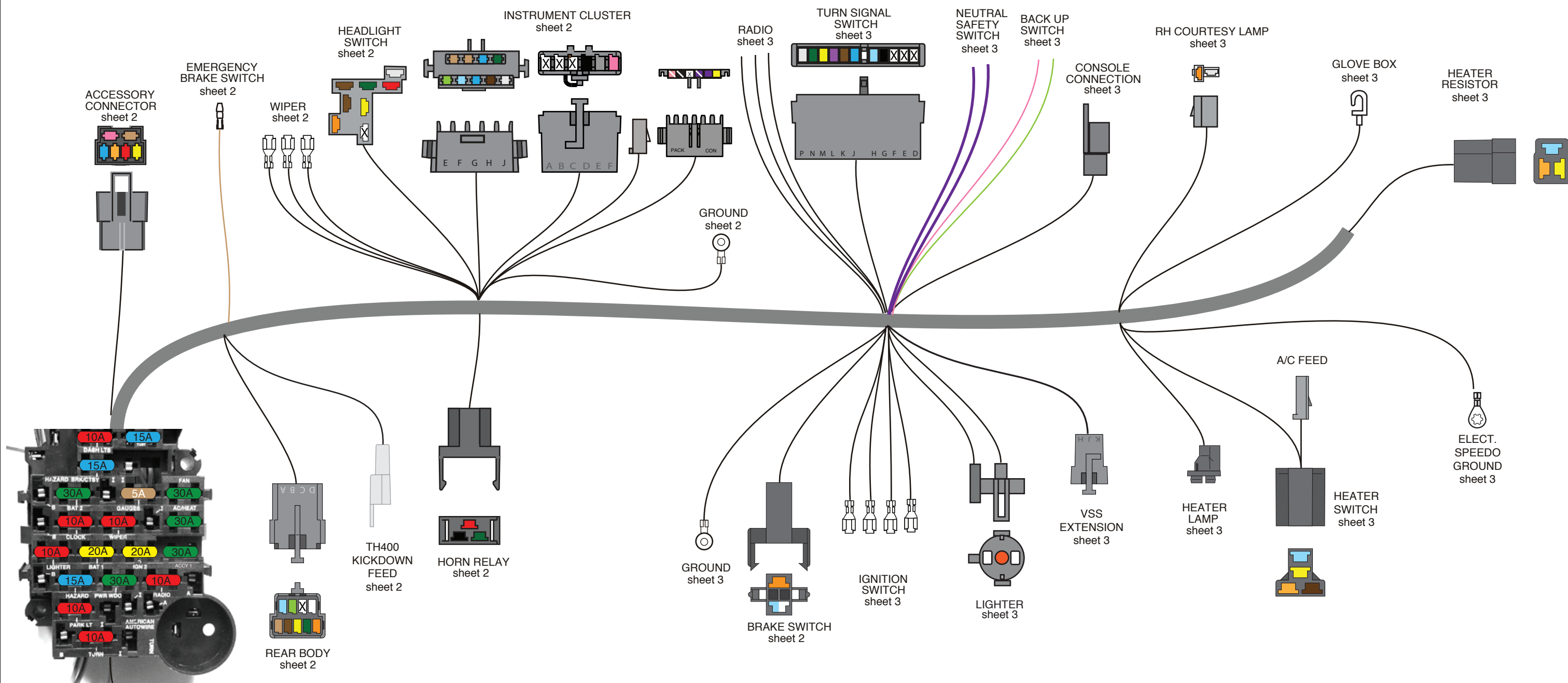


**PRINT ON ADHESIVE
LABEL SHEET**

Firewall Modification Template

92967369

92967369 instructions Rev 5.0 4/22/2014



Fuse Panel Installation Instructions

Following these simple instructions will guarantee a successful installation of your American Autowire fuse panel harness.

1. Study the diagram above to familiarize yourself with the dash harness.
2. Install the fuse box.
3. Route the dash harness using the factory support straps.
4. Make all connections as shown on the following pages of this dash harness kit.
5. Once this harness is installed, continue to bag 'H', and install the rest of the kit (bags H,J,K,L,M).



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Diagram illustrating the stock fuse box assembly. The assembly includes a fuse box with two screws on the left side. A callout shows a detailed view of the fuse box with labels: "stock fuse box mounting holes" pointing to the two screws, and "stock bulkhead connector hole" pointing to a hole on the right side of the fuse box.

-

AMERICAN AUTOWIRE
DASH HARNESS CONNECTION

ORIGINAL TURN SIGNAL SWITCH WIRES

white
dk green
yellow
purple
brown
dk blue
lt blue
black

white
dk green
yellow
purple
brown
dk blue
lt blue
black

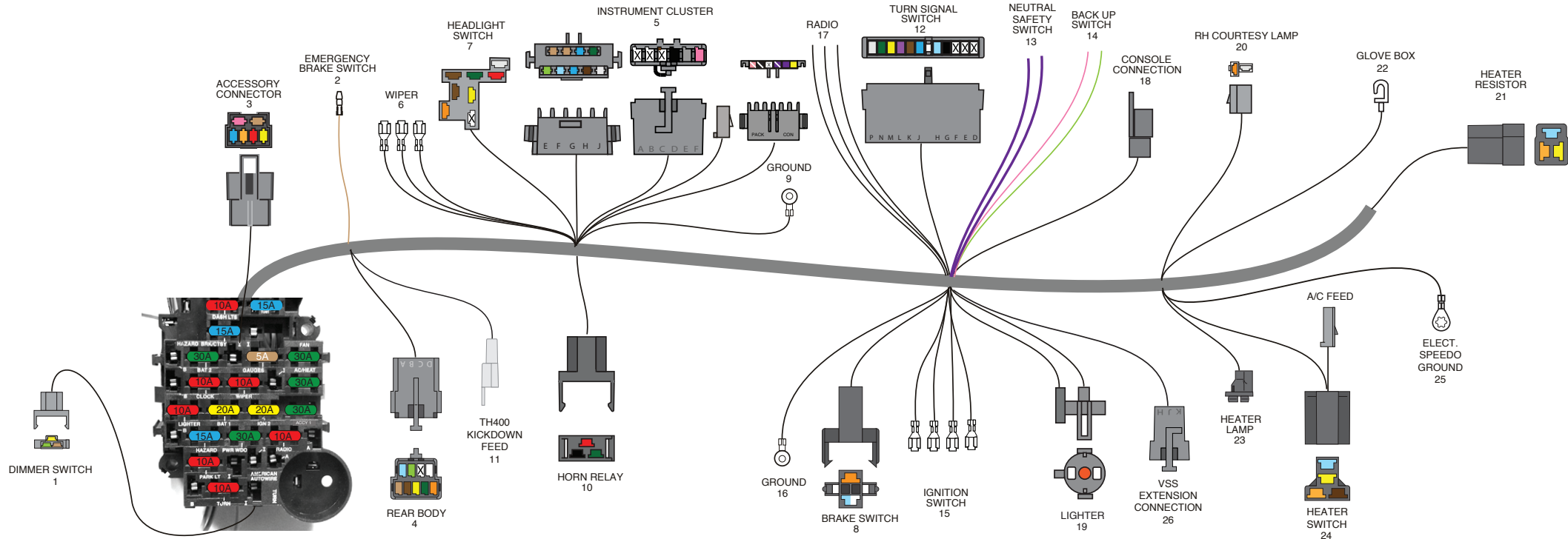
L

M

L

M

DIAGRAM G



12	TURN SIGNAL SWITCH		This harness has a connector on it for the 3 7/8 in. 1969-74 GM steering column connection used by GM and many after-market manufacturers. If using a late model GM steering column or an aftermarket column using the 4 1/4 in. GM turn signal connector, replace existing connector with connector "L" being sure to match wires by color. (See diagram G on sheet 2 if needed)
13	NEUTRAL SAFETY SWITCH	White Dark Green Yellow Purple Brown Dark Blue Light Blue Black	12 volt brake feed "in" from brake switch RH rear stop / turn LH rear stop / turn 12 volt keyed feed from turn flasher 12 volt battery feed from hazard flasher RH front turn LH front turn Horn relay ground wire to horn switch in column / steering wheel Connect these wires to the neutral safety switch on the column or console shifter.
14	BACK UP SWITCH	Purple Purple	12 volt feed "in" to neutral safety switch from ignition switch. 12 volt feed "out" to starter solenoid.
15	IGNITION SWITCH	Pink Lt Green	Connect these wires to the back up switch on the column or console shifter. 12 volt ignition feed "in" to back up lamp switch 12 volt feed "out" to back up lamps
16	GROUND	Red Pink Brown Purple Black	Note: See page 4 for exact placement of the wires in the proper connectors for either the 1968 or 1969 applications. 12 volt battery feed 12 volt ignition feed 12 volt accessory feed Starter lead wire to Neutral Safety Switch
17	RADIO	Tan Yellow Black	Connect to a good chassis ground (Lighter and heater lamp grounds) Radio accessory "on/off" feed (Keyed 12 volt power feed) Radio constant 12 volt clock or memory lead (Battery 12 volt power feed) Radio ground
18	CONSOLE CONNECTION		These wires are for use on a console vehicle only! For wire functions, refer to bag K, 510112.
19	LIGHTER	Orange Black	Connect to lighter. (Battery feed) Connect to lighter. (Ground feed)
20	RH COURTESY LAMP	Orange White	Plug this connector into the mating connector from the courtesy lamp kit bag N, 500708. 12 volt battery feed fo lamp Ground circuit for lamp
21	HEATER RESISTOR		Plug this connector into the factory heater resistor located on top of the heater box on most non-A/C cars
22	GLOVE BOX LIGHT	Orange	Connect to the original factory glove box lamp switch. If not using, just tape back fishhook connect to the main harness and insulate well
23	HEATER LAMP	Gray Black	Heater lamp feed Heater lamp ground
24	HEATER SWITCH	Brown	Plug this connector into the factory heater switch. 12 volt accessory feed to heater / ac switch (if using aftermarket a/c, use the short brown wire as the accessory feed wire to a/c harness. If a new factory A/C harness is needed, please contact our Sales Department for the proper application for your car)
25	ELECT. SPEEDO GROUND	Yellow Lt Blue Orange	Heater resister Heater resister Heater resister
26	VSS EXTENSION	Black/White	This is the ground for an electric speedometer. Connect to a good chassis ground. Do NOT attach to #9 gauge cluster ground or #16 heater lamp / cigarette lighter ground. The wires in this connector are for use with an aftermarket electric speedometer only. The VSS Lead Wires, 510730, bag V, will plug in here. Refer to that instruction sheet for wire functions and additional directions.



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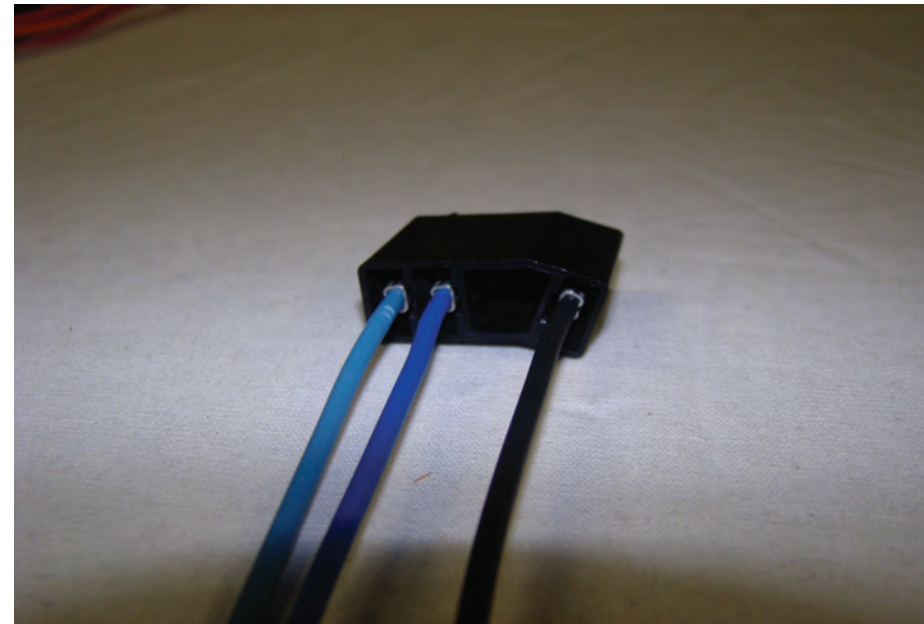
1968-69 Chevelle

DASH KIT

510520



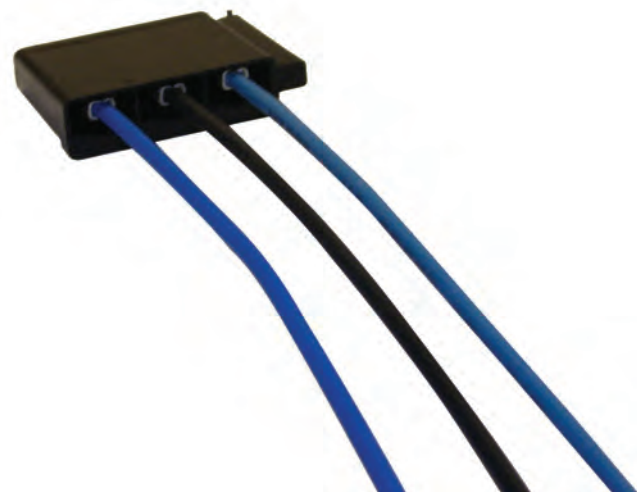
1968 wiper switch connection
with depressed park



1968 wiper switch connection
without depressed park

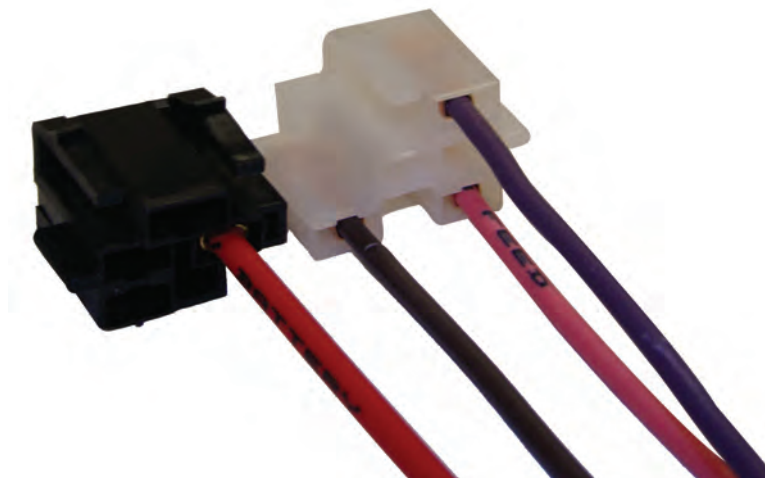


1968 ignition switch connection



1969 wiper switch connection

On this page you will find
the proper windshield wiper
switch and ignition switch
connections for all the 1968
and 1969 Chevelle models.



1969 ignition switch connection



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1968-69 Chevelle
DASH KIT
510520

Classic Update Series

*** These are special instructions for connecting your wiring system to a stock instrument cluster. ***
(Note: This kit does not support the use of a stock ammeter.)

REFER TO THE ATTACHED DIAGRAMS FOR YOUR APPLICATION YEAR. USE THE ENCLOSED PARTS AND INFORMATION BELOW FOR WIRE TERMINATION AND GAUGE CONNECTION.

NOTE: If you are using aftermarket gauges, follow the instructions from the after market gauge package included in this kit (92965220).

CONNECTOR A

TAN	Brake Warning Lamp
DK BLUE	Right Turn Indicator
LT BLUE	Left Turn Indicator
LT GREEN	Hi Beam Indicator Lamp
TAN	Fuel Gauge
BLACK	69 Fuel Gauge Ground

Install components shown on the following sheets, and plug into the brake light hole in cluster.
Install components shown on the following sheets, and plug into the right turn indicator hole in the cluster.
Install components shown on the following sheets, and plug into the left turn indicator hole in the cluster.
Install components shown on the following sheets, and plug into the high beam hole in cluster.
Install components shown on the following sheets, and plug into the fuel gauge.
This wire is plugged into the 69 only fuel gauge connector and will install as shown on sheets 5 or 6.
Attach the loose end under the dashboard assembly, being certain that it is connected to a good known chassis ground.

DK BLUE	Oil Gauge / Lamp
DK GREEN	Temp Gauge / Lamp
WHITE	Tach (loose wire)

Install components shown on the following sheets, and plug into the oil gauge or lamp.
Install components shown on the following sheets, and plug into the temp gauge or lamp.
This wire is used on factory gauge applications. Install components shown on the following sheets, and plug into the tachometer.

BROWN	Generator Lamp (loose wire)
-------	--------------------------------

This wire is used on warning lamp applications. This wire is stamped "ALT-IGN". Install components shown on the following sheets, and plug into the generator (alternator) lamp hole in cluster.

CONNECTOR B

PINK	12V ignition
GREY	Instrument Lamps
BLACK	Ground

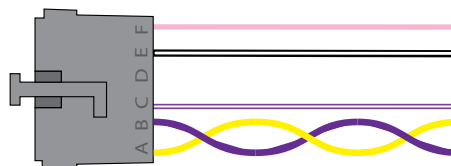
Install components shown on the following sheets, and connect to gauges or warning lights, requiring a 12V ignition feed.
Install components shown on the following sheets, and plug into the instrument lamps.
Connect to the back of the instrument cluster housing.

CONNECTOR C

This connector is used when using an aftermarket electronic speedometer. Follow the manufacturer's instructions and the generic instructions on page 7 when installing these wires with custom gauges. Twist the yellow and purple wires together for their entire length to prevent interference.

NOTE: If you are using the stock speedometer this connection will not be used.

CONNECTOR C



CLOCK EXTENSION

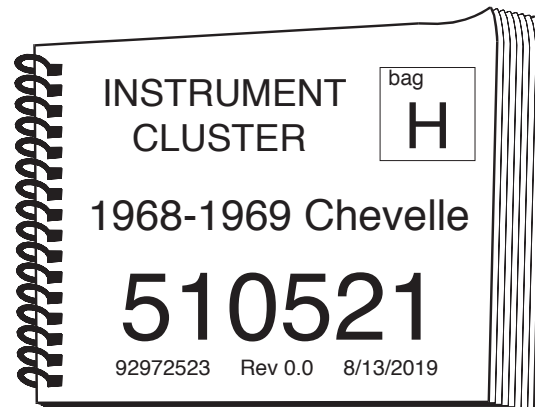
This wire assembly will plug into your factory dash mounted clock.

YELLOW	Clock 12V battery power	Plug one end of this wire onto the power blade on the back of your clock, then plug the other end into the mating connector on the dash harness. See details on pages 3-6.
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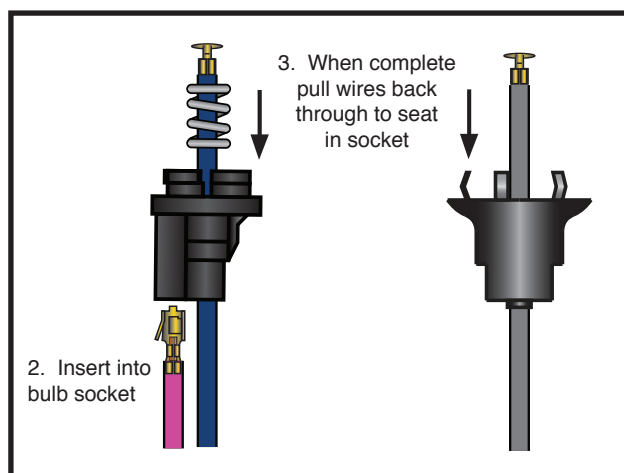
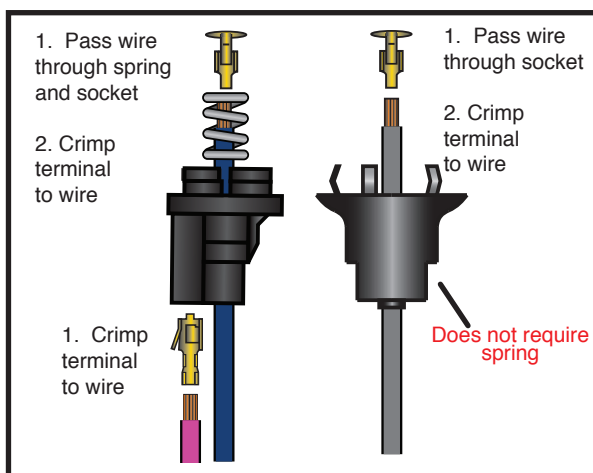


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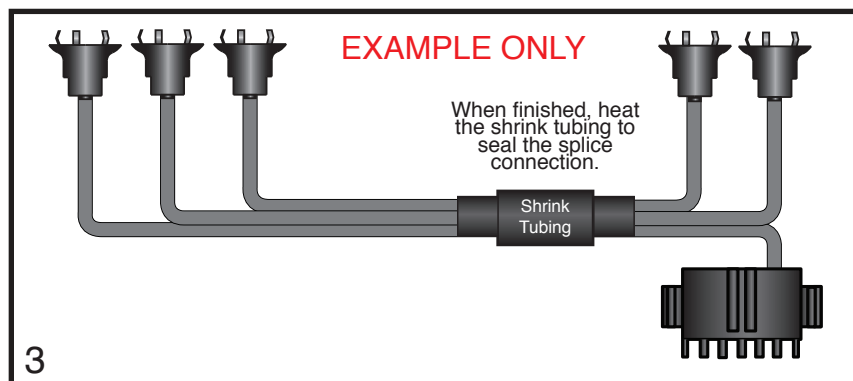
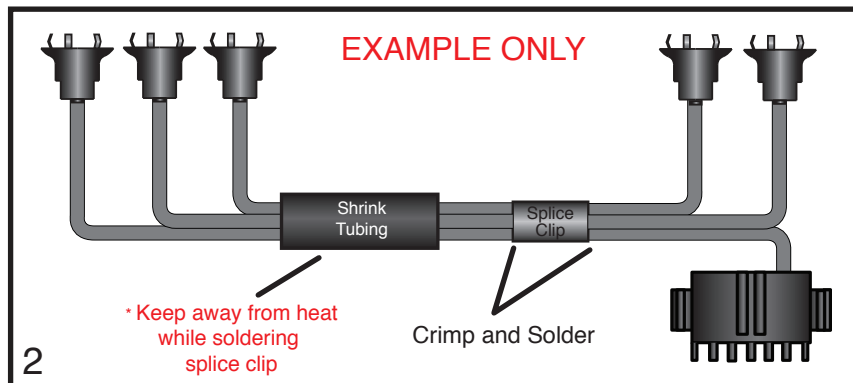
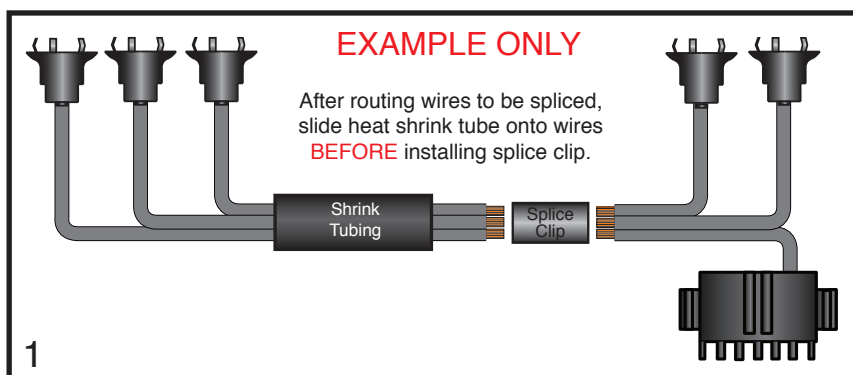


How to install lamp sockets and lamp socket terminals.



How to use the splice clip to join multiple wires.

Below is just an **EXAMPLE** of how to use the splice clip and shrink tubing; see your specific application on the following pages for actual splice information.



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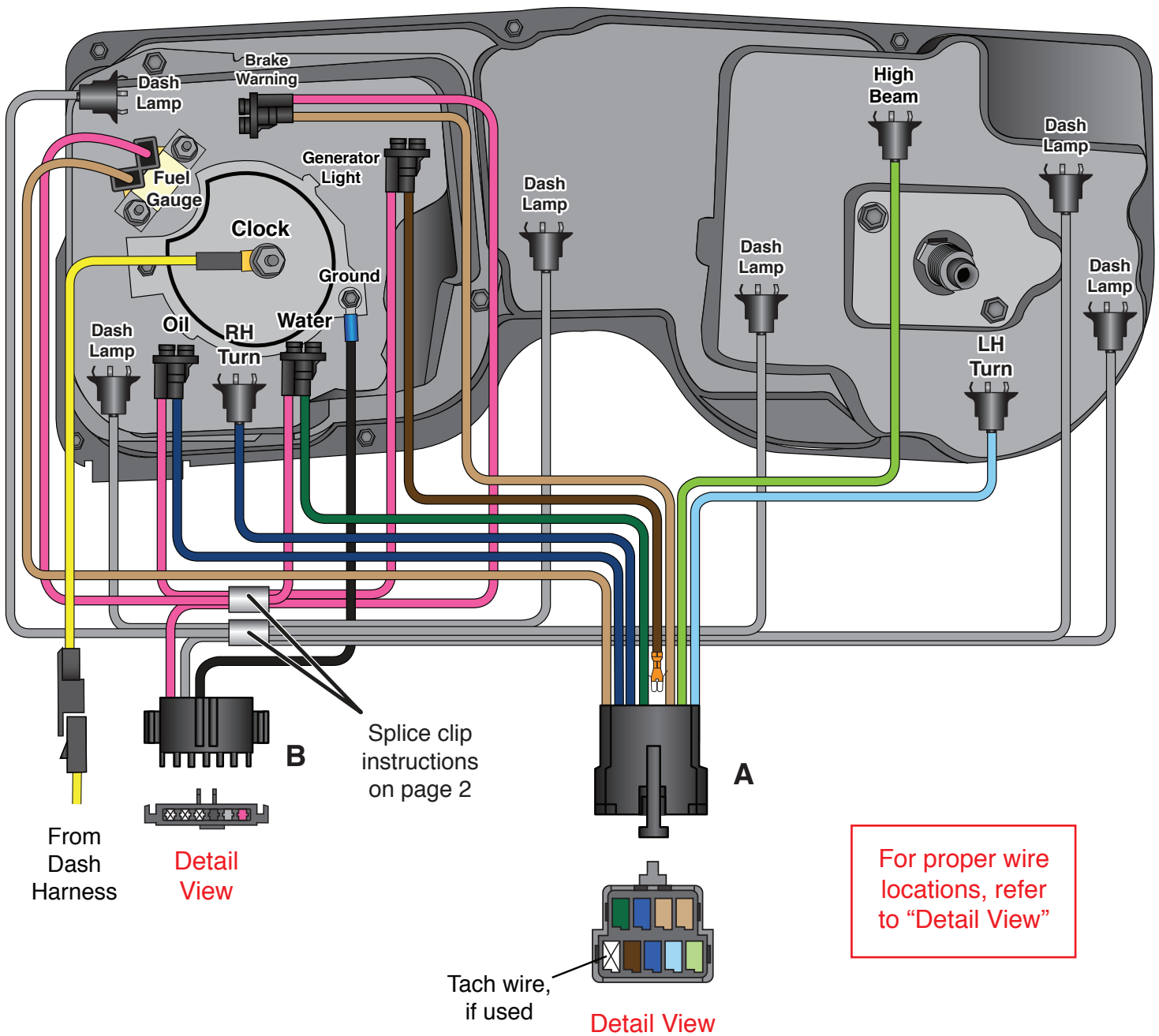
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510521

92972523

Rev 0.0 8/13/2019

1968 Chevelle Warning Light



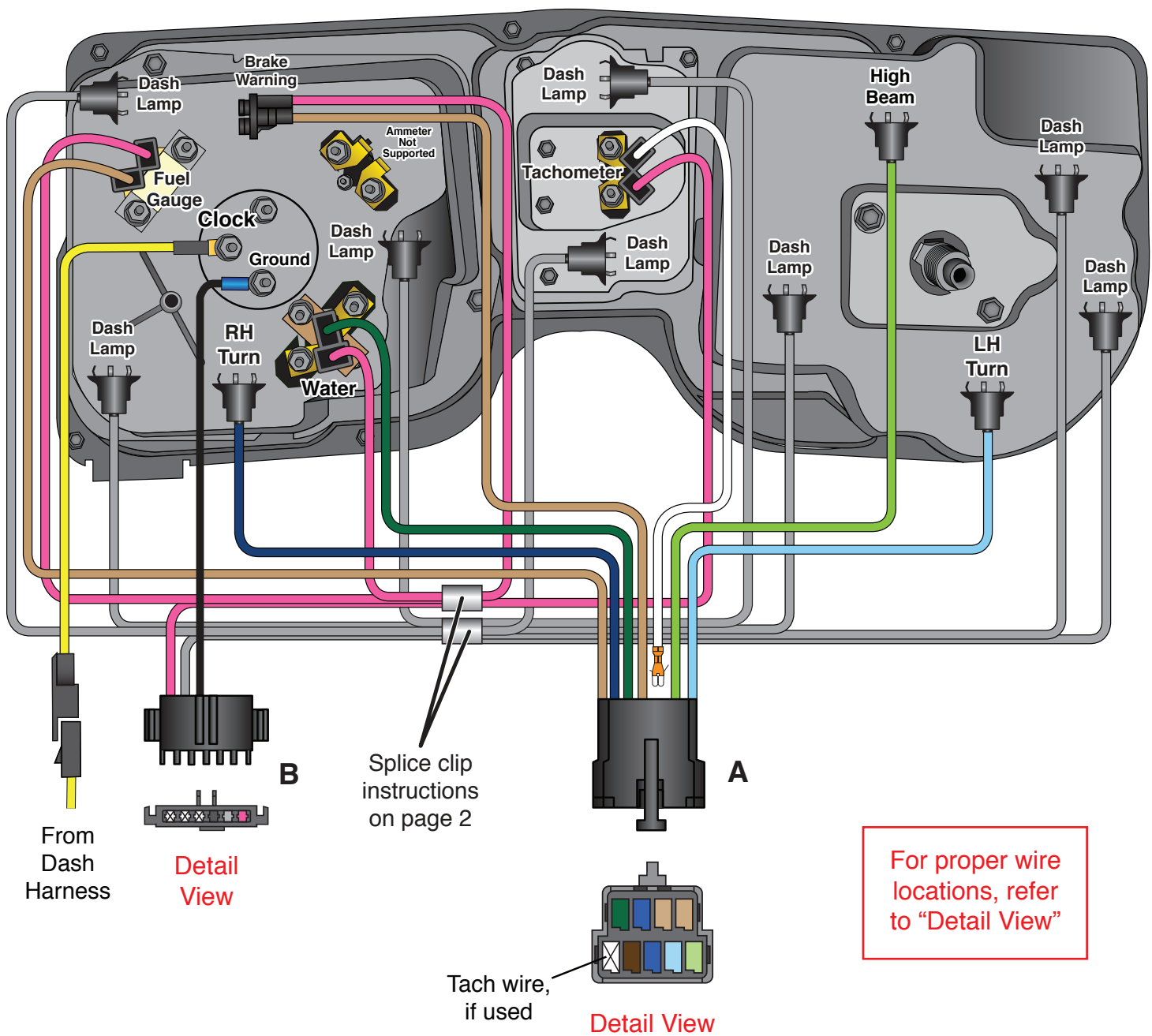
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510521

92972523 Rev 0.0 8/13/2019

1968 Chevelle Gauges



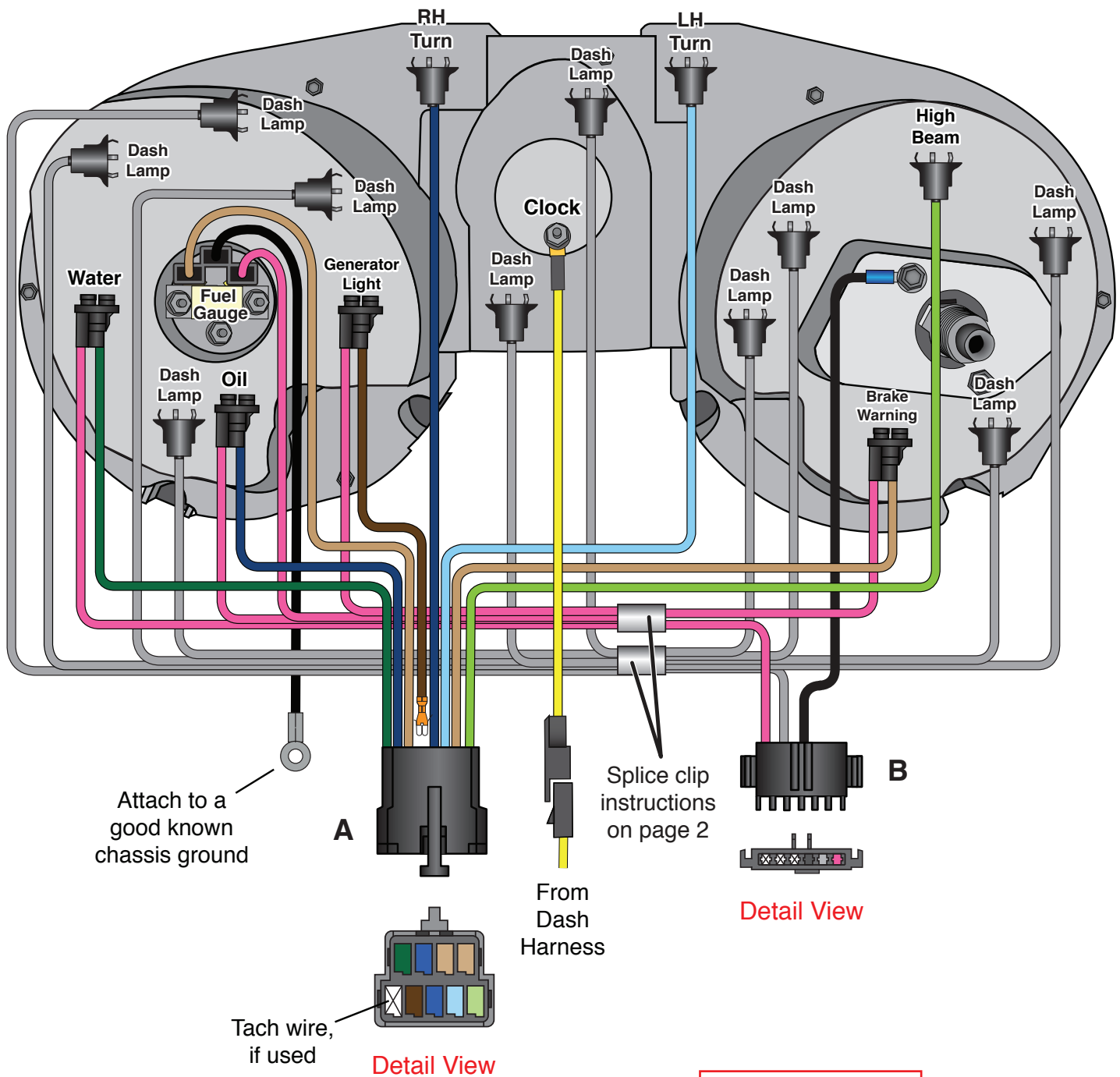
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92972523 Rev 0.0 8/13/2019

1969 Chevelle Warning Light



For proper wire locations, refer to “Detail View”



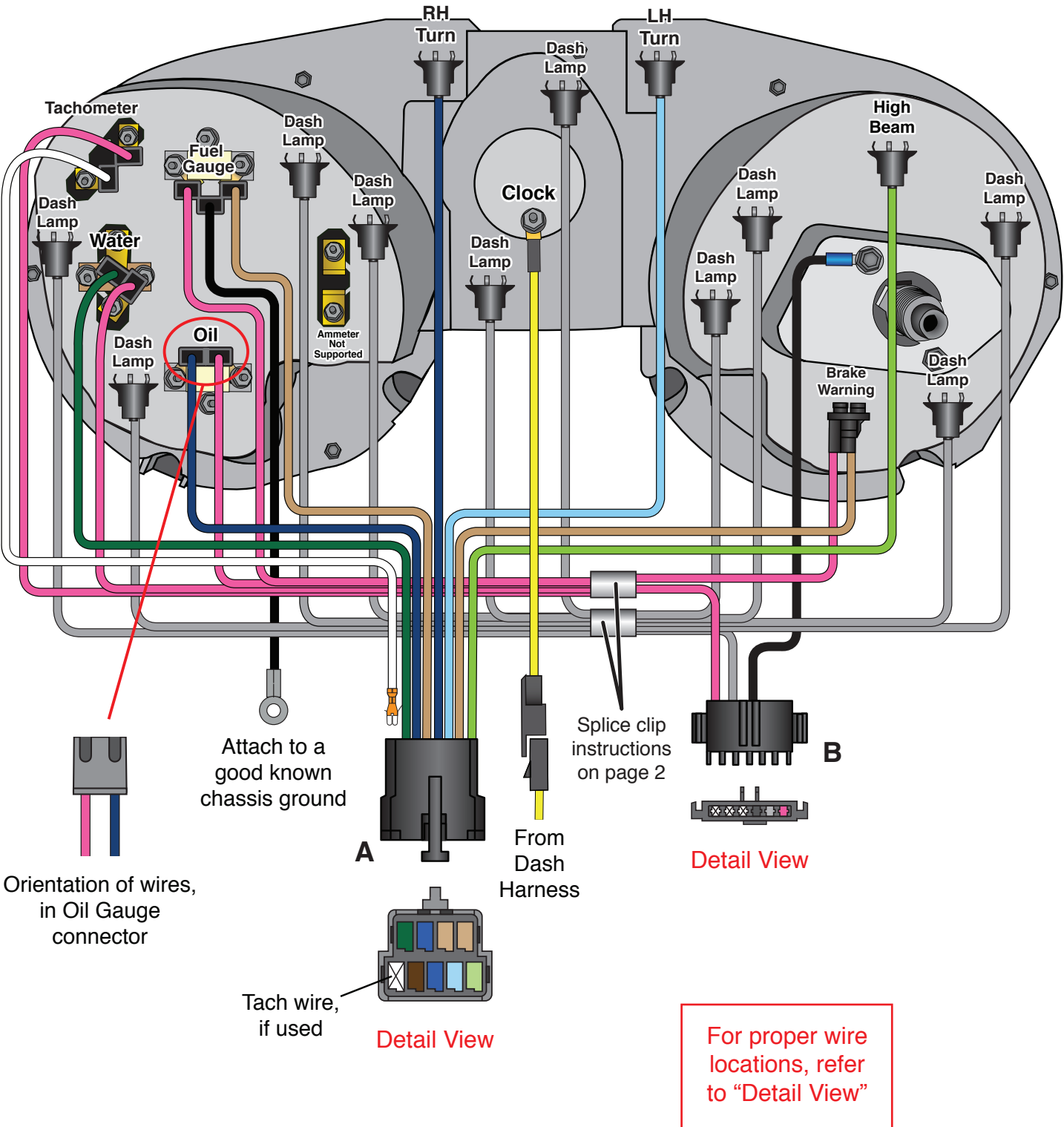
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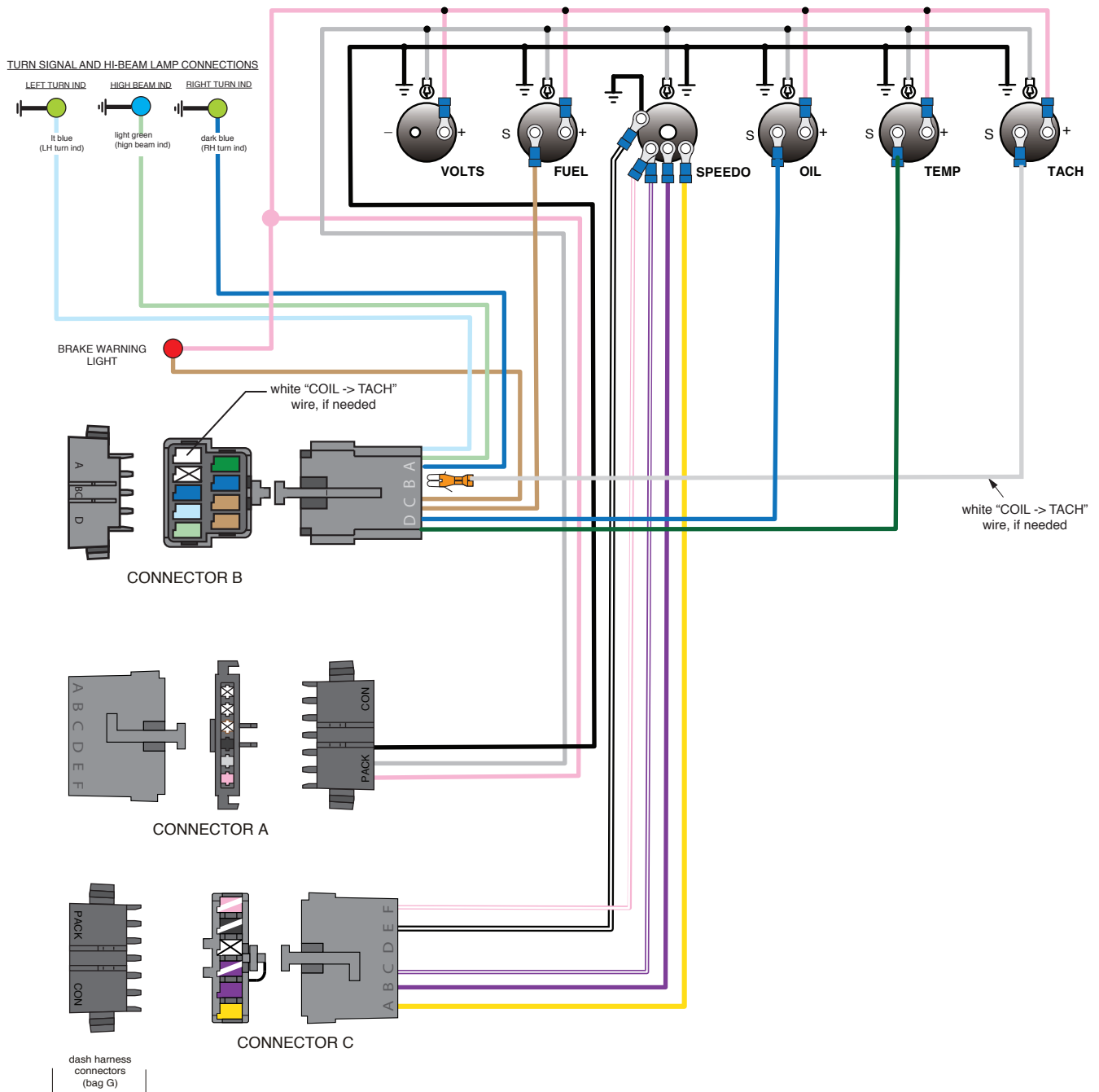
510521

92972523 Rev 0.0 8/13/2019

1969 Chevelle Gauges



Gauge Cluster harness (aftermarket gauges) installation instructions:



NOTE:

These are general instructions for hooking up aftermarket gauges with an electric speedometer. Connector (C) will ONLY be used in the event that you are utilizing an aftermarket electric speedometer. If your car does NOT have an electric speedometer, then Connector C will NOT be used and should not be plugged onto your dash harness. It is best to consult the speedometer manufacturer's instructions if you have any questions.

Yellow VSS Ground Connect to VSS neg. "-" on speedometer.

Purple VSS Signal Connect to VSS input on speedometer.
NOTE: Twist the yellow and purple wires together for their entire length to prevent interference.

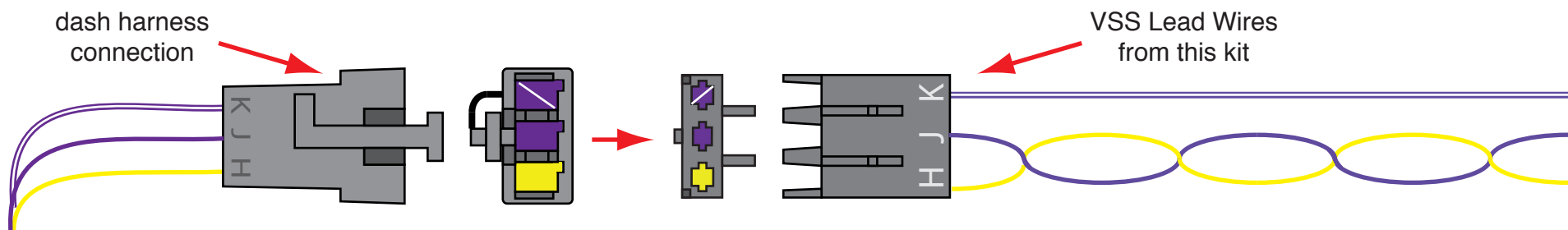
Black/White Speedo Ground Connect to ground on speedometer.

Pink/White Speedo Power Connect to 12v power on speedometer.
NOTE: This wire will double onto the same stud as the purple/white VSS power wire from above.



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Electric Speedo VSS extension connection:



If you are using an aftermarket electric speedometer in your vehicle, you will need to connect the vehicle speed sensor (VSS) Lead Wires from this kit to the dash side connection of your dash harness. The yellow and solid purple wires must remain twisted together as shown above. These three wires will need to pass through the firewall or floor of your vehicle down to the vehicle speed sensor unit in the transmission. Generally, the solid purple wire connects to the “signal” lead, the yellow wire connects to the “ground” lead, and the purple/white stripe wire connects to the “12 volt power” lead on the vehicle speed sensor assembly. However, you should consult the directions that came with your gauges, and connect your vehicle speed sensor per the manufacturer’s instructions.



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VSS LEAD WIRES
Various Applications
Classic Update Series

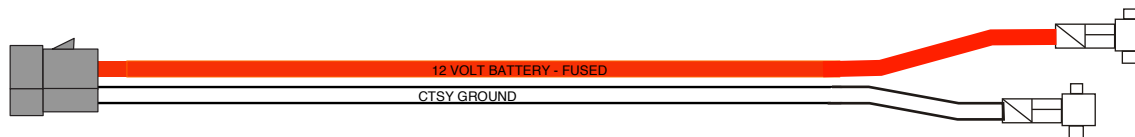
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92972371 Rev 0.0 4/9/2019



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Classic Update Series



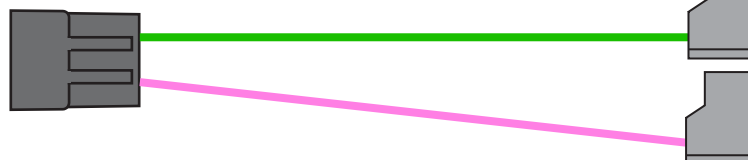
Console Rear Courtesy
Lamp Extension
(All Applications)



Automatic Transmission
Console Shifter Light
Harness (uses 1895 bulbs)



Automatic Transmission
Console Neutral Safety
Switch Extension



Automatic Transmission
Console Back Up Lamp
Switch Extension



A



B



C



D

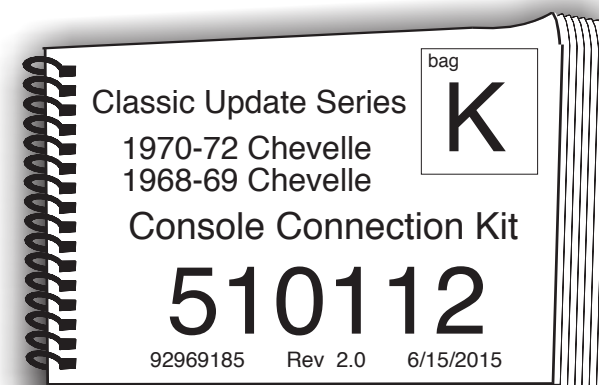


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NOTE: In this kit, you will find:

1. All the necessary extension harnesses, terminals, and connectors that are required to complete the installation of your factory console to your new AAW dash harness.
2. All the necessary terminals, and connectors that are required to connect the NSS and Back Up lamp wires found at locations 12 and 13 on page 3 of your dash harness (510107 for 1970-72 or 510160 for 1968-69) instructions to your column mounted NSS/ Back up lamp switch (Automatic on the column), or clutch mounted NSS and column mounted back up lamp switch (Manual transmission).
3. Simply follow the assembly directions on page 2 of this instruction set.



INSTALLATION DIRECTIONS

For Manual Transmission cars.

Console Courtesy lamp:

1. Plug this console rear lamp extension into the mating connector at location 17 on page 3 on your dash harness (510107 for 1970-72 or 510160 for 1968-69) instructions. Snap the lamp socket terminals into the original location at the back end of your console, then install your bulb (not included).

NSS and back up lamp switch connections:

2. Route the NSS and Back Up lamp wires found at locations 12 and 13 on page 3 of your dash harness (510107 for 1970-72 or 510160 for 1968-69) down to the base of the steering column near the firewall, and trim them to length.
3. For 1968 applications that did not use a NSS for manually shifted cars, you will need to connect these 2 purple wires together in order for the car to start. For 1969-72 applications that utilized a clutch pedal operated NSS, crimp terminals D onto the trimmed purple NSS dash wires, plug them into connector B, then plug this completed connection into your original clutch operated NSS extension (not included in this kit).
4. For 1968 applications that utilized a transmission mounted back up lamp switch, there should be a jumper harness with a rubber grommet molded onto one end of it that is snapped into your firewall with a 2-postion male connector on the opposite end. If you are missing this harness and switch, they may be purchased separately (CA70554 - harness; 01993307 - switch) from AAW. Take the light green and pink back up lamp wires from step 2 above, crimp terminals C onto the trimmed wires, plug them into connector A maintaining color continuity and function with the original jumper harness, then plug this completed connection into the 2-postion male connector from the jumper harness.
5. For 1969-72 applications that utilized a column mounted back up lamp switch, take the light green and pink back up lamp wires from step 2 above, crimp terminals C onto the trimmed wires, plug them into connector A in any order as indexing is not critical, then plug this completed connection onto the column mounted back up lamp switch.

For Console Shifted Automatic Transmission cars.

Courtesy lamp:

1. Plug the gray wire from the Automatic Transmission Console Shifter Light Harness into the open cavity on the Console Rear Courtesy Lamp Harness Extension. Snap the lamp socket terminals into the original location at the back end of your console, then install your bulb (not included).
2. Ground the ring terminals to the floor of the car in the stock location.
3. Plug the completed assembly into the mating connector at location 17 on page 3 on your dash harness (510107 for 1970-72 or 510160 for 1968-69) instructions.

NSS and back up lamp switch connections:

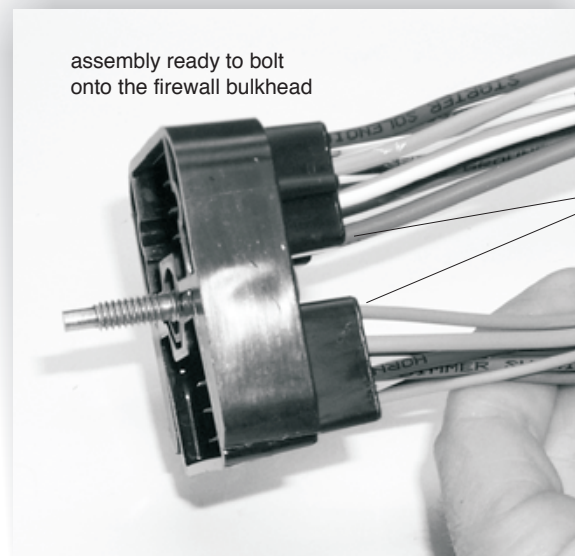
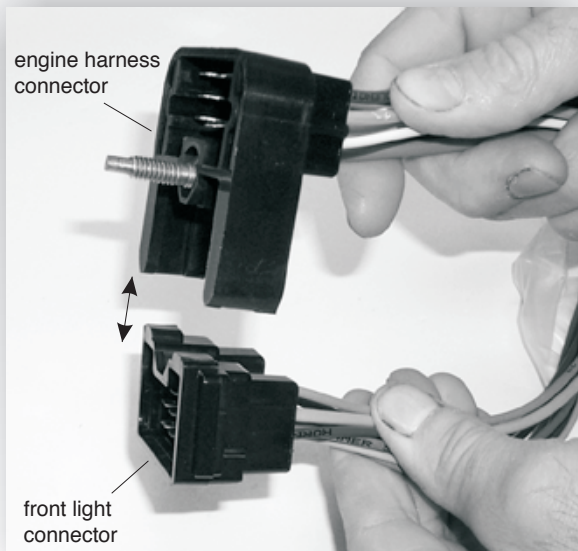
4. Select the "Automatic Transmission Console Neutral Safety Switch Extension" (as shown on page 1) and plug the 90 degree 2-postion connector containing the purple wires onto the NSS connection on your shifter assembly.
5. Select the "Automatic Transmission Console Back Up Lamp Switch Extension" (as shown on page 1) and plug each of the two 90 degree single postion connectors containing the pink and light green wires onto the back up connections on your shifter assembly.
6. Route the NSS and Back Up lamp wires found at locations 12 and 13 on page 3 of your dash harness (510107 for 1970-72 or 510160 for 1968-69) down to the NSS and back up lamp extension harnesses that you just installed onto the shifter, and trim them to length.
7. For the purple NSS wires, crimp terminals D onto the trimmed wires, plug them into connector B maintaining function with the dash harness (Solenoid vs. Neutral Safety), then plug this completed connection into the NSS extension from step 4.
8. For the light green and pink back up lamp wires, crimp terminals C onto the trimmed wires, plug them into connector A maintaining color continuity and function with the dash harness (back up vs. fused 12v ign), then plug this completed connection into the back up lamp extension from step 5.

For Column Shifted Automatic Transmission cars.

NSS and back up lamp switch connections:

1. Route the NSS and Back Up lamp wires found at locations 12 and 13 on page 3 of your dash harness (510107 for 1970-72 or 510160 for 1968-69) down to the base of the steering column near the firewall, and trim them to length.
2. Take the 2 purple NSS wires, crimp terminals D onto the trimmed wires, plug them into connector B in any order as indexing is not critical, then plug this completed connection onto the switch at the base of your steering column.
2. Take the light green and pink back up lamp wires, crimp terminals C onto the trimmed wires, plug them into connector A in any order as indexing is not critical, then plug this completed connection onto the switch at the base of your steering column.

Classic Update Series



apply silicone sealant to back side of connector after installing terminals

The bulkhead connector from this Engine kit must snap into the mating engine connector (bag L), as shown. After snapping together, then bolt the assembly into the dash harness firewall connector using the attached bolt.

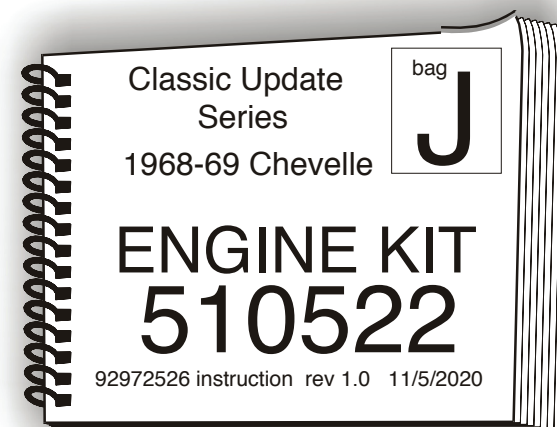
Look!



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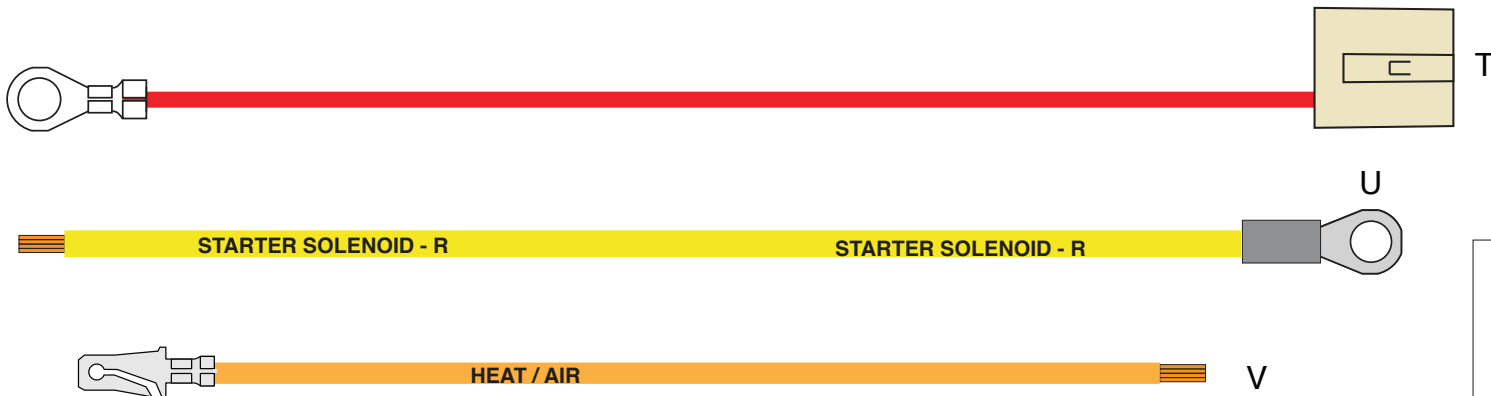
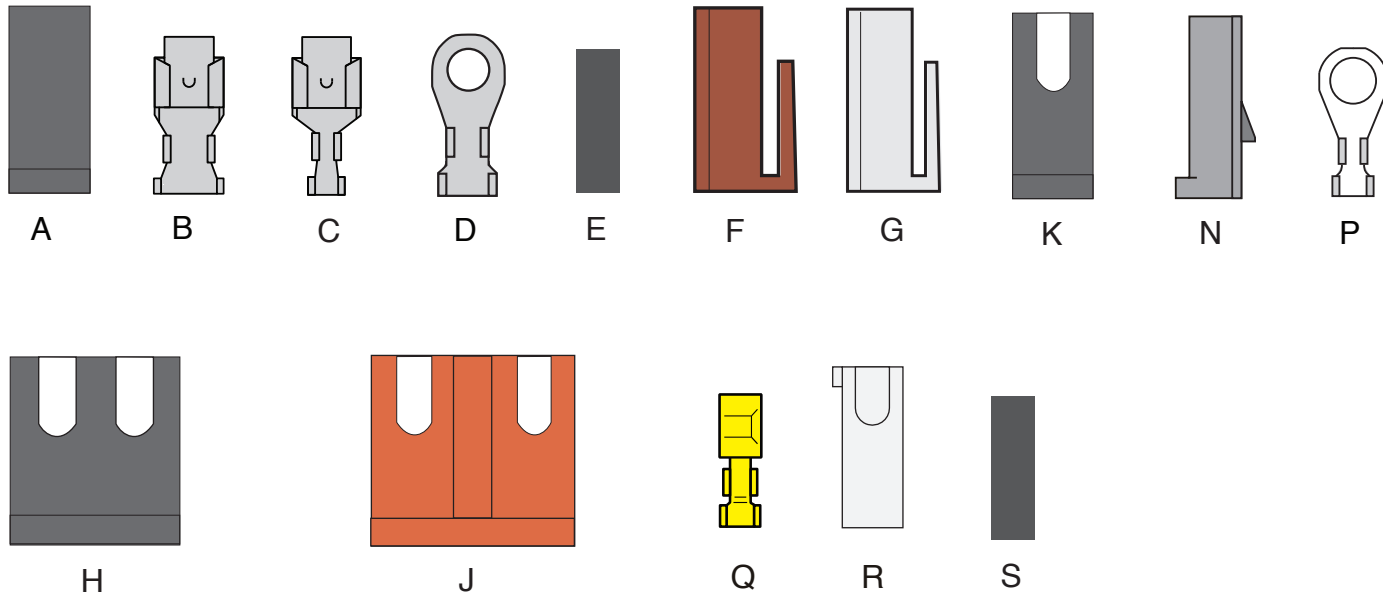
www.americanautowire.com 856-933-0801

American Autowire also sells factory OEM style harness wrap. this is the same tape used on original Camaro harnesses! If you want that OEM look with your Classic Update wiring system, then give us a call and order p/n R0067108!

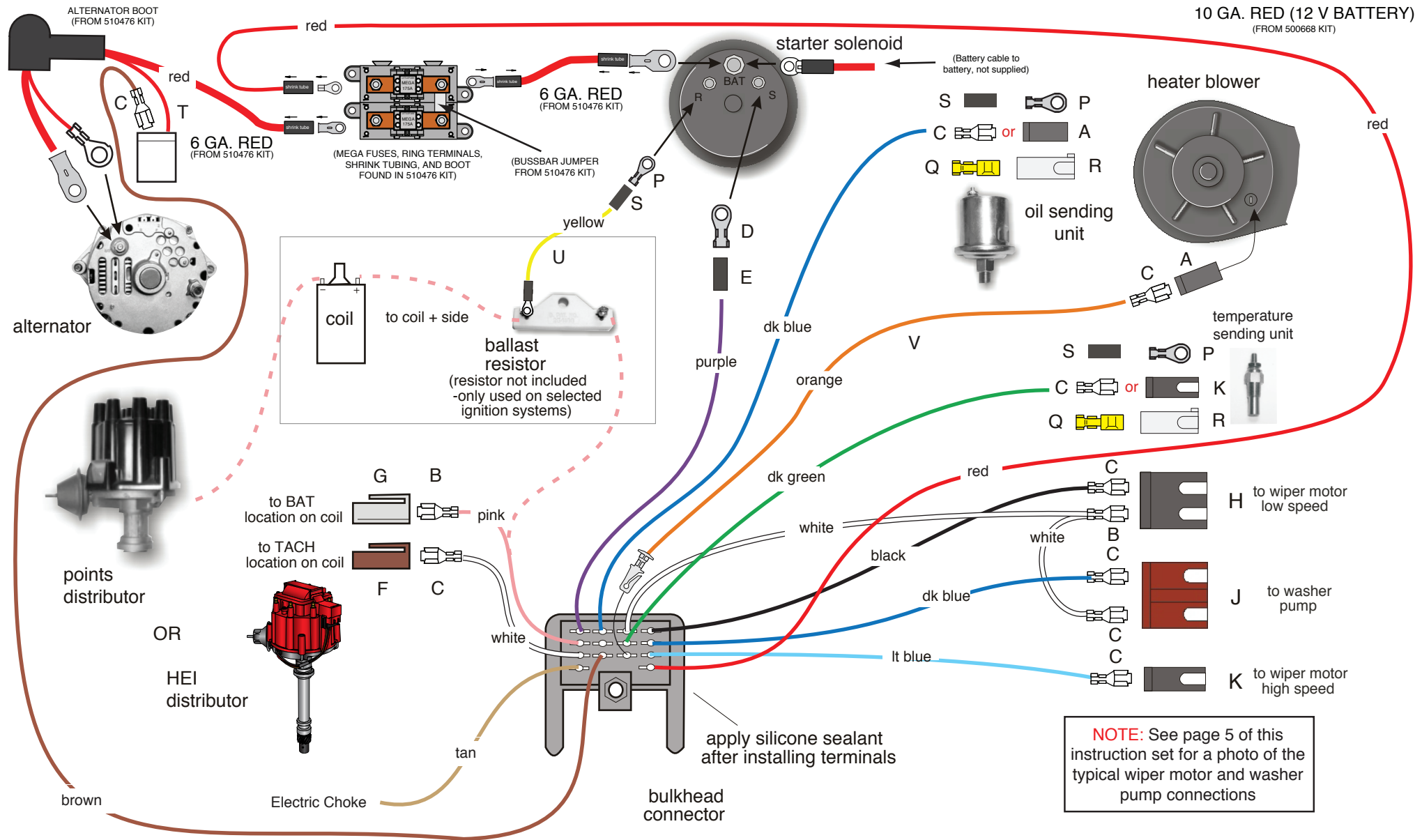


Terminals used in this installation.

This kit contains loose piece terminals and connectors necessary to complete a connection to a specific component. Each connection on the instruction sheet identifies specific parts by a letter code that corresponds to the letter code on a part picture identified below. The parts below are shown in actual size to help in identification. This kit will only contain those parts required for the connections in the specific sub-kit you are working on. Just match the part to the picture below to identify the part letter code you will see on the instruction sheet for the sub-kit harness you are working on. We have supplied additional terminals in the event that extra terminals are necessary.



ENGINE KIT
510522



ENGINE KIT 510522

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	Use the Megafuse, ring terminal and shrink tubing from the 510476 kit. Route this wire to the Megafuse and cut to length. Connect as shown on page 1.
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.
DARK BLUE	OIL PRESSURE SENDER	Route this wire to the oil pressure sender, cut to length, install ring terminal P with sleeve S, terminal C with connector A, or terminal Q with connector R, depending on your application. Connect completed wire to the sending unit.
ORANGE	HEAT/AIR (assembly V)	Use only if running a stock heater without A/C. Plug this loose piece wire into the main connector as shown on sheet 3, then route it to the blower motor, cut to length, install terminal A and connector C and 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	STARTER SOLENOID-R (assembly U)	Used only with a stock distributor and coil assembly. Connect this loose piece wire to the 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.
DARK GREEN	WATER TEMP SENDER	Route this wire to the water temp sender, cut to length, install ring terminal P with sleeve S, terminal C with connector K, or terminal Q with connector R, depending on your application. Connect the completed wire to the sending unit.
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 K (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.
TAN	ELECTRIC CHOKE	This wires will be used only if you are using an electric choke.

ALTERNATOR CONNECTION:

HEAVY RED	(NO PRINTING)	Use the 6 ga red wire, boot and ring terminal from the 510476 kit, route from alternator to the Megafuse and cut to length. Connect as shown on page 3.
SMALL RED	(NO PRINTING) (assembly T)	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 INTO THE EMPTY CAVITY PRIOR TO INSTALLING THIS PLUG INTO THE ALTERNATOR.
BROWN	ALTERNATOR IGN	Route this wire to the alternator and cut to length. Install terminal D and plug into the regulator connector. Plug the connector into the alternator as shown on sheet 3. NOTE: This wire is only used on an alternator with an internal regulator which uses an exciter wire. If you are using a true one wire alternator, then this BROWN wire must be removed from the main connector as it is not used.

ENGINE KIT
510522

92972526 instruction rev 1.0 11/5/2020

WINDSHIELD WIPER WIRES

Terminals and connectors to make the proper connections on a stock wiper system are shown on page 2 of this instruction set. A photo of the completed connections installed onto a stock wiper and washer assembly are shown below. 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 washer pump 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)



w/o depressed park (non-hidden wipers)

NO IMAGE
AVAILABLE AT
THIS TIME

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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ENGINE KIT
510522

92972526 instruction rev 1.0 11/5/2020

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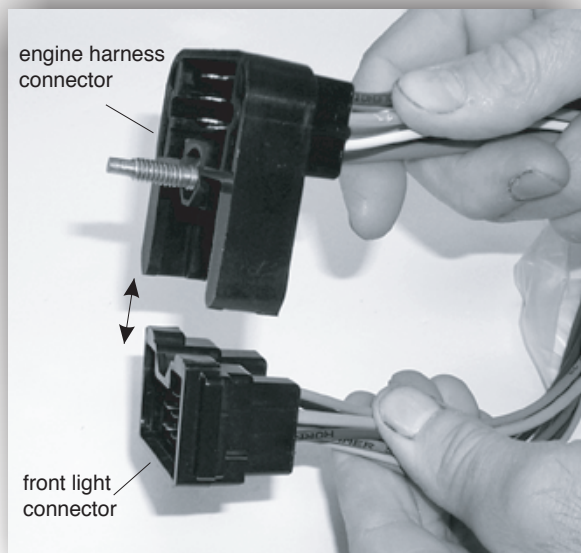


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**ENGINE KIT
510522**

92972526 instruction rev 1.0 11/5/2020

Classic Update Series



apply silicone sealant to back side of connector after installing terminals

The bulkhead connector from this front light kit must snap into the mating engine connector (bag J), as shown. After snapping together, then bolt the assembly into the dash harness firewall connector using the attached bolt.

Look!



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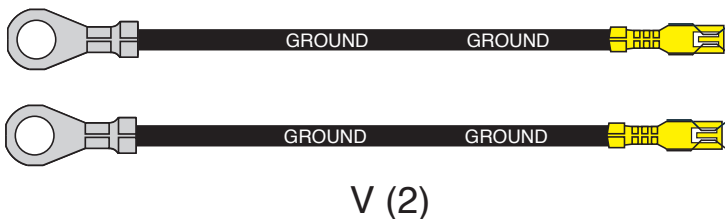
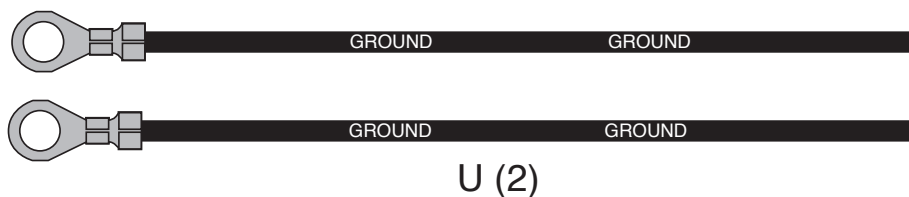
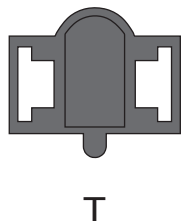
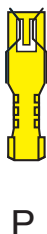
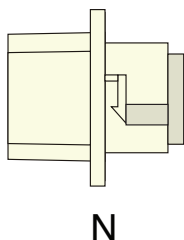
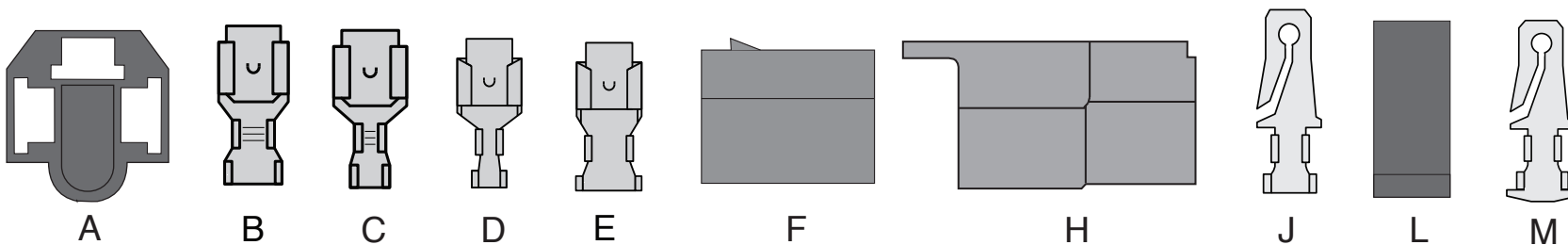
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American Autowire also sells factory OEM style harness wrap. this is the same tape used on original Camaro harnesses! If you want that OEM look with your Classic Update wiring system, then give us a call and order p/n R0067108 !



Terminals used in this installation.

This kit contains loose piece terminals and connectors necessary to complete a connection to a specific component. Each connection on the instruction sheet identifies specific parts by a letter code that corresponds to the letter code on a part picture identified below. The parts below are shown in actual size to help in identification. This kit will only contain those parts required for the connections in the specific sub-kit you are working on. Just match the part to the picture below to identify the part letter code you will see on the instruction sheet for the sub-kit harness you are working on. We have supplied additional terminals in the event that extra terminals are necessary.



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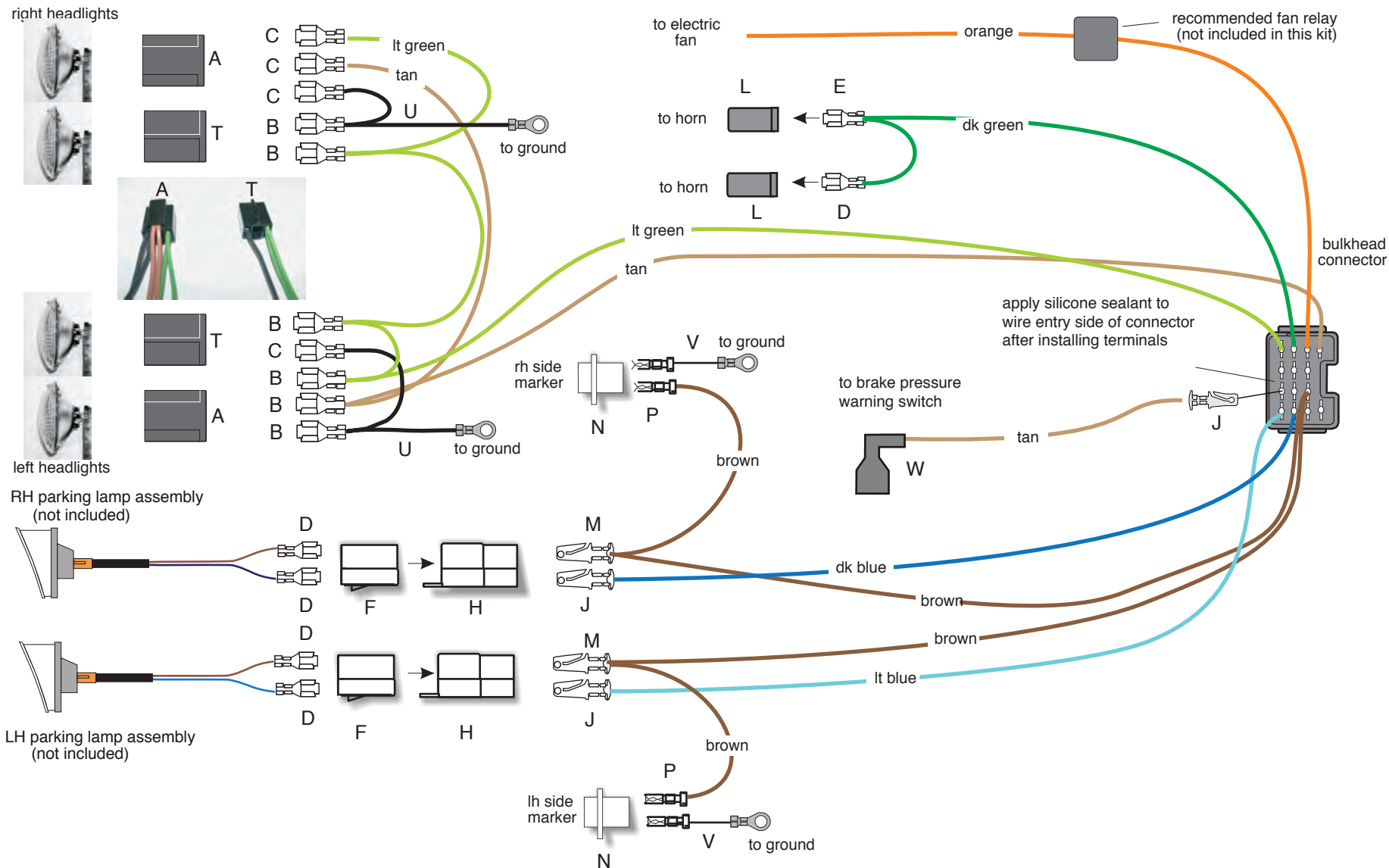
1968-69 Chevelle
Front Light

510523

92972529 instruction rev 0.0 8/12/2019

Classic Update Series

sheet 3



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1968-69 Chevelle
Front Light

510523

92972529 instruction rev 0.0 8/12/2019

1968-1969 Chevelle Front Lighting

Connect the bulkhead connector from this kit onto the bulkhead connector from the engine kit (bag J), and bolt to the firewall dash bulkhead.

PARKING LAMP WIRES

LIGHT BLUE	LEFT FRONT TURN	Route this wire to the LH turn signal lamp, cut to length, install terminal J and plug into connector H, as shown on sheet 3.
DARK BLUE	RIGHT FRONT TURN	Route this wire to the RH turn signal lamp, cut to length, install terminal J and plug into connector H, as shown on sheet 3.
BROWN	PARK LIGHTS	Route one of these brown wires to the left hand parking lamp and cut to length. Double this wire with the cut off portion, install terminal M, and plug into connector H with the light blue wire from above. Route the remaining end of this wire to the left hand side marker, cut to length, install terminal P and plug into connector N. Also plug the pre-assembled black ground wire V into connector N as shown on sheet 3. Route the other brown wire to the right hand parking lamp and cut to length. Double this wire with the cut off portion, install terminal M and plug into connector H with the dark blue wire from above. Route the remaining brown wire to the right hand side marker lamp, cut to length, install terminal P and plug into connector N. Also plug the other pre-assembled black ground wire V into connector N, as shown on sheet 3. The ring terminal on the black ground wires V from the side marker connectors must be connected to a good chassis ground.

NOTE: Your parking and directional lights use factory pre-assembled parking lamp housing assemblies that are not serviceable. We have provided terminals D and connectors F in case the factory ends have been cut from your lamp assemblies. Install as needed then plug your factory assemblies into connectors H from above.

TAN	HEADLIGHT LOW BEAM	Route this wire to the driver side outer headlight, cut to length, double this wire with the cutoff portion, install terminal B, and plug this terminal into connector A in the location shown on sheet 3. Route the remaining portion of this TAN wire to the passenger side outer headlight, cut to length, install terminal C, and plug into connector A in the location shown on sheet 3.
LIGHT GREEN	HEADLIGHT HIGH BEAM	Route this wire to the driver side outer headlight, cut to length, double this wire with the cutoff portion, install terminal B and plug into connector A in the location shown on sheet 2. Route the remaining portion of this light green wire over to the driver's side inner headlight, cut to length, double it with the cutoff portion, install terminal B, and plug it into connector T in the location shown on sheet 3. Route the remaining portion of this light green wire over to the passenger side inner headlight, cut to length, double it with the cutoff portion, install terminal B, and plug it into connector T in the location shown on sheet 3. Route the remaining portion of this light green wire over to the passenger side outer headlight, cut to length, install terminal C, and plug it into connector A in the location shown on sheet 3.
BLACK	GROUND	Bolt the ring terminal on black ground wire U to your core support then route it to the driver side outer headlight and trim to length. Once cut, unbolt the ring terminal, remove the wire and double it with the cutoff portion, install terminal B, and plug into connector A in the location shown on sheet 3. Route the remaining portion over to the driver's side inner head light, cut to length, install terminal C, and plug it into connector T in the location shown on sheet 3. Tightly re-attach the ring terminal to the core support. Repeat this process for the passenger side.
DARK GREEN	HORN	Route this wire to a horn, cut to length, double it with the cutoff portion, install terminal E, and plug into connector L as shown on sheet 3. Route the remaining portion of this dark green wire to your other horn, cut to length, install terminal D, and plug into connector L as shown on sheet 3. Plug each of the connectors onto a horn.
ORANGE	ELECTRIC FAN	Route to the electric fan relay, and connect per manufacturer's instructions NOTE: We recommend that this wire be used as the trigger wire for the electric fan relay.
TAN	BRAKE LIGHT SWITCH	Plug assembly W onto the stock brake light switch. Route the other end to the front light connector, cut to length, install terminal J and plug this wire into the front light connector as shown on sheet 3

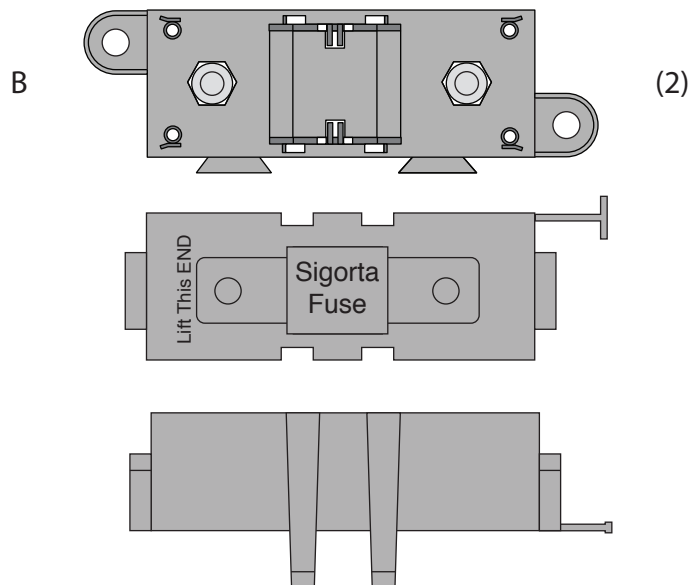
After all wires are installed from this kit, the main connector should have die-electric grease applied to the terminals. Also, to assure a moisture resistance seal, apply silicone sealant to the outside of the main connector around each wire.

1968-69 Chevelle
Front Light

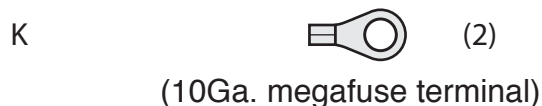
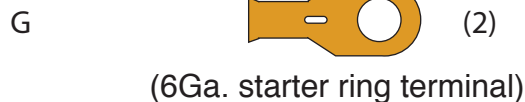
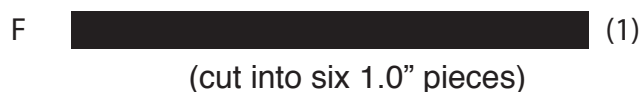
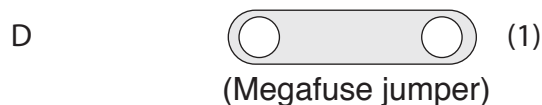
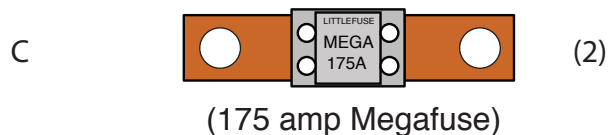
510523

92972529 instruction rev 0.0 8/12/2019

A  (1)
(144.0" 6 Gauge charge wire)



(Megafuse body, cover and two M8 x 1.25 nuts / lock washers)



1. On this page, you will find the wire, fuse bodies, fuses, boot, ring terminals, and shrink tubing (items A through K) that are necessary to connect your alternator and main power feed for your new AAW wiring kit. Please be sure that all of the necessary components are present before starting this portion of your installation. If anything is missing, stop what you are doing and contact AAW at the number listed below right away.

2. On page 2, you will find directions for building the 2 Megafuse assemblies (items B,C and D) into one unit.

3. On page 3, you will find an overall concept of how to connect the Megafuse assemblies to your starter solenoid, alternator and main power feed of your new wiring system.

4. On page 4, you will find tips on building your charging circuit wires and assembling them and the main panel power feed wire to the Megafuse assemblies.



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PART #

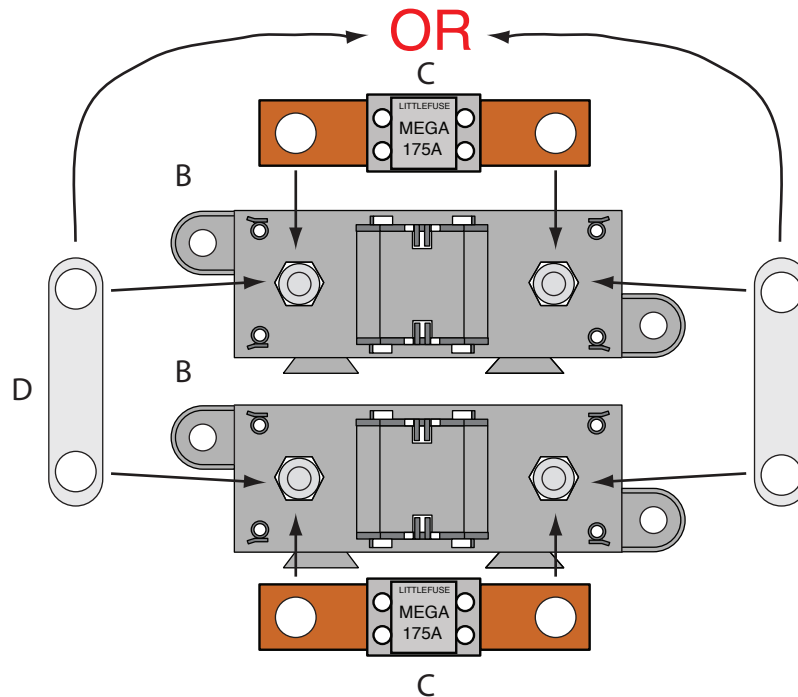
510476

Z

DESCRIPTION:

**Alternator and Main Power
Connection Kit
Various Applications**

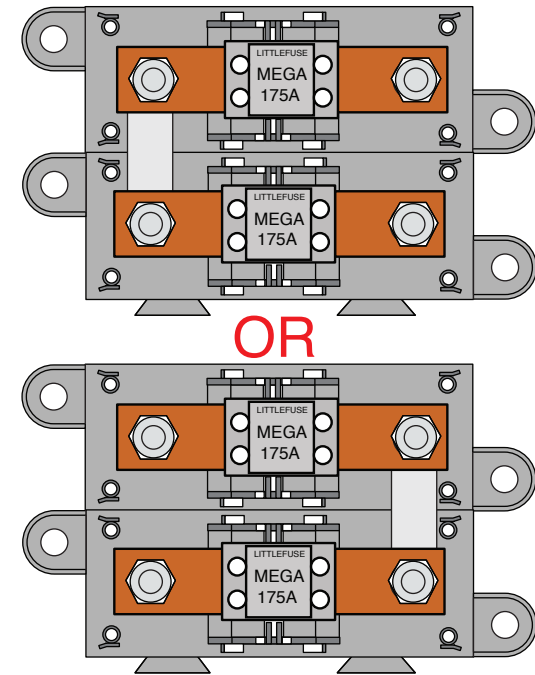
92972153 instruction sheet rev 0.1 6/24/2019



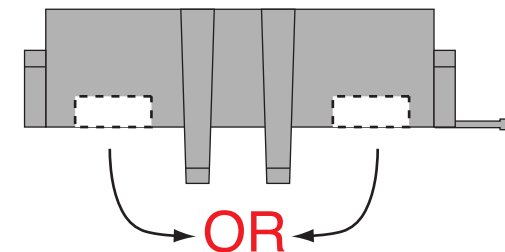
Assembling the (2) Megafuse assemblies

NOTE: Find a suitable place, as close to the battery power source as possible, under the hood of your vehicle to mount the completed Megafuse assemblies. Keep in mind that you have 12 feet of 6Ga. charging wire, and that the main power feed coming from your panel or bulkhead connection must also be able to reach the assembly.

1. Take the two Megafuse bodies and covers (items B) and snap them together. Remove the 4 nuts and lock washers from the studs on the fuse body assemblies.
2. Install the Megafuse jumper (item D above) over two of the studs on the Megafuse bodies. It is very important that the jumper **MUST BE** assembled on the side that is going to connect to your main power connection (starter solenoid or battery feed).
3. Notch top cover to clear jumper D as shown at right.
4. Snap one 175amp fuse (items C) onto the studs of each of the two Megafuse bodies (items B), over the jumper, then loosely re-attach the 4 nuts and lock washers back onto the assembled Megafuses. The fuse assemblies are ready to install into your vehicle.



Assembled Megafuses



Notched Cover

PART #

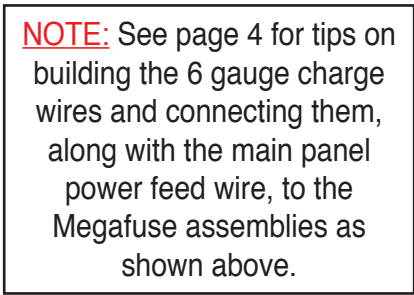
510476

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DESCRIPTION:

**Alternator and Main Power
Connection Kit
Various Applications**

92972153 instruction sheet rev 0.1 6/24/2019



Z

92972153 instruction sheet rev 0.1 6/24/2019

Building the 6Ga. charge wires and connecting them and the main panel power feed wire to the Megafuse assemblies:

NOTE: Make sure that your battery is disconnected! You will need to install the preassembled Megafuses from page 2 in your vehicle to start this part of the installation.

1. Pre-cut item F shrink tubing into (6) 1.00" - 1.25" pieces.
2. Take the 12-foot piece of 6Ga. red wire from this kit and route it from your starter (or other battery feed) over to the area where you have mounted your Megafuse and cut it to length. Strip the insulation on each end back 1/2". Install 2 pieces of shrink tubing F onto the wire. At the starter end, crimp and solder (1) of terminal G onto the wire. At the Megafuse end, crimp and solder (1) of terminal H onto the wire. Slide the shrink tubing over the terminals and heat it up to shrink it down.
3. Take the remaining portion of the 12-foot piece of 6Ga. red wire from this kit and route it from your alternator over to the area where you have mounted your Megafuse and cut it to length. Strip the insulation on each end back 1/2". Install 1 piece of shrink tubing F onto the wire. At the alternator end, slip on boot E as shown on page 3, then crimp and solder (1) of terminal J onto the wire. At the Megafuse end, crimp and solder (1) of terminal H onto the wire. Slide the shrink tubing over terminal H and heat it up to shrink it down.
4. Take the 10Ga. red main power feed wire from your engine or panel sub-kit and route it over to the area where you have mounted your Megafuse and cut it to length. Strip the insulation back 3/8". Install 1 piece of shrink tubing F onto the wire, then crimp and solder (1) of terminal K onto the wire.
5. Remove the 4 loosely tightened nuts and lock washers from the assembled Megafuses, then using the drawing on page 3 as a guide, install your pre-assembled wires from steps 2-4 above. Re-install the 4 nuts and lock washers onto the assembled Megafuses and tighten them down. This part of your installation is now complete.

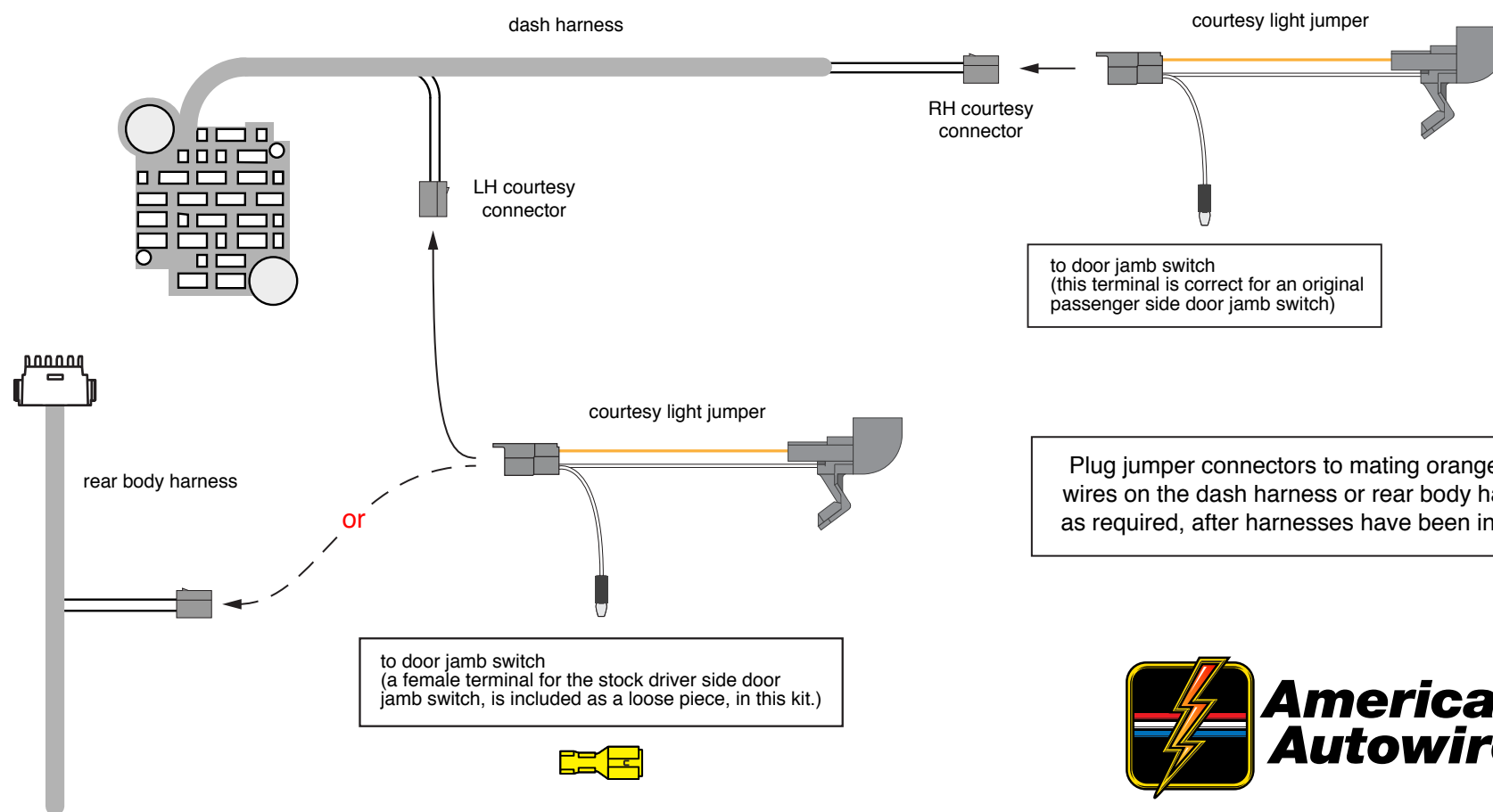
510476

Z

DESCRIPTION:

Alternator and Main Power
Connection Kit
Various Applications

92972153 instruction sheet rev 0.1 6/24/2019



Plug jumper connectors to mating orange/white wires on the dash harness or rear body harness, as required, after harnesses have been installed.



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NOTE: Your new underdash courtesy light kit uses # 631 bulbs (not included with this kit). They may be purchased at any auto parts store.

PART #

500708

N

DESCRIPTION:

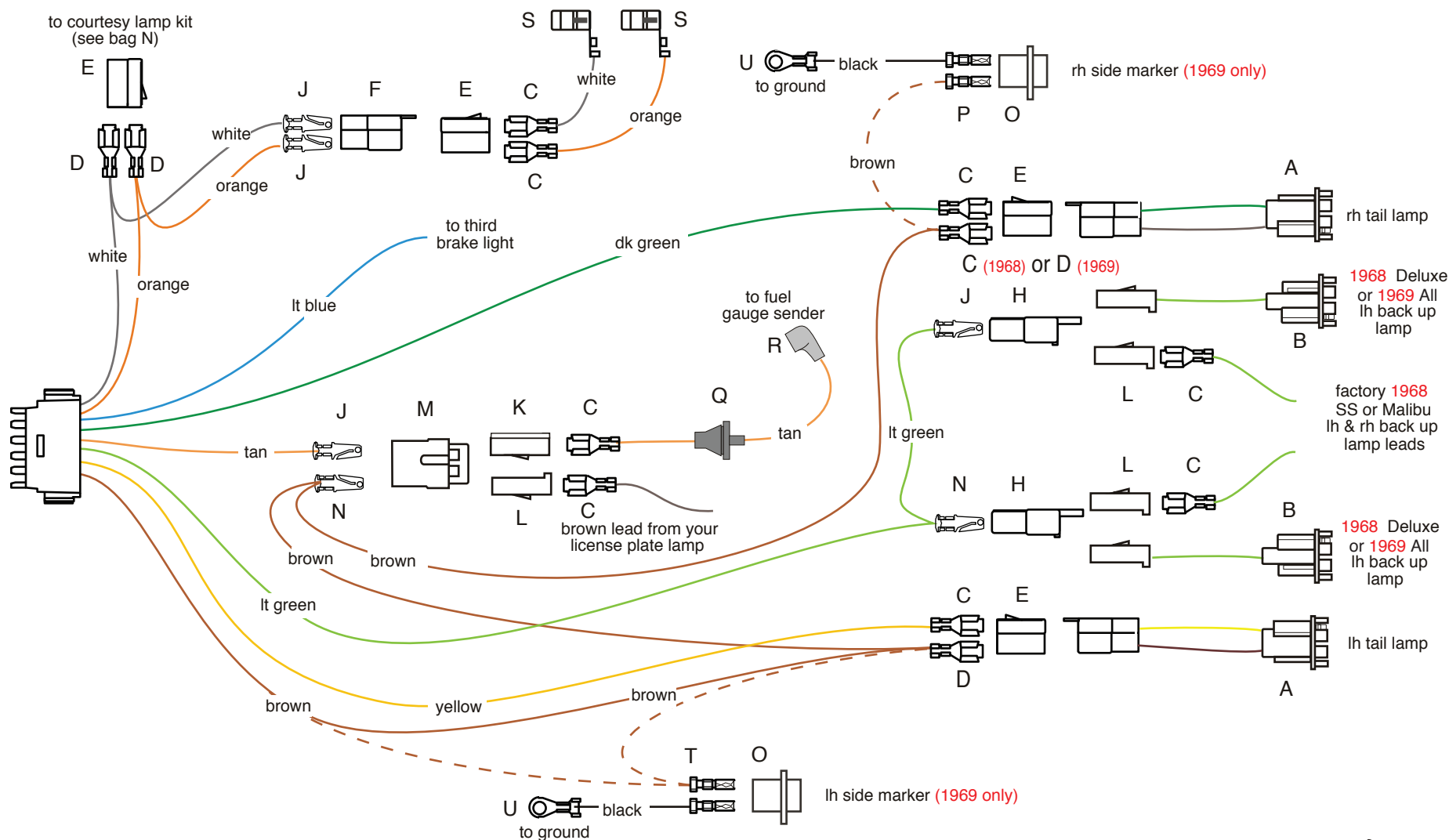
Courtesy Light Kit

92966085

Rev 1.1

6/27/2016

Classic Update Series



1968-69 Chevelle
coupe, convertible,
and sedan models



**American
Autowire**

800-482-9473

Classic Update Series

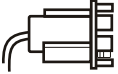
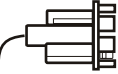



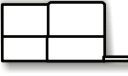













bag
M

REAR BODY KIT

510164

92969369 instruction rev 1.0 7/24/2013

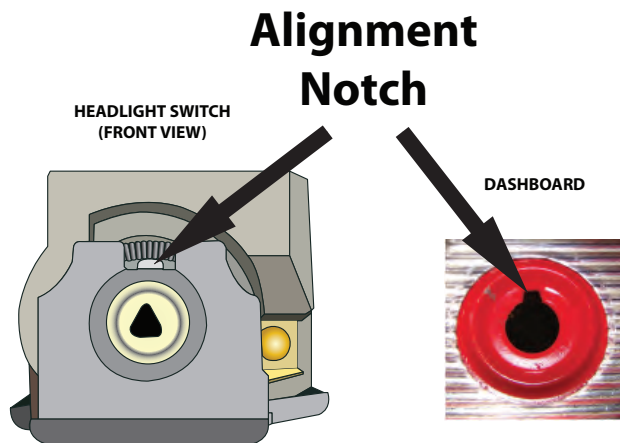
1968-69 Chevelle Coupe, Convertible, and Sedan models

A			Connect the main connector to the mating connector on the dash harness 510160 bag G. Route this harness along door sill and into the trunk.	
		LIGHT BLUE	Third brake light	Connect to the third brake lamp, if equipped.
B		TAN	Fuel signal	Route this wire to the rear panel of the trunk (near the trunk lock) and trim to length. Install terminal J and plug into connector M as shown on sheet 1.
C		TAN	Fuel Tank lead	Plug the rubber end of wire R onto the sending unit at the fuel tank. Slide grommet Q onto the wire with the narrow end of the cone shaped grommet pointing toward the trunk floor, route the other end of this wire up through the factory hole in the trunk floor and snap the grommet into place in that hole. Route the loose end of this wire over to connector M, cut to length, install terminal C and plug into connector K as shown on sheet 1. Plug the assembled lead into connector M to complete the fuel tank sender connection.
D				
E		BROWN	Running lamps	(1968) Route this wire to the LH tail lamp, cut to length, double this wire with the cut off portion, install terminal D and plug into connector E in the location shown on sheet 1. Route the loose end of this brown wire to the license lamp area, cut to length, double this wire with the cut off portion, install terminal N and plug into connector M in the location shown on sheet 1. Route the loose end of this brown wire to the RH tail lamp, cut to length, install terminal C and plug into connector E in the location shown on sheet 1.
F				(1969) Route this wire to the LH side marker lamp, trim to length, double this wire with the cut off portion, install terminal T and plug into lamp socket O as shown on sheet 1. Route the loose end of this brown wire to the LH tail lamp, cut to length, double this wire with the cut off portion, install terminal D and plug into connector E in the location shown on sheet 1. Route the loose end of this brown wire to the license lamp area, cut to length, double this wire with the cut off portion, install terminal N and plug into connector M in the location shown on sheet 1. Route the loose end of this brown wire to the RH tail lamp, cut to length, double this wire with the cut off portion, install terminal D and plug into connector E in the location shown on sheet 1. Route the loose end of this brown wire to the RH side marker lamp, cut to length, install terminal P and plug into lamp socket O as shown on sheet 1.
H				
J				
K			(New terminal C and connector L have been provided for your license lamp lead in the event that your original lead needs repair.)	
L		BLACK	Side Marker Ground (1969)	There are two loose black wire assemblies U in this kit. Plug one into each of the rear side marker lamp sockets O and route the loose end with the ring terminal to the rear panel support (near the trunk lock assembly) and attach them into the sheet metal.
M		YELLOW	LH Stop / Tail	Route this wire to the LH tail lamp, cut to length, install terminal C and plug into connector E as shown on sheet 1. Plug LH pigtail A (yellow and brown wires) into this connection to complete the LH stop and tail connection.
N		DK GREEN	RH Stop / Tail	Route this wire to the RH tail lamp, cut to length, install terminal C and plug into connector E as shown on sheet 1. Plug RH pigtail A (dk green and brown wires) into this connection to complete the RH stop and tail connection.
O		LIGHT GREEN	Back up lamp feed	Route this wire to the LH back up lamp, cut to length, double this wire with the cut off portion, install terminal N and plug into connector H as shown on sheet 1. Route the loose end of this lt green wire to the RH back up lamp, cut to length, install terminal J and plug into connector H as shown on sheet 1.
P			(On 1968 SS or Malibu cars where the back up lamp is mounted in the rear bumper, the pigtail wire leads from your factory assembled back up lamps will plug directly into the back up lamp connections you just made completing the back up circuit on your car. New terminals C and connectors L have been provided in case your originals are damaged. For 1968 Chevelle Deluxe models where the back up lamp is mounted inboard of the tail lamp and for all 1969 cars, we have included a back up lamp pigtail B for you to plug into the back up lamp connections you just made completing the back up circuit on your car.)	
Q		WHITE	Courtesy ground	At the driver's side kick panel area, cut this wire, double it with the cut off portion using terminal D and plug into connector E maintaining color continuity with the mating connector in the courtesy lamp kit (bag N). If you are using a dome lamp, route the loose end of this wire to the rear pillar area of the trunk, cut to length, install terminal J and plug into connector F in location shown on sheet 1. (Note: a factory dome lamp harness will also plug into this connector if you are not replacing the headliner at this time.) Install the loose white wire S (supplied with terminal installed) into the dome lamp housing. Route this wire to connector F (on white wire) location, trim to length, install terminal C and into plug connector E maintaining color continuity with the white wire in connector F.
R				
S		ORANGE	Courtesy Lamp Feed	At the driver's side kick panel area, cut this wire, double it with the cut off portion using terminal D and plug into connector E maintaining color continuity with the mating connector in the courtesy lamp kit (bag N). If you are using a dome lamp, route the loose end of this wire to the rear pillar area of the trunk, cut to length, install terminal J and plug into connector F in location shown on sheet 1. (Note: a factory dome lamp harness will also plug into this connector if you are not replacing the headliner at this time.) Install the loose orange wire S (supplied with terminal installed) into the dome lamp housing. Route this wire to connector F (on orange wire) location, trim to length, install terminal C and plug into connector E maintaining color continuity with the orange wire in connector F.
T				
U				

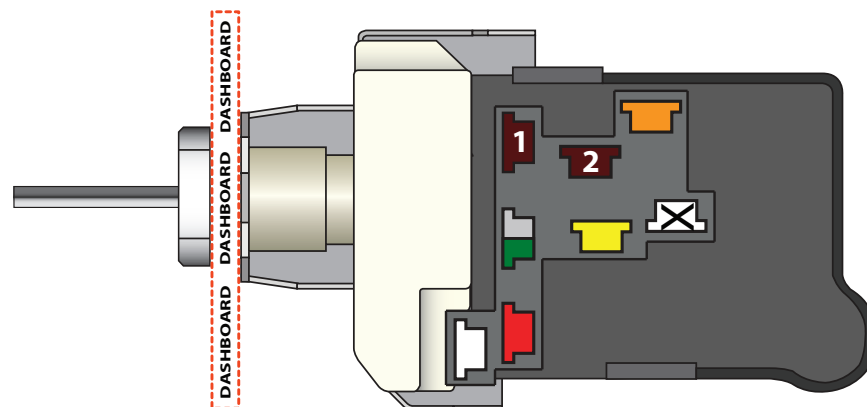
Most switches supplied with Classic Update and Universal Kits ship with the shaft pre-installed. In many instances, the switch can be installed without removing the shaft, but in some cases the switch shaft may need to be trimmed to fit your specific dash. In this situation, reference Trim to Fit instructions on the back of this page for details.

To install your new headlight switch:

1. Install the switch from behind the dash, and align the switch body with the mounting hole. The switch body has an alignment tab that must line up with the notch in the dashboard mounting hole.



2. Install the switch mounting nut and tighten.
3. Gently press shaft into switch until it stops, then press firmly until it "clicks." Pull shaft back out to confirm it is seated correctly. The shaft should be locked into place inside switch.
4. If the shaft does not lock, reinsert applying moderate pressure and slowly move shaft side to side for lock to engage. Make sure switch body is still supported to prevent flexing. Press shaft firmly until it clicks into place.
5. Ensure the shaft is fully seated and in the off position.



1	Parking Lights - Stay on with headlights
2	Tail Lights - On in the park and headlight positions
Orange	Fused Battery Feed - For park, tail and dash lamps
Yellow	Headlight Feed - Power to the headlight dimmer switch
Red	12V Battery Feed - Unfused power to the switch for headlights
White	Courtesy Ground - Ground feed to the dome and courtesy lights
X	Part-time Parking Lights - Turns off when the headlights are on (Not supported by all kits)
OR	
Green	Dash Lights - Output to the dash light fuse or lights



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PART #

500332

DESCRIPTION:

Headlight Switch

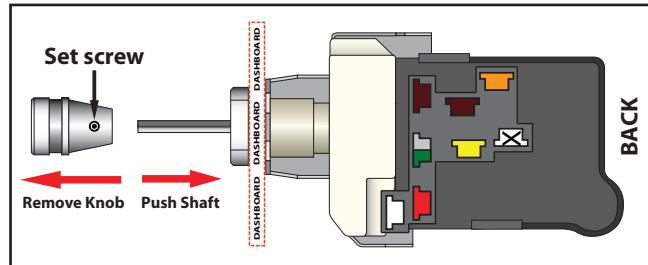
92964649 Rev 3.0 1/10/2020

To Trim Shaft to Fit or Remove Shaft:

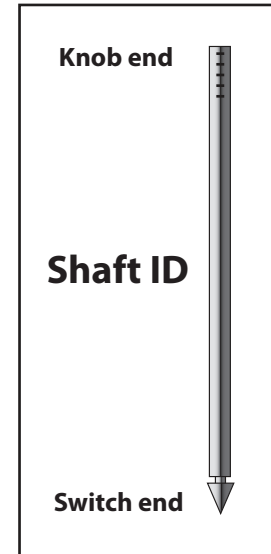
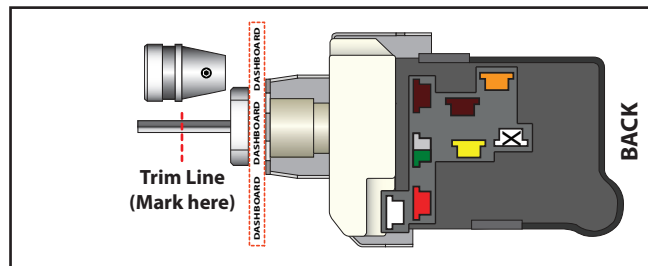
The headlight shaft knob should extend from the face of the mounting nut, and must allow enough clearance for the switch to turn off. If the shaft is longer than necessary for your specific dash it can be trimmed to fit. Always trim the knob end of the shaft only and follow the guidelines below for best results.

1. With the headlight switch installed, loosen the set screw and remove the knob. Make sure the switch is in the "off" position by pushing the shaft toward the back of the switch.

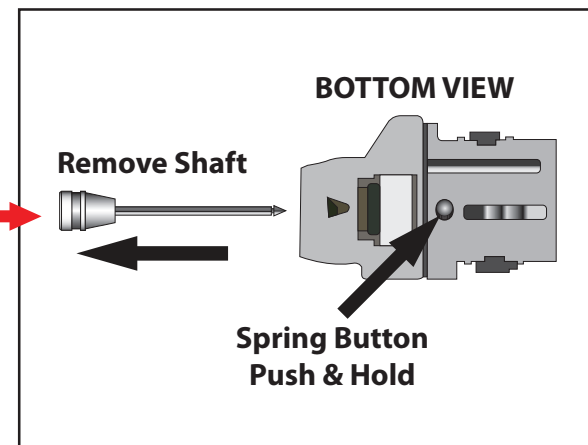
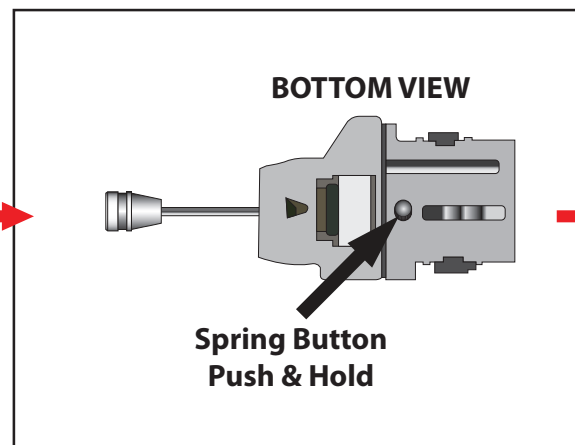
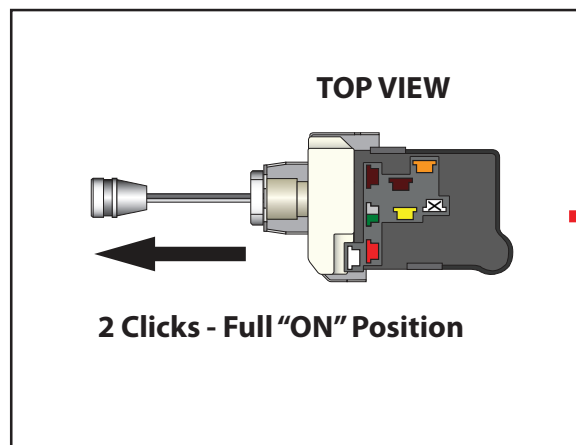
Switch in OFF position
(shaft pushed all the way in)

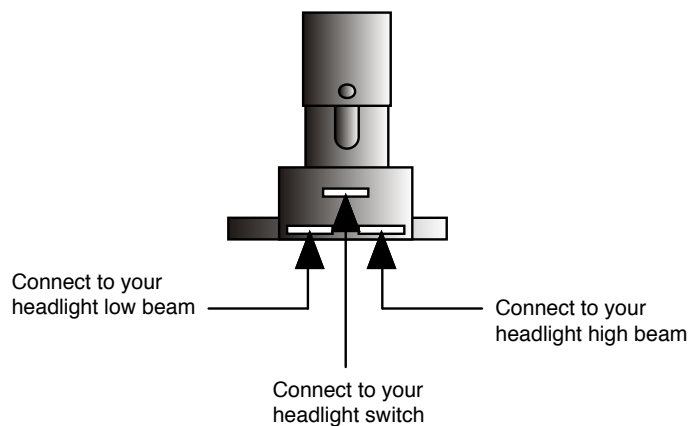


2. Set knob alongside shaft and mark the desired location for cutting on the shaft.



3. Remove the shaft and trim at mark. The shaft can be released from the switch by pulling it outward (toward the rear of the vehicle). Once fully in the "On" position, press and hold the release button on the base of the switch body. Once button is pressed, continue to pull the shaft outward. New switches may be tight, and it might be necessary to move the shaft side to side slightly while pulling to release.





Connect the Dimmer Switch wires as shown above.

1. The top center terminal of the Dimmer Switch is connected to the Headlight switch.
2. The terminal on the right side is connected to your headlight high beam terminal.
3. The terminal on the left side is connected to your headlight low beam terminal.



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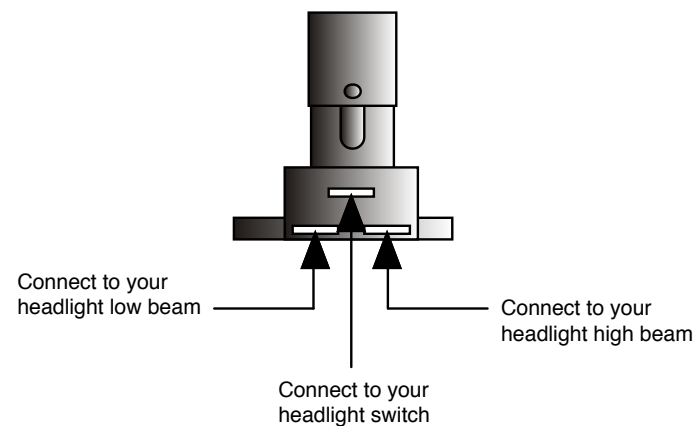
PART #

500042

DESCRIPTION:

DIMMER SWITCH

92964573 Rev 3.1 12/5/2014



Connect the Dimmer Switch wires as shown above.

1. The top center terminal of the Dimmer Switch is connected to the Headlight switch.
2. The terminal on the right side is connected to your headlight high beam terminal.
3. The terminal on the left side is connected to your headlight low beam terminal.



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PART #

500042

DESCRIPTION:

DIMMER SWITCH

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