

NOTE: If the fuse panel on your 510188 64-67 GTO kit ***DOES NOT*** have a sticker like the photo at the left, you have the first design harness and your instructions are listed below and follow this page.



Number	Description
500332	Headlight Switch
500674	Ignition Switch Lock Cyl. w/Keys
510707	Fuse, Relay, and Flasher kit
500708	Courtesy Light Connection kit
500709	Ignition Switch
500919	Practice Terminal Crimping Set
510190	Dash Harness kit
510191	Engine Wiring Kit
510192	Front Light Wiring kit
510194	Instrument Cluster Wiring kit
510193	Rear Body Wiring kit
510195	Console Wiring kit
510476	Alternator and main power Connection kit
500042	Floor Dimmer Switch
92967369	Firewall Mod. Template Sheet
92969480	Main Instruction Sheet
92969527	Warning Sheet



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1964-67 GTO
First Design
Instructions

92973181 rev. 0.0 4/28/2020



WARNING: This harness 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 any component has been installed, the kit is not returnable.

1. This kit should typically be used in a **MODIFIED** application only.
2. This kit only supports the use of a higher current self-exciting 1 wire, or other style internally regulated alternator. An adapter may be necessary for certain 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.
3. This kit is wired for use with a factory heater system or any aftermarket A/C and heating system. This kit **WILL** support the use of the factory A/C system on any 1964-1967 GTO, Le Mans, or Tempest model with the additional purchase of any one of the following three factory A/C harness add-on kits from AAW. These kits are as follows: 1964 - P/N 510413; 1965 - P/N 510414; and 1966 and 67 - P/N 510415.
4. 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 both the start and run positions. It will support HEI, MSD, other electronic ignition systems, as well as 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 that are not included in this kit will be required to complete that operation.



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92969527 instruction sheet Rev 3.0 1/25/2018

510188 - Classic Update Series Kit 1964-67 Pontiac GTO

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
	500674	Ignition Switch Lock Cylinder & Keys	1
	500707	Fuse, Relay, and Flasher kit	1
N	500708	Courtesy Light Kit	1
	500709	Ignition Switch	1
	500919	Practice Terminal Crimping Set	1
G	510190	Dash Harness kit	1
J	510191	Engine Wiring kit	1
L	510192	Front Light Wiring Kit	1
M	510193	Rear Body Wiring kit	1
H	510194	Dash Cluster wiring kit	1
K	510195	Console Wiring kit	1
Z	510476	Alternator and Main Power Connection Kit	1
	92967369	Firewall Modification Template	1
	92969480	Kit Introduction Instruction Sheet	1
	92969527	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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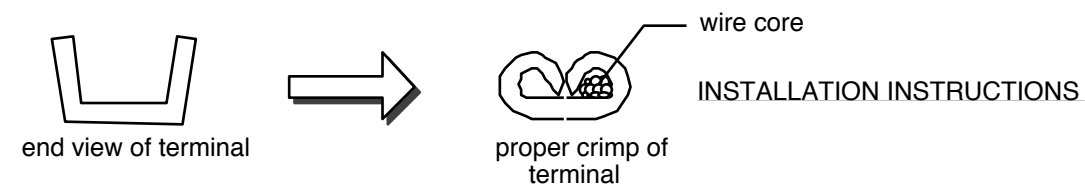
Classic Update Series

1964-1967 GTO

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 an appropriate crimping tool which folds the crimp wings on the terminals as shown below. ALL TERMINALS THAT YOU INSTALL SHOULD BE PROPERLY SOLDERED. Our factory terminations are install 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 installing your kit. Start with the bag letter G , then H , etc. The order of installation is shown below.

G 510190 Dash Harness Kit
H 510194 Instrument Cluster Kit
J 510191 Engine Kit
K 510195 Console Kit
L 510192 Front Light Kit
M 510193 Rear Body Kit
N 500708 Courtesy Light Kit
Z 510476 Alternator and Main Power 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.

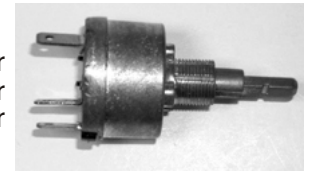
AMERICAN AUTOWIRE MAKES IT EASY !!

We carry many accessories for your 64-67 Chevelle

p/n R0067108
OEM style non-stick harness tape



OEM style wiper switch.
p/n 01993541 (64) 1 spd w/washer
p/n 01993541 (65) 1 spd w/washer
p/n 01993372 (67) 2 spd w/washer



p/n 01993662 (64)
p/n 01993310 (65 - 67 w/ 3sp.)
p/n 01993309 (65 - 67 w/ 4sp.)
Manual 3 & 4 speed back up lamp switches.



p/n 500649
OEM small terminal crimping tool (18-14 gauge).



p/n 500523
OEM large terminal crimping tool (12-8 gauge).



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



p/n 36358 (1967)

Factory assembly manual. (It's what they used on the assembly line to build your GTO, Tempest, or Lemans!)



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1964-1967 GTO

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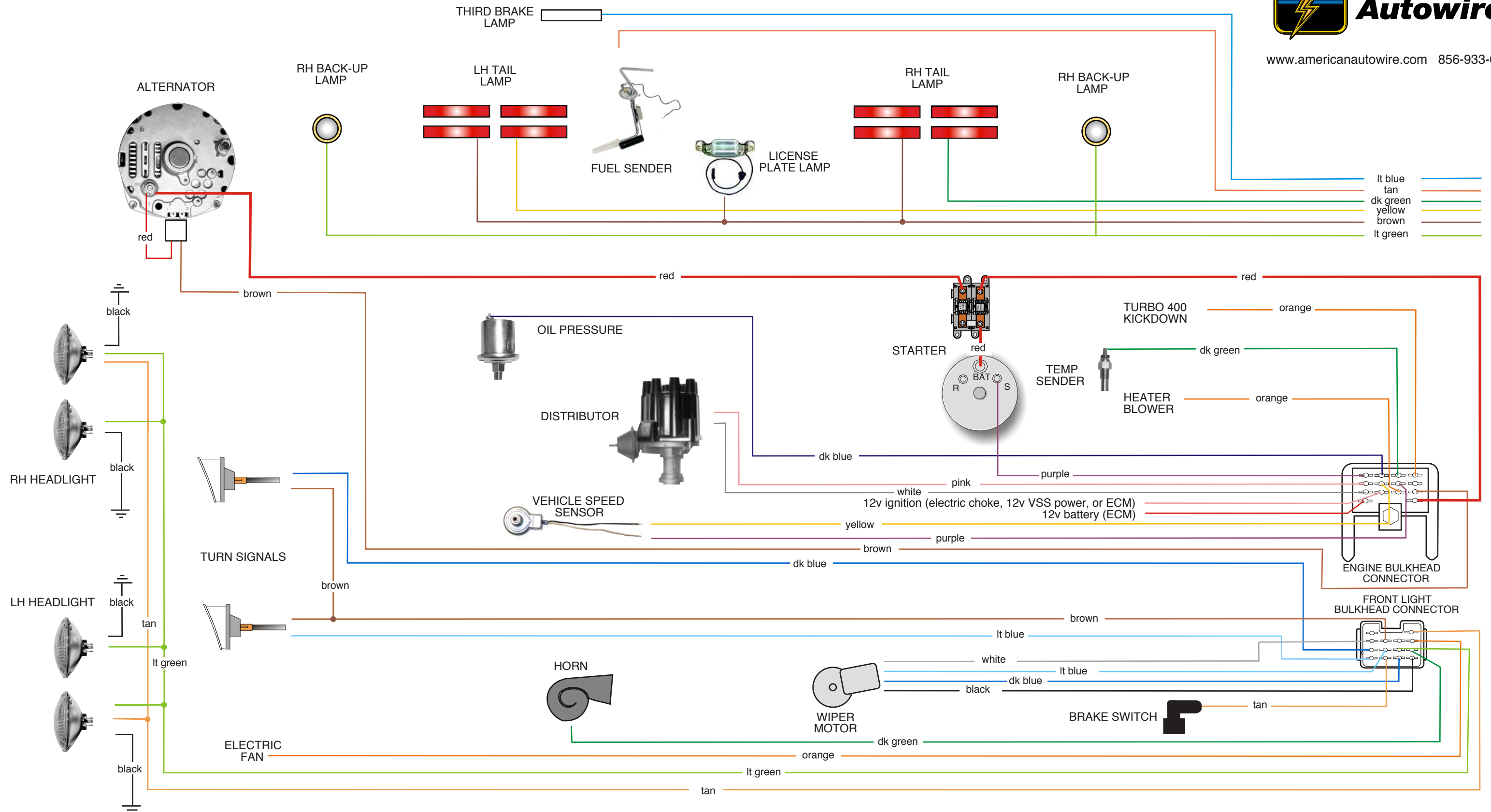
92969480 instruction sheet rev. 3.0 1/25/2018

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64-67 GTO



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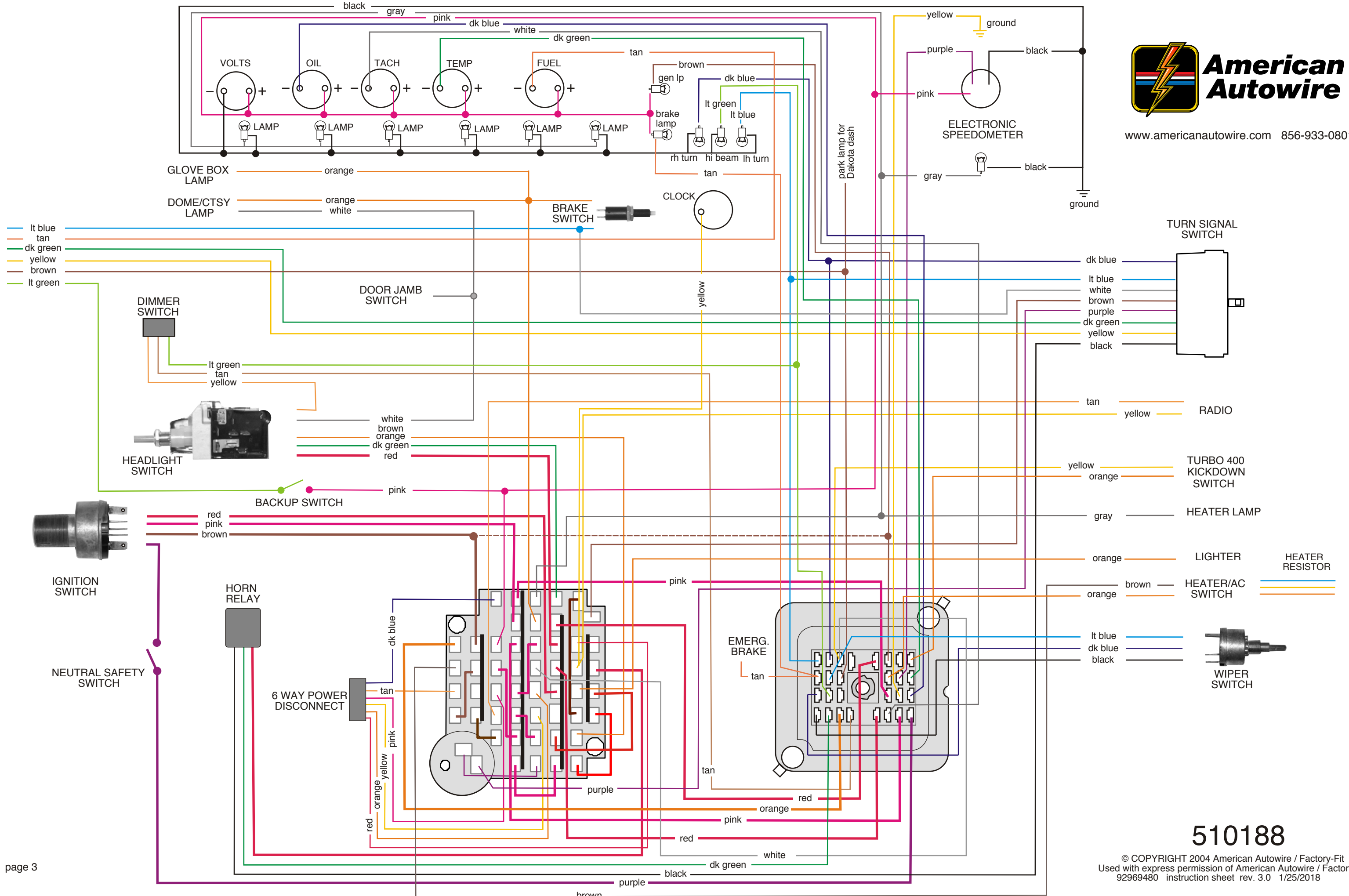
NOTICE: This schematic drawing is for reference only. Do not use the schematic to install this wiring kit!
Use the instruction sheets included in each bag, which includes directions for proper terminations,
and specific applications.

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- lt blue
- tan
- dk green
- yellow
- brown
- lt green

- dk blue
- lt blue
- white
- brown
- purple
- dk green
- yellow
- black

- tan
- yellow

- yellow
- orange

- gray

- orange

- brown
- orange

- lt blue
- dk blue
- black

- HEATER RESISTOR

510188

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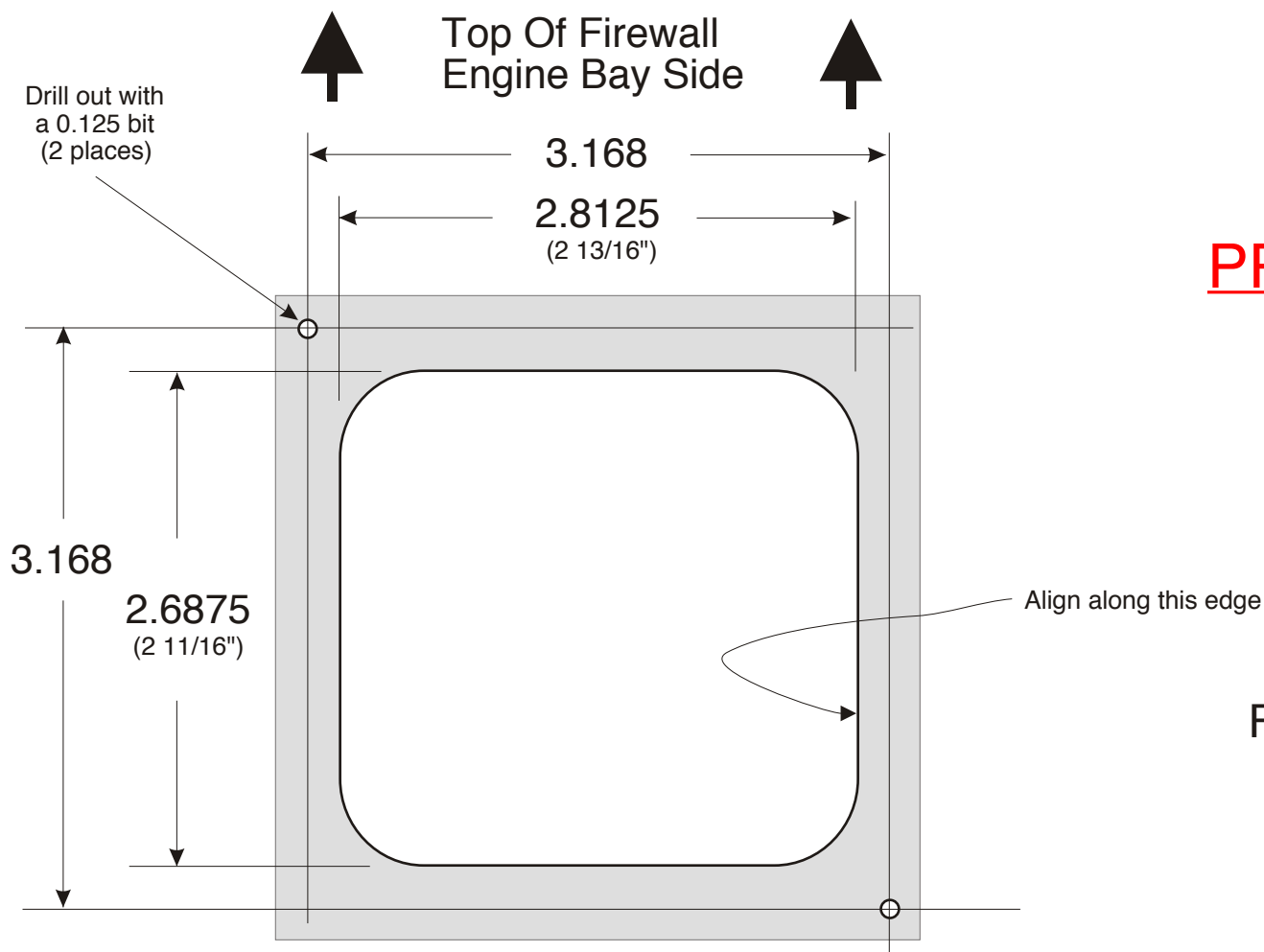


Template for firewall modification for some Classic Update Kits

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

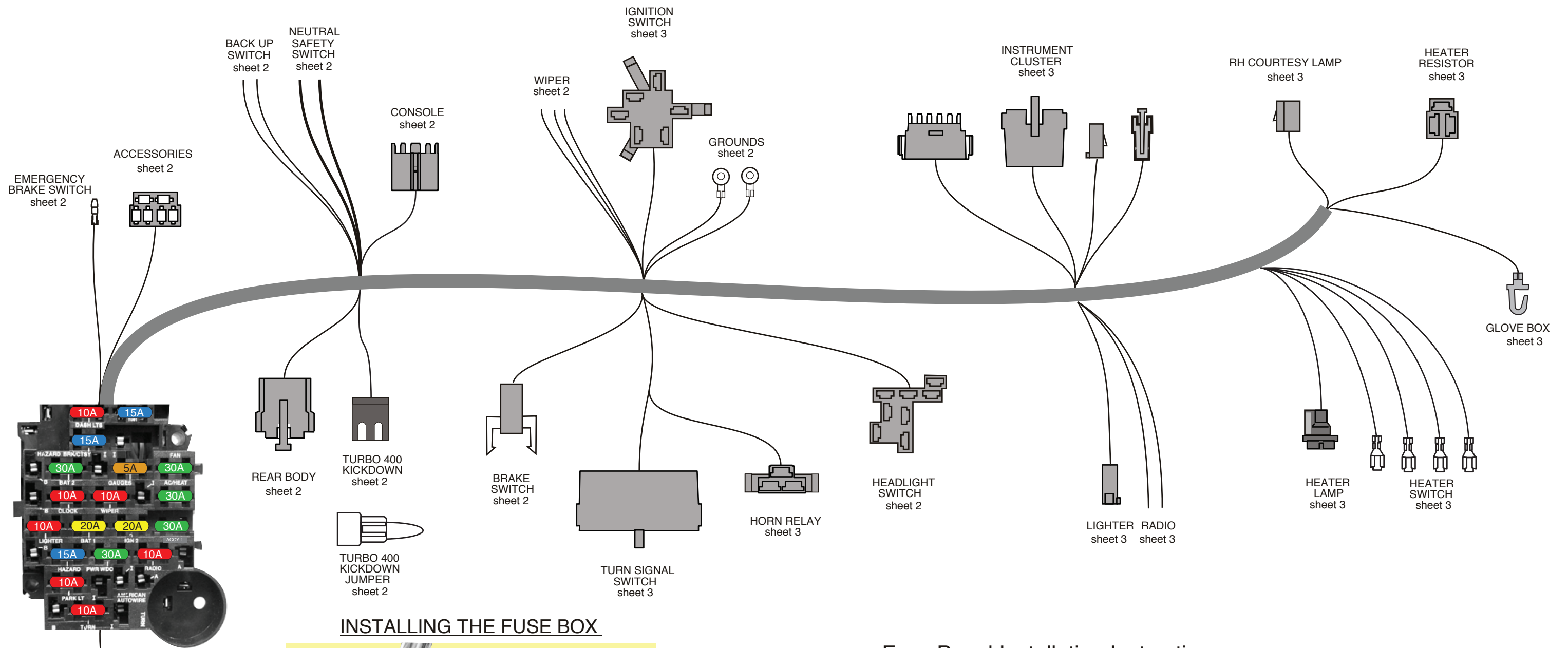


PRINT ON ADHESIVE LABEL SHEET

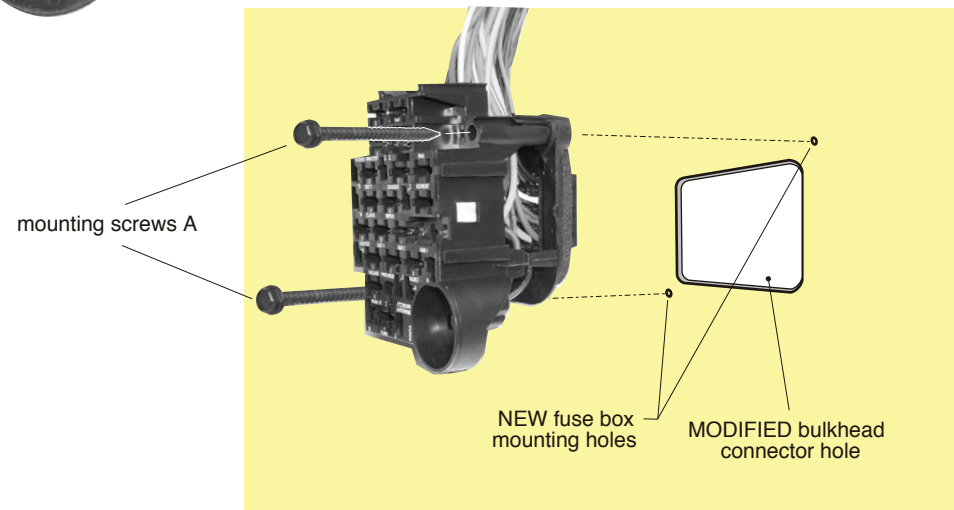
Firewall Modification Template

92967369

92967369 instructions Rev 5.0 4/22/2014



INSTALLING THE FUSE BOX



1. Locate the stock OEM bulkhead hole in the driver side of the firewall. **NOTE: You will need to modify the opening in the firewall by making it larger. See firewall template 92967369 to help with this operation. The new right hand upper mounting hole will be located where there is a raised area in the firewall. The fusebox will mount fine.**
2. Mount the fuse box with the flasher can in the bottom right corner, as shown above.
3. Using the two mounting screws A, attach the fuse panel to the firewall.

Fuse Panel Installation Instructions

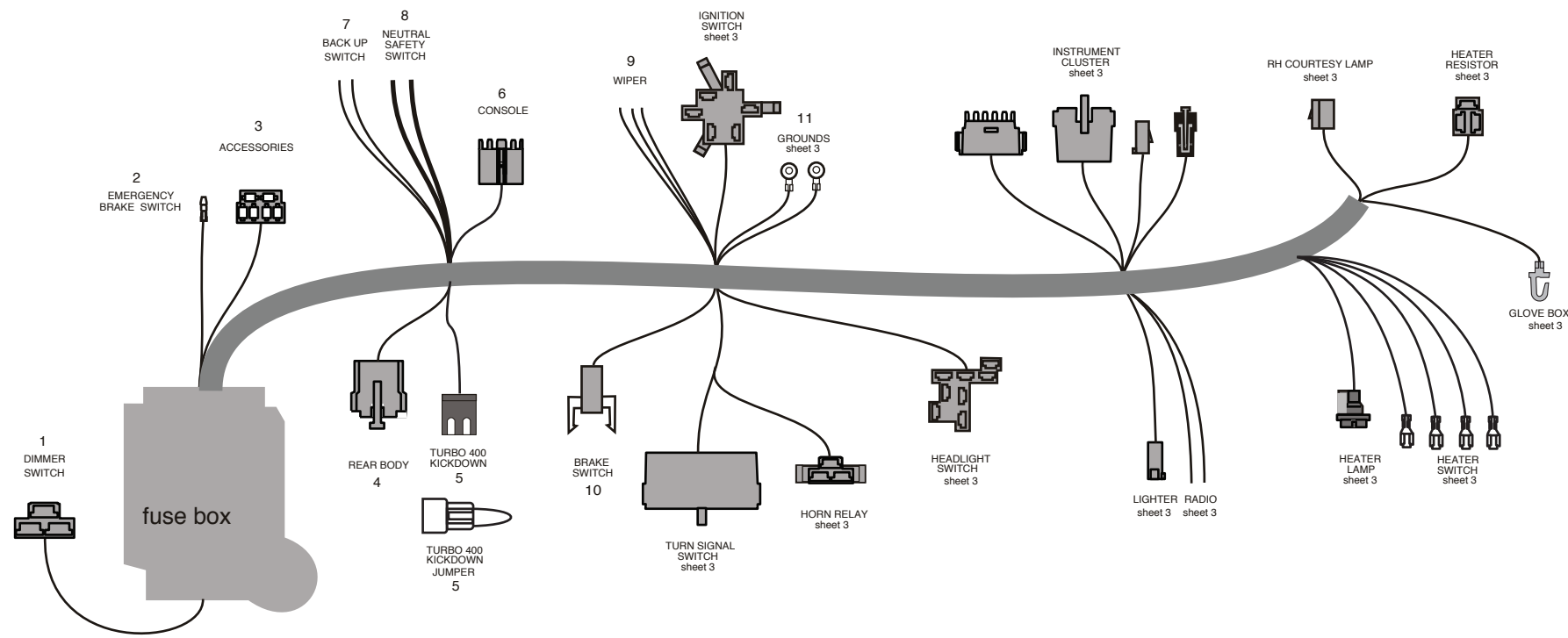
Following these simple instructions will guarantee a successful installation of your American Autowire fuse panel harness.

1. Study the diagram above to familiarize yourself with the dash harness.
2. Modify your firewall opening and install the fuse box (see item #1 below left, and 92967369 template).
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,N).



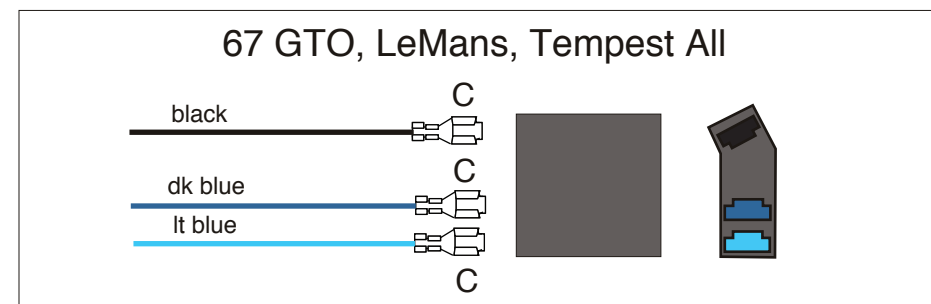
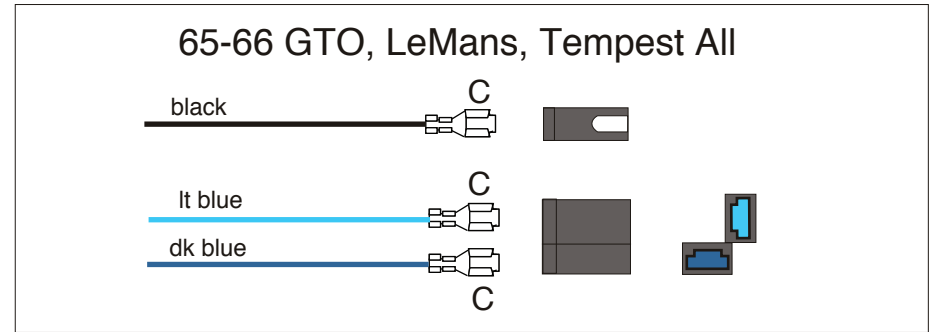
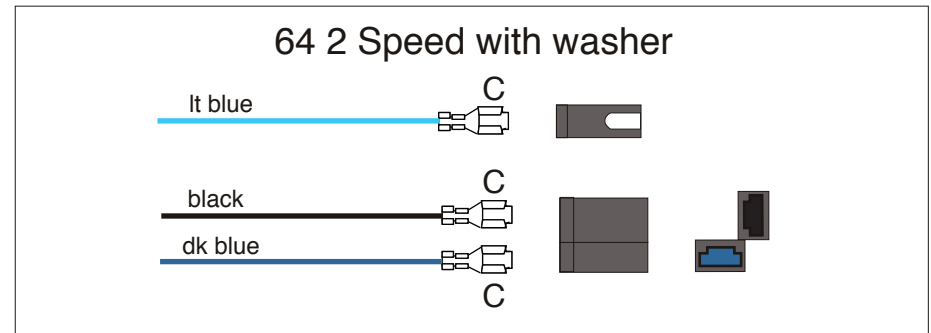
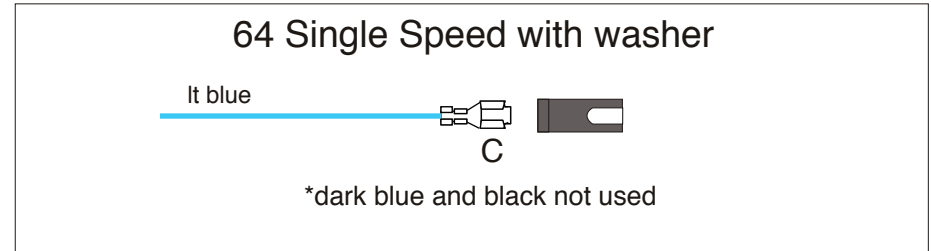
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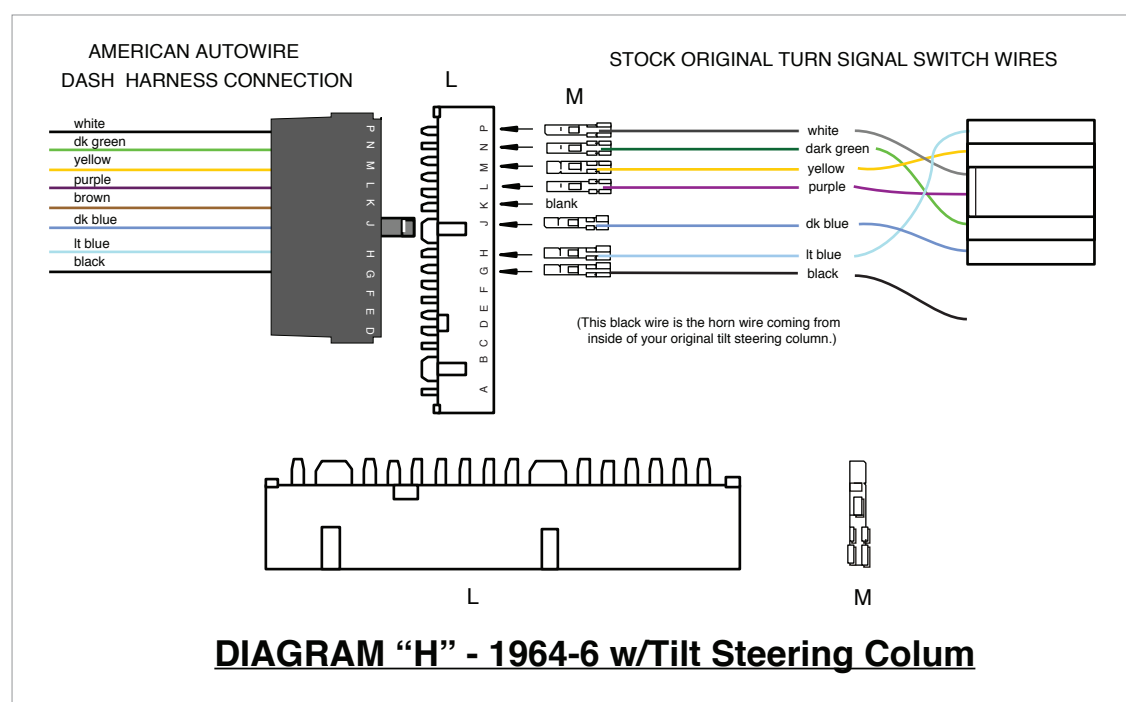
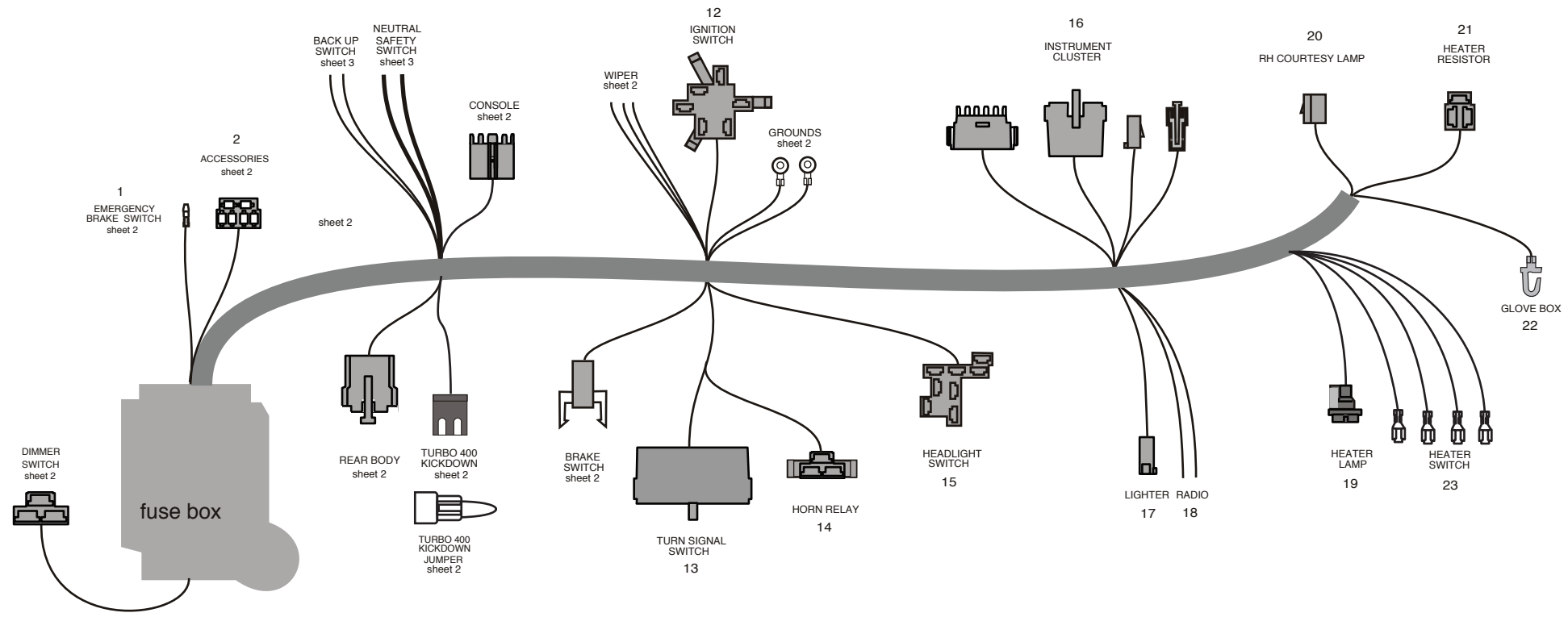
- | | | | |
|----|------------------------|--|--|
| 1 | DIMMER SWITCH | Yellow
Light Green
Tan | This connector will mate to the floor mounted dimmer switch.
12 volt feed into dimmer switch from H/L switch
12 volt feed out to high beam H/L
12 volt feed out to low beam H/L |
| 2 | EMERGENCY BRAKE SWITCH | Tan | Connect to the emergency brake switch. This is the ground circuit for the brake warning switch lamp. |
| 3 | ACCESSORIES | | Use the provided connector that is plugged into the dash harness along with the loose terminals in the loose piece parts kit to connect power leads for the following:
Fuse Rating
Dark Blue 15 amp Fused 12 volt IGNITION feed for fuel pump (may also be used to feed power to another ignition circuit)
Orange BAT1 20 amp Fused 12 volt BATTERY feed for power ats (may also be used to feed power to another battery circuit)
Red BAT2 30 amp Fused 12 volt BATTERY feed for power door locks (may also be used to feed power to another accessory circuit)
Pink IGN1 20 amp Fused 12 volt IGNITION feed for cruise control (may also be used to feed power to another ignition circuit)
Yellow PWRWDO 30 amp Fused 12 volt IGNITION feed for power windows (may also be used to feed power to another ignition circuit)
Tan ACCY1 30 amp Fused 12 volt ACCESSORY feed (may also be used to feed power to an accessory circuit) |
| 4 | REAR BODY | Tan
Brown
Yellow
Dark Green
Orange
White
Light Green
Light Blue | This connector will mate to the connector from the Rear Body harness found in bag L.
Fuel tank sender lead
Tail lamp and tag lamp feed
LH turn / brake feed
RH turn / brake feed
Dome / courtesy lamp feed
Dome / courtesy lamp ground
Back up lamp feed
Third brake light |
| 5 | TURBO 400 KICKDOWN | Yellow
Orange | On 64, 66, & 67 cars, plug this connector onto the transmission kickdown switch at the gas pedal. On 65 cars, plug the loose piece jumper onto this connector as the kickdown switch is located outside the car at the carburetor. The final connection to the transmission is addressed in the engine kit, 510191, bag J.
12 volt ignition power feed into switch
Switched 12 volt feed out to transmission solenoid |
| 6 | CONSOLE | Orange
White
Gray
Black | Plug the console harness 510195, bag K onto this connector if your car has a factory console. Follow the directions in bag K to complete your console connections.
12 volt battery power feed for console courtesy lamp
Switched ground for console courtesy lamp
Transmission indicator lamp power
Ground for transmission indicator lamp |
| 7 | BACK UP LAMP SWITCH | Light Green
Pink | Connect these wires to your back up lamp switch.
12 volt feed out to back up lamps
12 volt ignition feed into back up lamp switch |
| 8 | NEUTRAL SAFETY SWITCH | Purple
Purple | Connect these wires to your neutral safety switch or together if you are using a manual transmission with out an NSS.
12 volt feed in from ignition switch
Switched 12 volt feed out to starter solenoid |
| 9 | WIPER SWITCH | Black
Dk Blue
Lt Blue | Connect these wires to your wiper/washer switch depending on the year and application of your vehicle using the detailed figures to the right on this page (page 2).
Ground circuit for low speed
Ground circuit for washer
Ground circuit for hi speed |
| 10 | BRAKE LIGHT SWITCH | Orange
White
Light Blue | Plug this connector onto your factory stop lamp switch.
12 volt fused battery feed to stop lamp switch
12 volt out to turn signal switch
12 volt out to third brake lamp |
| 11 | GROUNDS | Black | Connect to the dash frame, steering column saddle, or any other good known chassis ground.
Cluster and dash lamp grounds |

Wiper switch connections as viewed looking into the connector.
In each case, install the supplied female terminals C to each of the wires and install the completed wire and terminal leads into the appropriate plastic connectors for the correct application for your car.

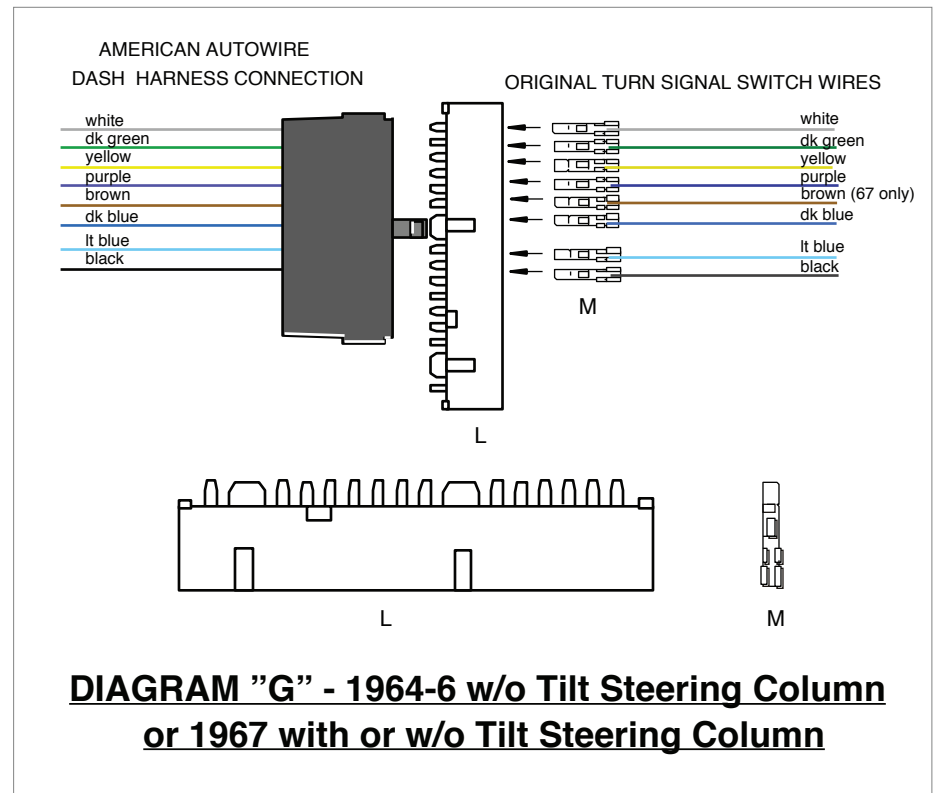


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- | | | | |
|----|--------------------------------|---|---|
| 12 | IGNITION SWITCH | Red
Pink
Brown
Purple | This connection will plug onto the new ignition switch, 50674.
12 volt battery feed
12 volt ignition feed
12 volt accessory feed
12 volt starter feed to Neutral Safety Switch |
| 13 | TURN SIGNAL SWITCH | White
Dark Green
Yellow
Purple
Brown
Dak Blue
Light Blue
Black | The connector on this harness will mate directly to the 3 7/8" turn signal switch used by GM and many other aftermarket steering column manufacturers. If you are using a stock 1964-66 non tilt or any 1967 column and turn signal switch, remove the existing connector and terminals from your stock steering column and install terminals M and connector L as shown on this sheet, diagram G. If you are using a stock 1964-66 tilt column and turn signal switch, use the stock jumper harness from your original column and crimp on terminals M, then plug into connector L as shown on this sheet, diagram H. If your column uses the 4 1/4" GM plug, simply remove the connector from your column and install connector L maintaining color continuity with the dash harness.
12 volt feed from brake switch
RH rear stop and turn
LH rear stop and turn
12 volt ignition feed from turn signal flasher
12 volt battery feed from hazard flasher
RH front turn
LH front turn |
| 14 | HORN RELAY | Red
Black
Dark Green | Horn relay ground to horn switch
Plug the horn relay (found in the fuse, relay, and flasher bag, 500707) into this connector.
12 volt battery for relay
Relay ground circuit (from steering column)
Triggered 12 volts out to horn |
| 15 | HEADLIGHT SWITCH | Red
Orange
Brown
Yellow
Dark Green
White | This connection will plug onto the new headlamp switch, 500332.
Battery 12 volt input lead to switch for headlamps.
Battery fused 12 volt input lead to switch for park / tail output and dash lamp input
Park/tail lamp output
12 volt output lead to dimmer switch for headlamps
Dash lamp output to fuse panel
Dome / Courtesy ground |
| 16 | INSTRUMENT CLUSTER DISCONNECTS | White | These connectors will plug into the the Intrument Cluster Harness, 510194, bag H. Circuit identifications for this branch are described in those instructions. |
| 17 | LIGHTER | Orange | 12 volt fused battery feed to lighter |
| 18 | RADIO | Tan
Yellow | 12 volt accessory power feed to radio ("ON" and "OFF")
12 volt fused battery feed for clock and memory |
| 19 | HEATER CONTROL LAMP | Gray
Black | Dash lamp feed
Dash lamp ground |
| 20 | RH COURTESY LAMP | Orange
White | Plug this connector into the mating RH courtesy lamp assembly from 500708, bag N.
12 volt battery fused feed
Courtesy lamp switched ground
(Used on stock non A/C equipped cars only) Plug this connector onto the stock heater resistor located on the stock heater box inside the car under the dash. |
| 21 | HEATER RESISTOR | Orange | 12 volt fused battery feed for glovebox lamp |
| 22 | GLOVEBOX LAMP | Brown
Yellow
Light Blue
Orange | These wires will plug into some connectors contained in the dash loose piece kit. Instructions for plugging them in can be found on page 4, diagrams J and K.
12 volt fused switch feed for heat or A/C power. (if using aftermarket A/C, use this wire as the switched "ON" "OFF" feed wire to the aftermarket A/C harness.)
To heater resistor
To heater resistor
To heater resistor and blower motor |

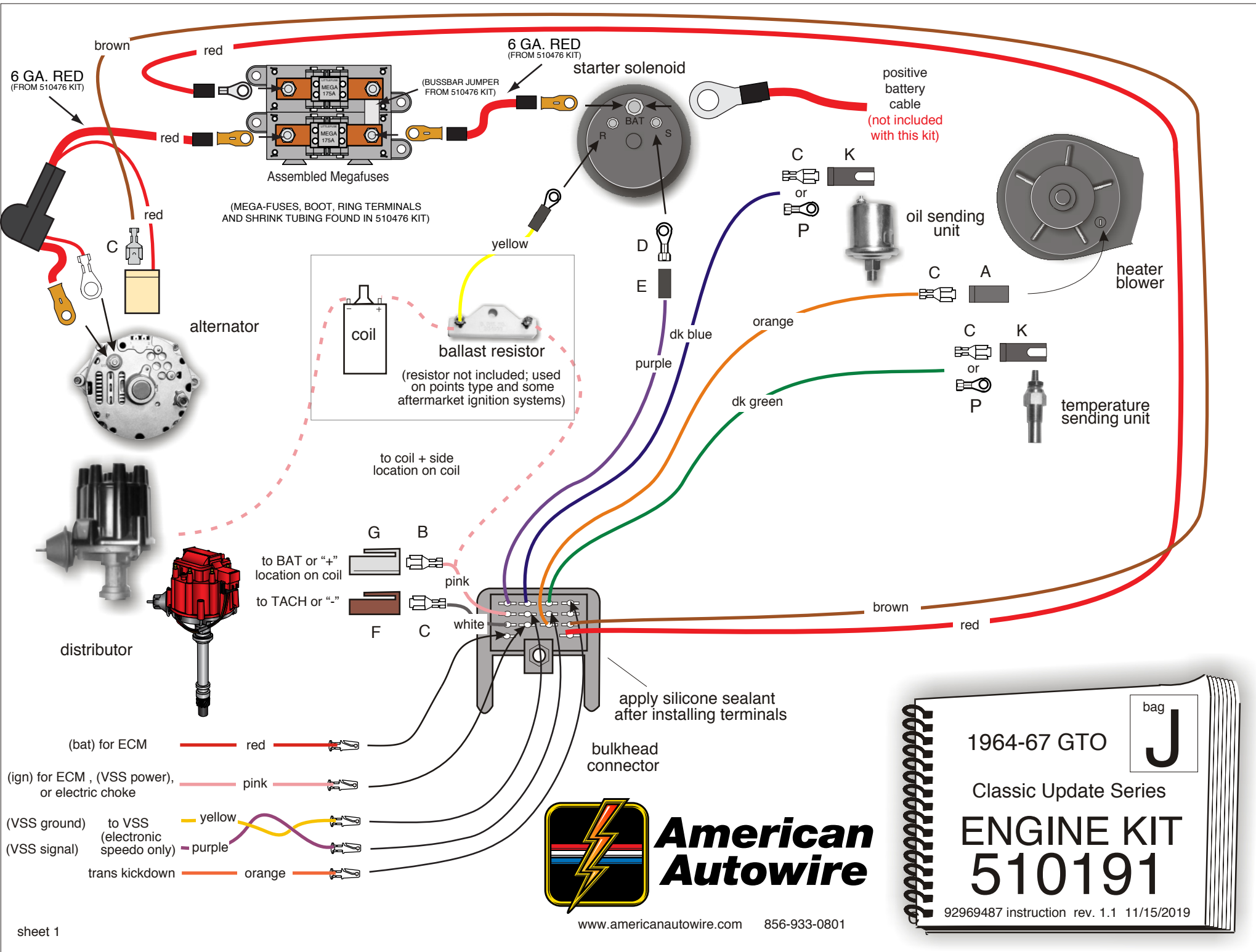


1964-1967 GTO **G**

DASH KIT
510190

92969483 Rev 1.0 4/23/2014

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1964-67 GTO **J**

Classic Update Series

ENGINE KIT

510191

92969487 instruction rev. 1.1 11/15/2019

TEMPORARILY, PLUG THE MAIN BULKHEAD CONNECTOR FROM THIS KIT INTO THE MATING CONNECTOR ON THE DASH BULKHEAD CONNECTOR (LOCATED UNDER THE MASTER CYLINDER) Note: This will be unbolted to install the front light harness later.

BULKHEAD CONNECTOR WIRES:

- RED (12V BATTERY) Connect the RED wire in this kit to the 175 amp MEGA-FUSE as shown on page 1 using the terminals and shrink tubing found in the 510476 Alternator and Main Power Connection kit.
- PURPLE (STARTER SOLENOID) Route this wire to the starter solenoid, cut to length, install rubber sleeve E and ring D. Connect to the 'S' terminal on solenoid.
- DK BLUE (OIL PRESSURE SENDER) Route this wire to the oil pressure sender, cut to length, install terminal P or terminal C and connector K, then attach to sending unit.
- DK GREEN (WATER TEMP SENDER) Route this wire to the water temperature sender, cut to length, install terminal P or terminal C and connector K, then attach to sending unit.
- ORANGE (HEAT / AIR) If using after-market air conditioning, remove this wire. If using a stock heater only system, route this wire to the heater blower, cut to length, install terminal C and connector A , then plug into the blower unit.
- PINK (12V IGNITION) **If using an HEI distributor, or after-market ignition system which requires a 12V feed:**
Route the PINK wire to the coil "+", trim to length, install terminal C and connector G, then plug onto distributor cap BAT location.
If using a points type ignition system which requires reduced voltage:
Route the PINK wire to the ignition feed side of the ballast resistor. Connect the loose piece YELLOW wire to the R terminal on the starter and connect the other end to the coil side of the ballast resistor (not included). Connect a piece of left over PINK wire to the coil side of the ballast resistor and route the to the distributor coil "+" side.
- WHITE (COIL-TACH) Route this wire to the coil and trim to length. if using an HEI distributor, terminal B and connector F are included for connection. Plug onto the TACH location on an HEI distributor or the "-" side of coil..

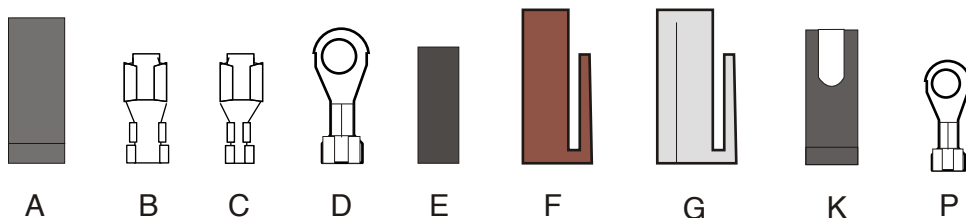
ALTERNATOR:

- HEAVY RED This wire can be found in the 510476 Alternator and Main Power Connection kit 510476.
- SMALL RED (Used only with a GM "SI" internally regulated alternator [except a 1-wire]) Send the ring terminal end of this wire through the alternator boot from the 510476 kit as shown on page 1 of this instruction set, and connect to the battery stud on the alternator.
- BROWN (ALTERNATOR IGN) This is your alternator regulator exciter wire. If using a 1-wire alternator, this wire can be removed from the main connector, as it will not be used. If using with a GM "SI" internally regulated alternator, route this BROWN wire to the alternator, cut to length, and install terminal C. This wire will plug into the empty cavity in the off white alternator connector that has the SMALL RED wire already installed into it. Plug this completed assembly into your alternator.

REMAINING LOOSE WIRES: These wires will only be used only if you are using an ECM module which is located in the engine compartment, an electronic speedometer, electric choke, or need a keyed 12 volt feed for an automatic transmission kickdown switch.

- RED (12V BATTERY) Used on ECM module which is mounted in the engine compartment. Plug this wire into the firewall bulkhead connector, at the location shown on sheet 1. Route the other end to the ECM harness, battery feed in.
- PINK (12V IGNITION) If used for ECM module which is mounted in the engine compartment, plug this wire into the firewall bulkhead connector, at the location shown on sheet 1. Route the other end to the ECM harness, ignition feed in. If used on vehicles which have an electronic speedometer with a 3 wire sender, route this wire to the vehicle speed sensor and connect to the 12 volt power in lead. If used on a car with an electric choke, connect this wire to the choke thermostat.
- ORANGE If used on a car with an automatic transmission that requires a 12 volt lead to downshift the transmission and it is operated by a gas pedal mounted downshift switch on the inside of the car, connect this wire to the transmission downshift solenoid using terminal C and connector A. If your switch is mounted on the carburetor, route this wire to the transmission downshift switch, cut to length and connect it to the switch using terminal C and connector A . Connect the remaining portion of the wire to the other side of the switch using terminal C and connector A , continue that wire down to the transmission downshift solenoid and connect it there using terminal C and connector A.
- PURPLE Used on vehicles which have an electronic speedometer. Route this wire to the vehicle speed sensor and connect to the signal lead.
- YELLOW Used on vehicles which have an electronic speedometer. Twist this wire with the purple wire above to assure proper shielding. Connect this wire to the vehicle speed sensor ground lead.

Once the main connector has all of it's wires plugged in, the connector cavities should be sealed with di-electric grease on the terminals. Also, to assure a moisture resistant seal, silicone can be applied to seal the outside of the connector.

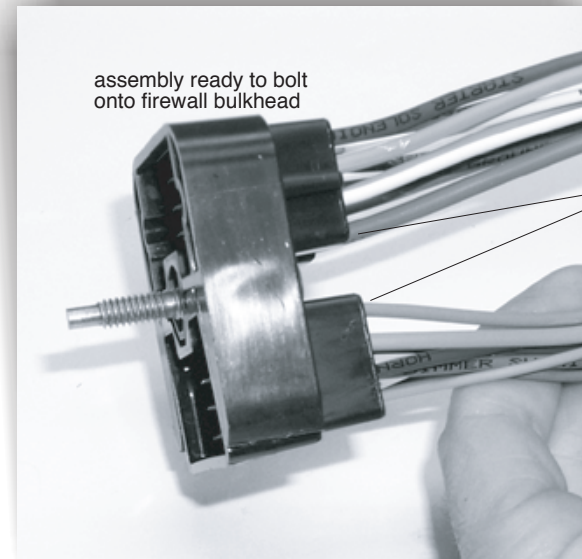
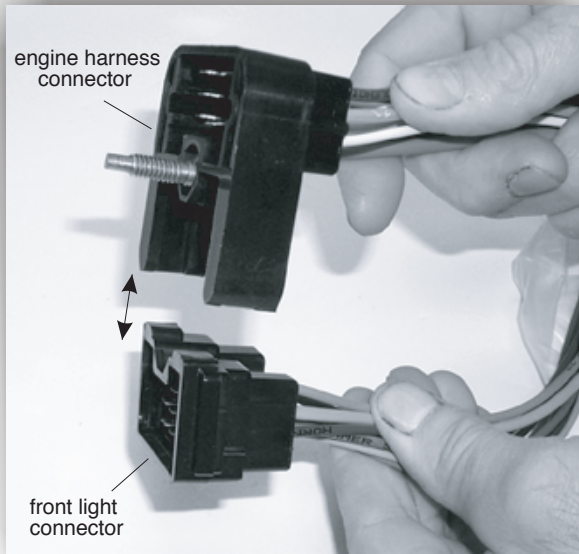


ENGINE KIT

510191

92969487 instruction rev. 1.1 11/15/2019

Classic Update Series



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!



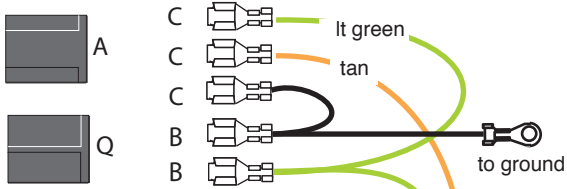
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American Autowire also sells factory OEM style harness wrap. this is the same stuff used on original Camaro harnesses! If you want that OEM look with your Classic Update wiring system, then give us a call and order p/n R0067108 !

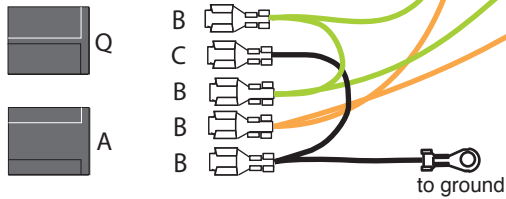


Classic Update Series

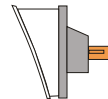
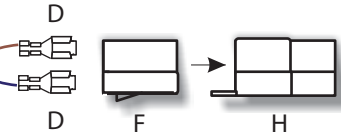
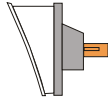
right headlights



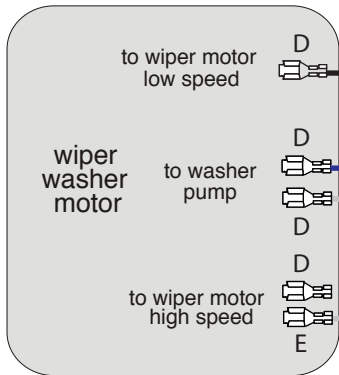
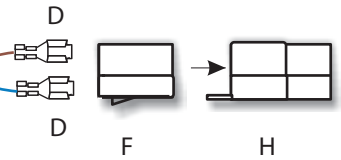
left headlights



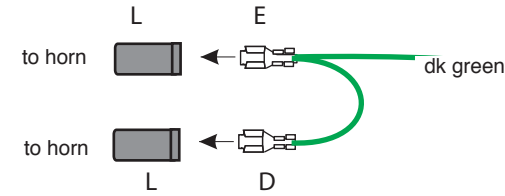
RH parking lamp assembly (not included)



LH parking lamp assembly (not included)



to electric fan orange recommended fan relay (not included in this kit)



bulkhead connector

apply silicone sealant to back side of connector after installing terminals

tan

dk blue

brown

brown

lt blue

black

dk blue

lt blue

white















SEE PAGE 4 FOR THE SPECIFIC CONNECTOR AND WIRE ORIENTATION FOR YOUR APPLICATION

1964-67 GTO
Front Light

510192

1964-1967 GTO 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					
A		LT BLUE	LH 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 2.	
B		DK BLUE	RH 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 2.	
C		BROWN	Parking Lamp	Route this wire to the LH turn signal lamp, cut to length, double this wire with the cut off portion, install terminal M, and plug into connector H with the lt blue wire from above as shown on sheet 2. Route the remaining portion of the brown wire to the RH turn signal lamp, cut to length, install terminal J and plug into connector H with the dk blue wire from above as shown on sheet 2.	
D				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.	
E					
FRONT LIGHT WIRING					
F		TAN (heavy gauge)	Lo 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 2. 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 2.
H		LT GREEN	Hi 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 lt green wire over to the driver side inner headlight, cut to length, double it with the cutoff portion, install terminal B, and plug it into connector Q in the location shown on sheet 2. Route the remaining portion of this lt 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 Q in the location shown on sheet 2. Route the remaining portion of this lt 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 2.
J					
L					
M		BLACK	Ground	Bolt the grounding ring to your core support then route this wire 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 2. Route the remaining portion over to the driver side inner head light, cut to length, install terminal C, and plug it into connector Q in the location shown on sheet 2. Tightly re-attach the grounding ring to the core support. Repeat this process for the passenger side.	
N					
O		DK 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 2. Route the remaining portion of this dk green wire to your other horn, cut to length, install terminal D, and plug into connector L as shown on sheet 2. Plug each of the connectors onto a horn.	
P					
Q					

1964-1967 GTO Front Lighting

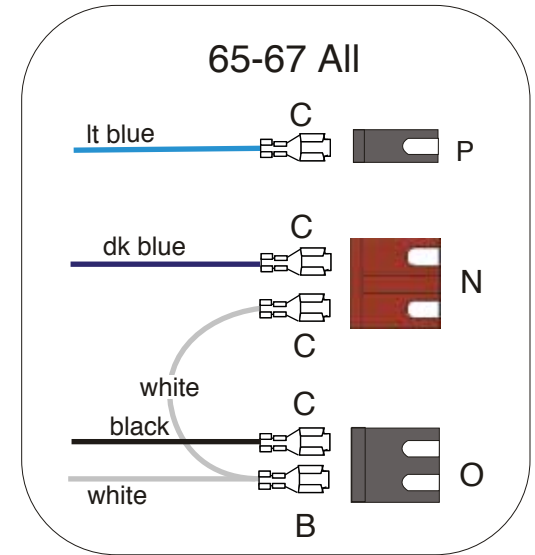
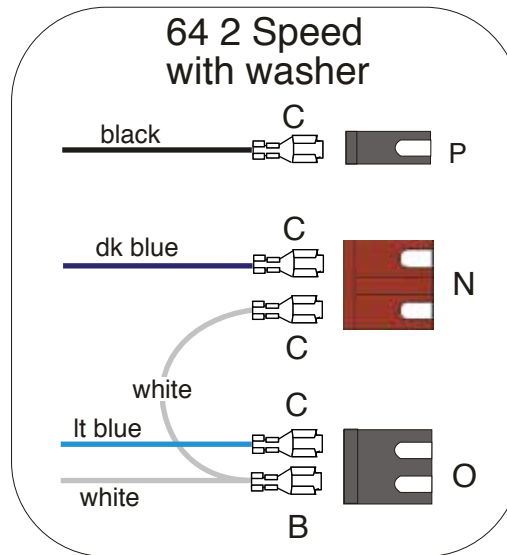
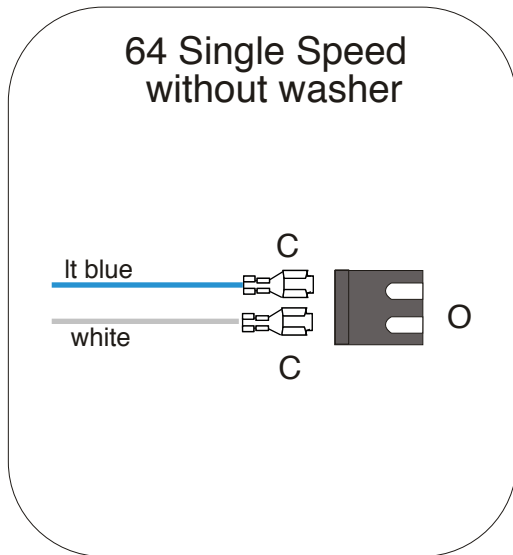
ORANGE	Electric Fan	Route to the electric fan relay, and connect per manufacturers instructions
TAN (small gauge)	Brake Sender	NOTE: We recommend that this wire be used as the trigger wire for the electric fan relay. Plug this wire with the 90 degree molded rubber end onto the stock brake sender switch if so equipped.

WIPER MOTOR WIRING

BLACK	(Wiper Low Speed)	Route this wire to the wiper motor, trim to length, install terminal C and plug into connector O or P as shown on this sheet.
DARK BLUE	(Washer)	Route this wire to the washer pump, trim to length, install terminal C and plug into connector N as shown on this sheet.
LIGHT BLUE	(Wiper High Speed)	Route this wire to the wiper motor, trim to length, install terminal C and plug into connector O or P as shown on this sheet.
WHITE	(Wiper Acc)	For 2 speed applications, route this wire to the wiper motor, trim to length, double with the cutoff portion, install terminal B and plug into connector O as shown on this sheet. Route the loose end of this wire to the washer pump, trim to length, install terminal C and plug into connector N as shown on this sheet. On 1964 single speed applications, route this wire to the wiper motor, trim to length, install terminal C and plug into connector O as shown on this sheet

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.

Use the drawings below to install the appropriate connectors for your wiper/washer application.



1964-67 GTO
Front Light

510192

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 (1967 only (loose wire))	Install components shown on the following sheets, and plug into the brake light hole in cluster.
DK BLUE	Right Turn Indicator	Install components shown on the following sheets, and plug into the right turn indicator hole in the cluster.
LT BLUE	Left Turn Indicator	Install components shown on the following sheets, and plug into the left turn indicator hole in the cluster.
LT GREEN	Hi Beam Indicator Lamp	Install components shown on the following sheets, and plug into the high beam hole in cluster.
TAN	Fuel Gauge	Install components shown on the following sheets, and plug into the fuel gauge.
DK BLUE	Oil Gauge / Lamp	Install components shown on the following sheets, and plug into the oil gauge or lamp.
DK GREEN	Temp Gauge / Lamp	Install components shown on the following sheets, and plug into the temp gauge or lamp.
WHITE	Tach (loose wire)	This wire is used on factory gauge applications. Install components shown on the following sheets, and plug into the tachometer.
BROWN	Generator Lamp	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	Install components shown on the following sheets, and connect to gauges or warning lights requiring a 12V ignition feed.
GREY	Instrument Lamps	Install components shown on the following sheets, and plug into the instrument lamps.
BLACK	Ground	Connect to the back of the instrument cluster housing.
BROWN	Dakota Digital only (loose wire)	This wire is stamped "PARK LIGHTS". Use this wire if you are using a Dakota Digital instrument cluster. Connect to "PARK" light location according to manufacturer's instructions, in order to operate dimmer function when headlights are turned on..

CONNECTOR C

This connector is used when using an aftermarket electronic speedometer. Follow the manufacturer's instructions when installing these wires. **Twist these two wires together for their entire length to prevent interference. If you are using the stock speedometer discard this connector.**

YELLOW	Speedo Ground	Connect to VSS "-" on speedometer.
PURPLE	Speedo Signal	Connect to VSS input on speedometer.



CONNECTOR C

CLOCK EXTENSION

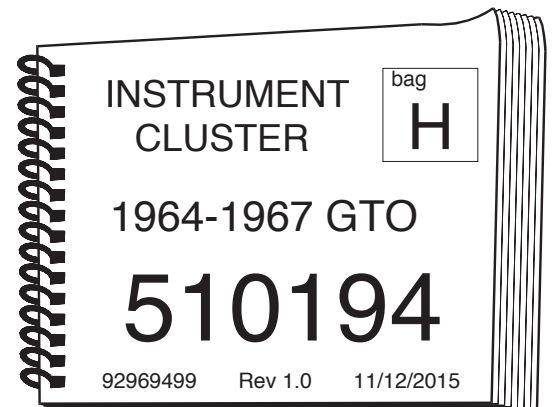
This wire assembly will plug into your factory dash mounted clock.

YELLOW	Clock 12V battery power	Connect this wire onto the power stud on the back of your clock and to the Dash harness.
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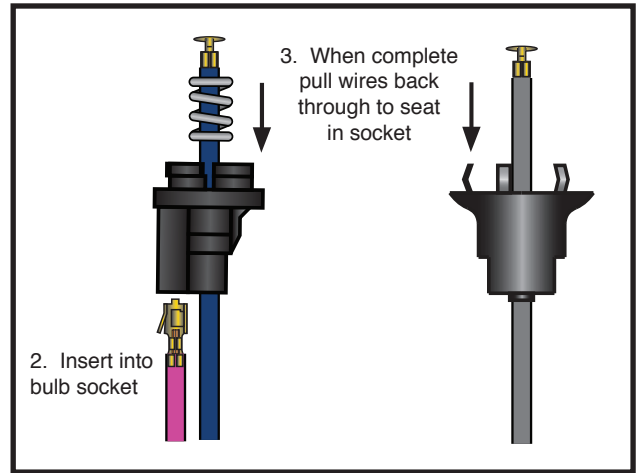
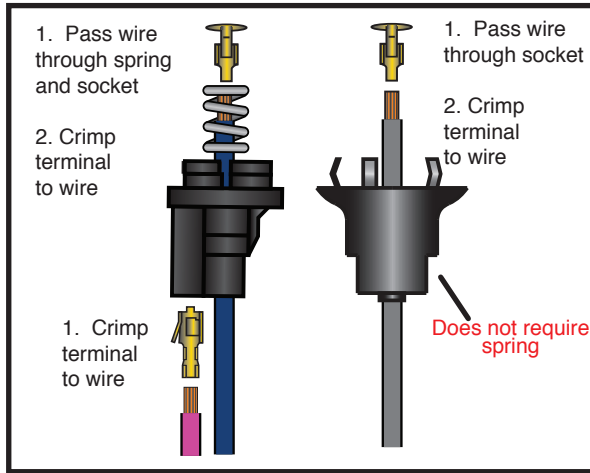
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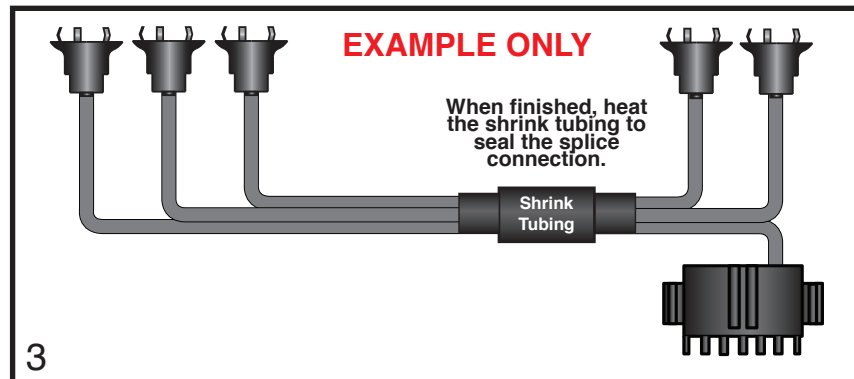
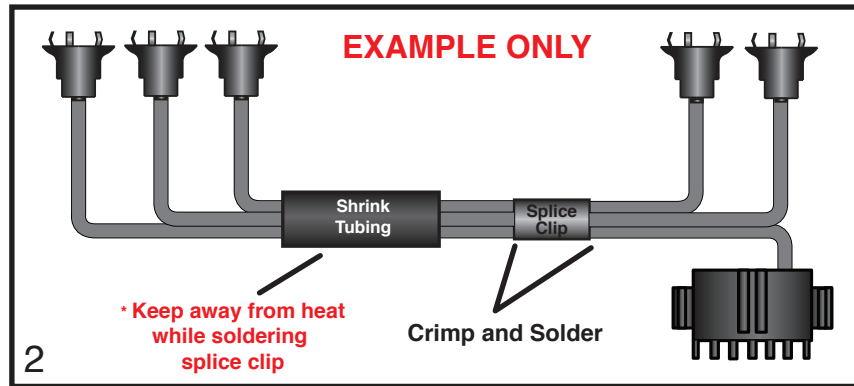
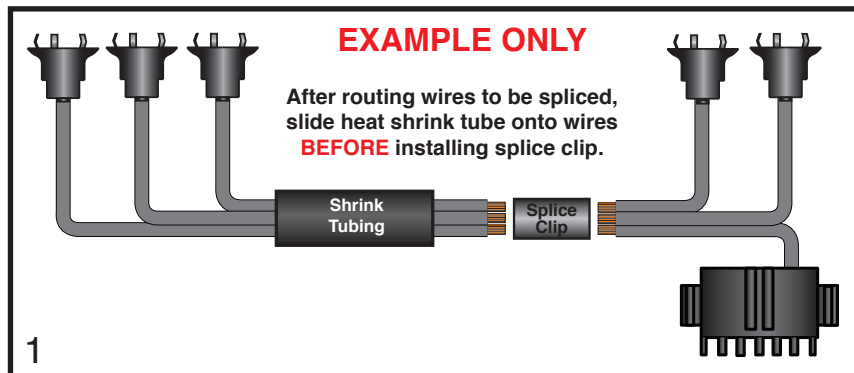
92969499 Rev 1.0 11/12/2015

How to install lamp sockets and lamp socket terminals.

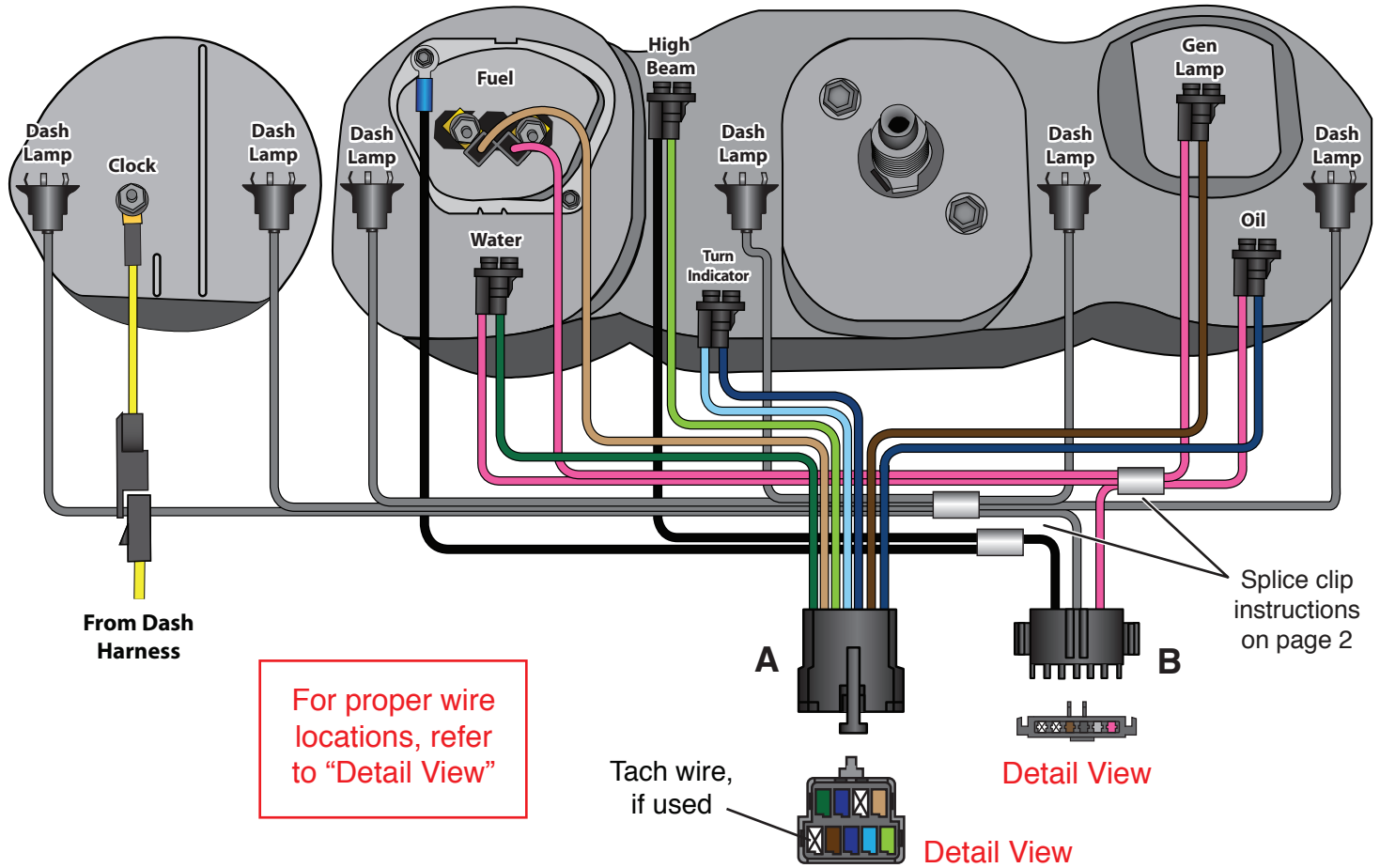


How to use the splice clip to join multiple wires.

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.



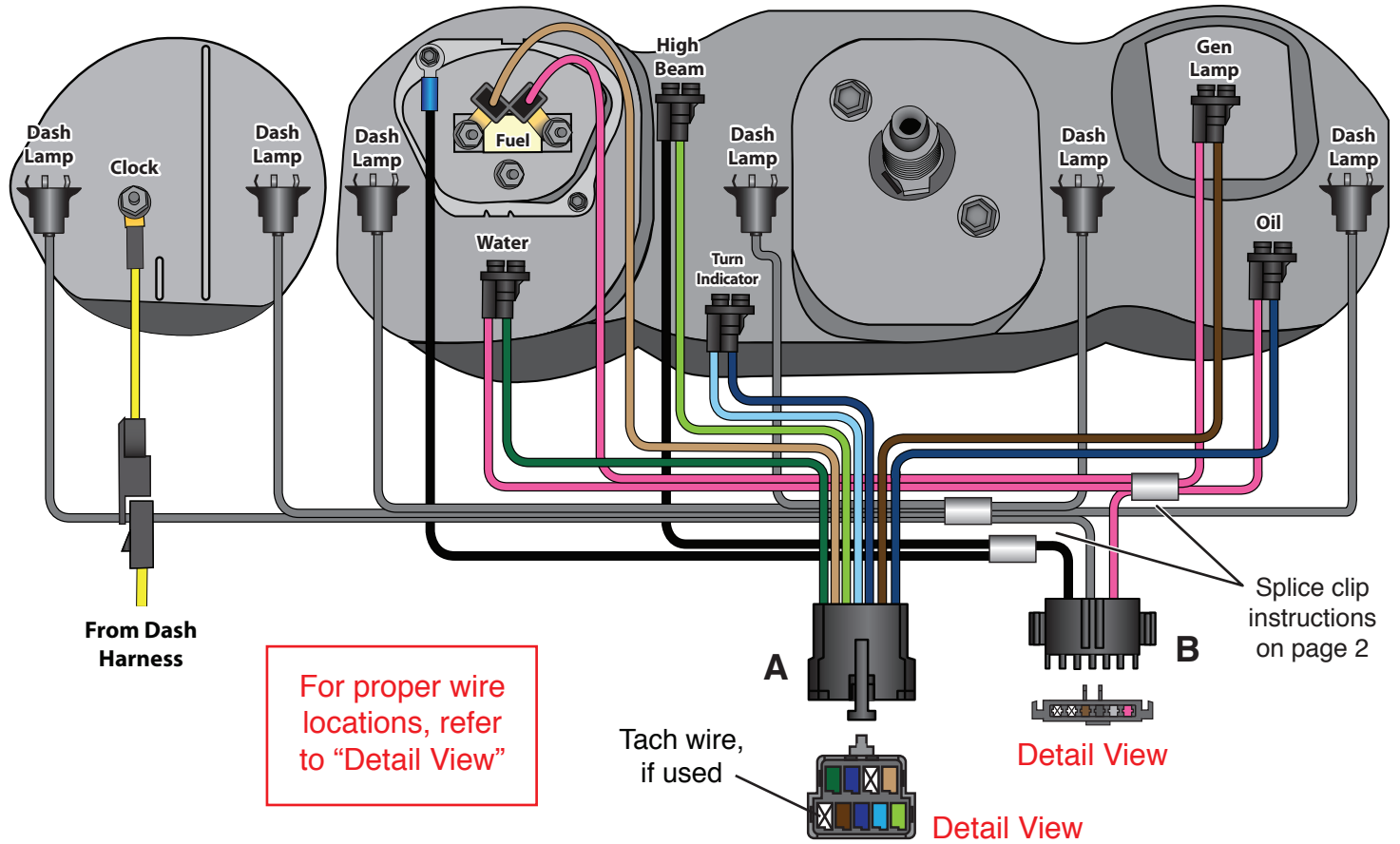
1964 GTO, Lemans, Tempest with Warning Lights



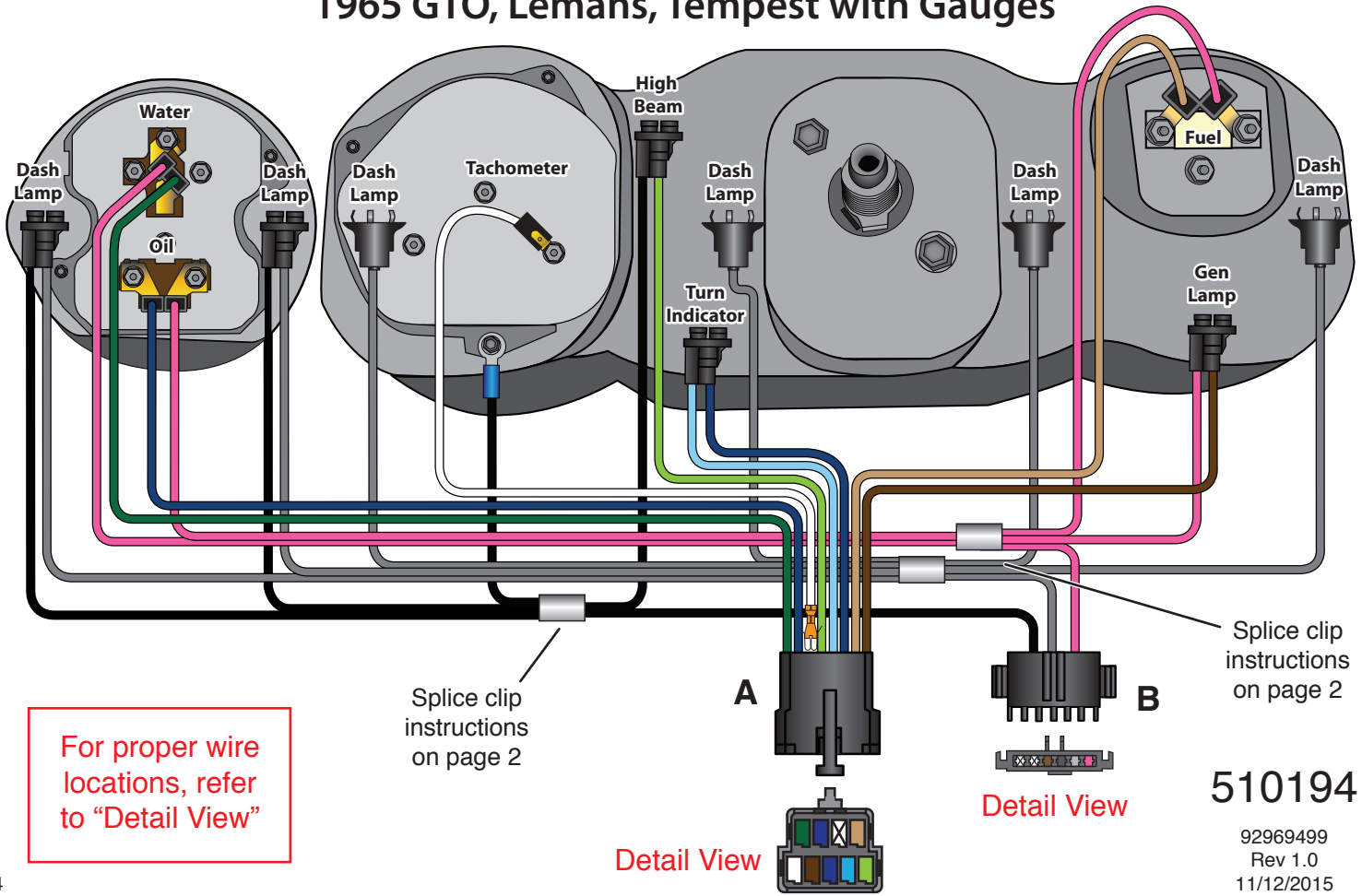
510194

92969499
Rev 1.0
11/12/2015

1965 GTO, Lemans, Tempest with Warning Lights

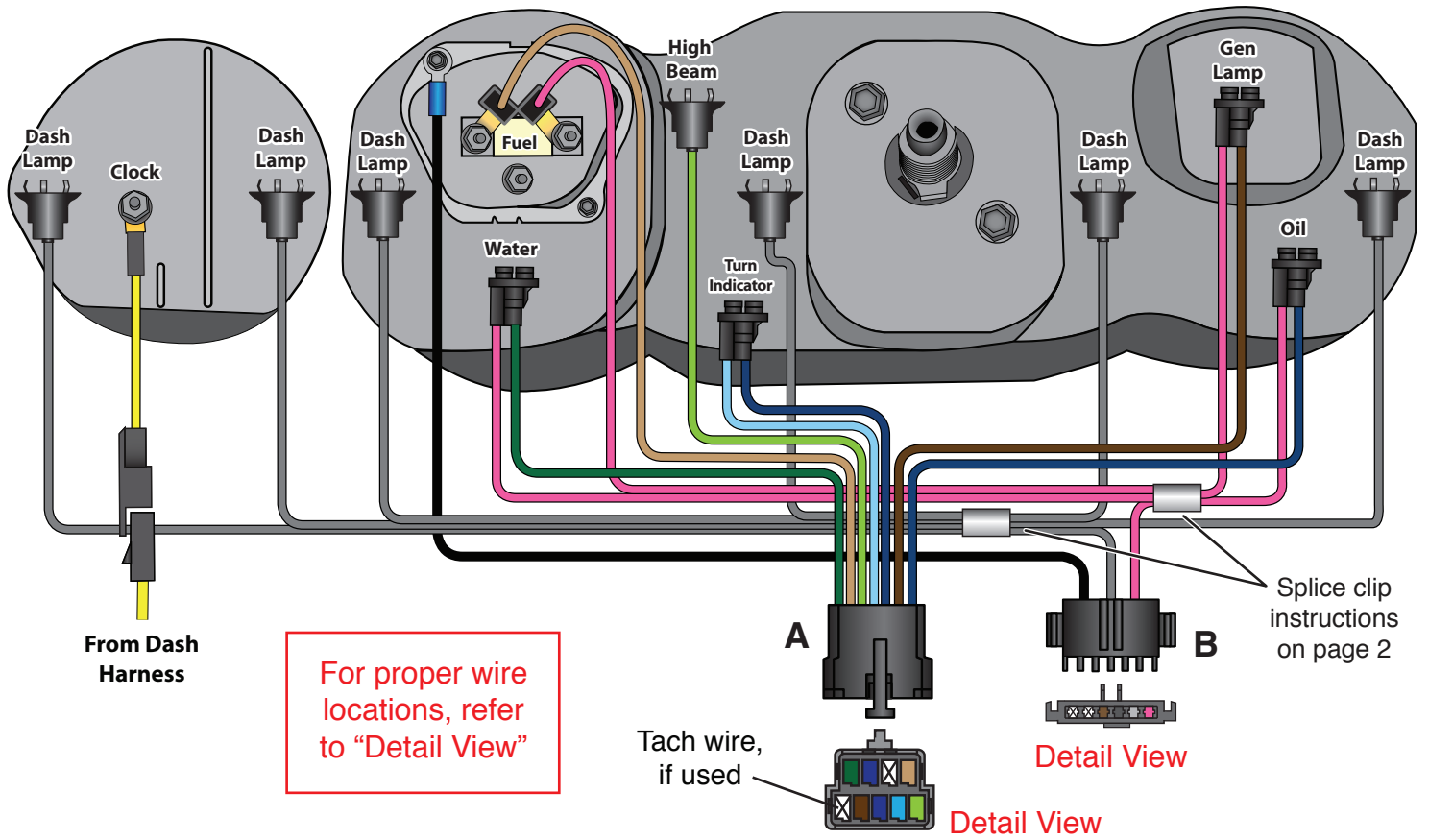


1965 GTO, Lemans, Tempest with Gauges

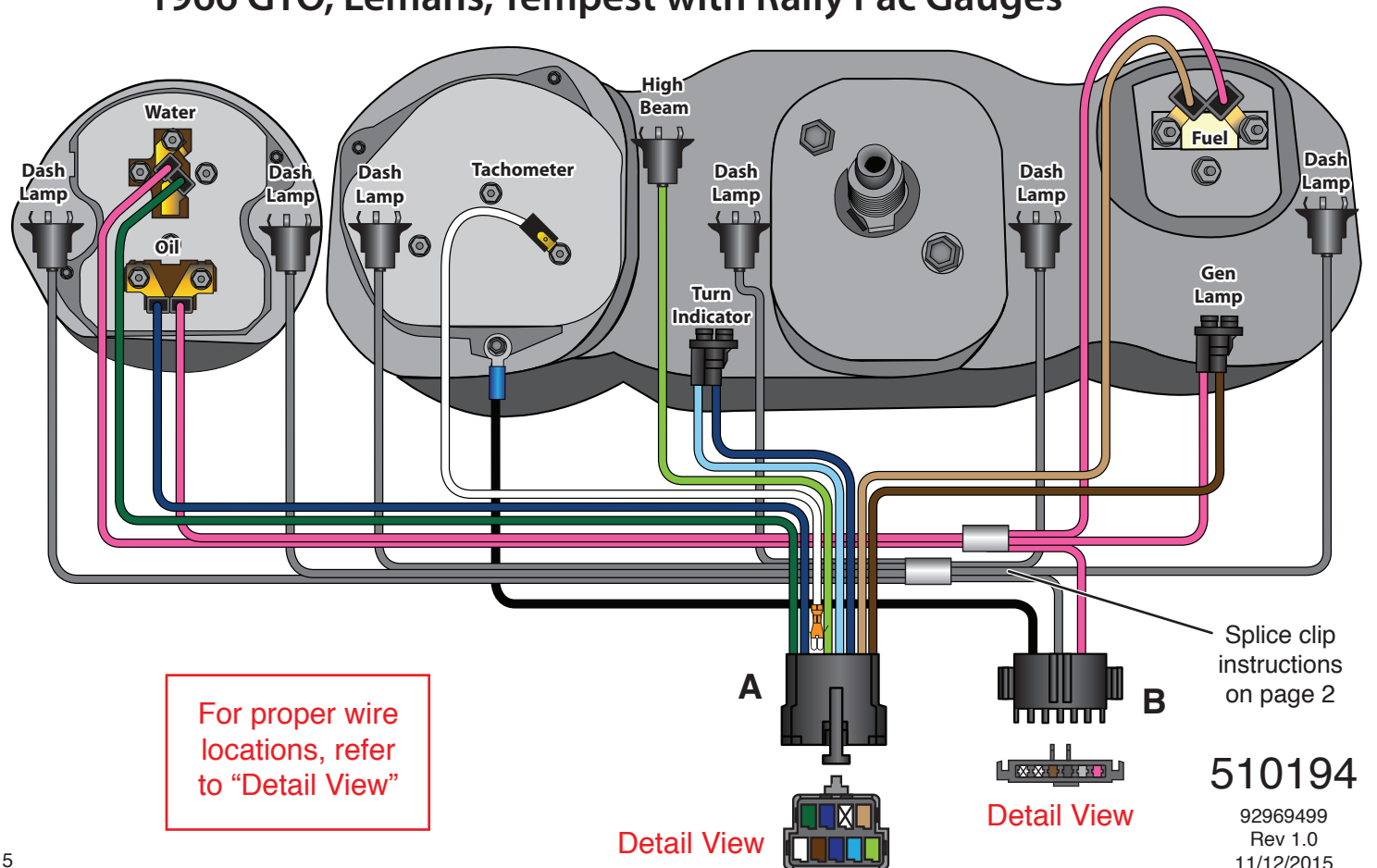


510194
 92969499
 Rev 1.0
 11/12/2015

1966 GTO, Lemans, Tempest with Warnings Lights



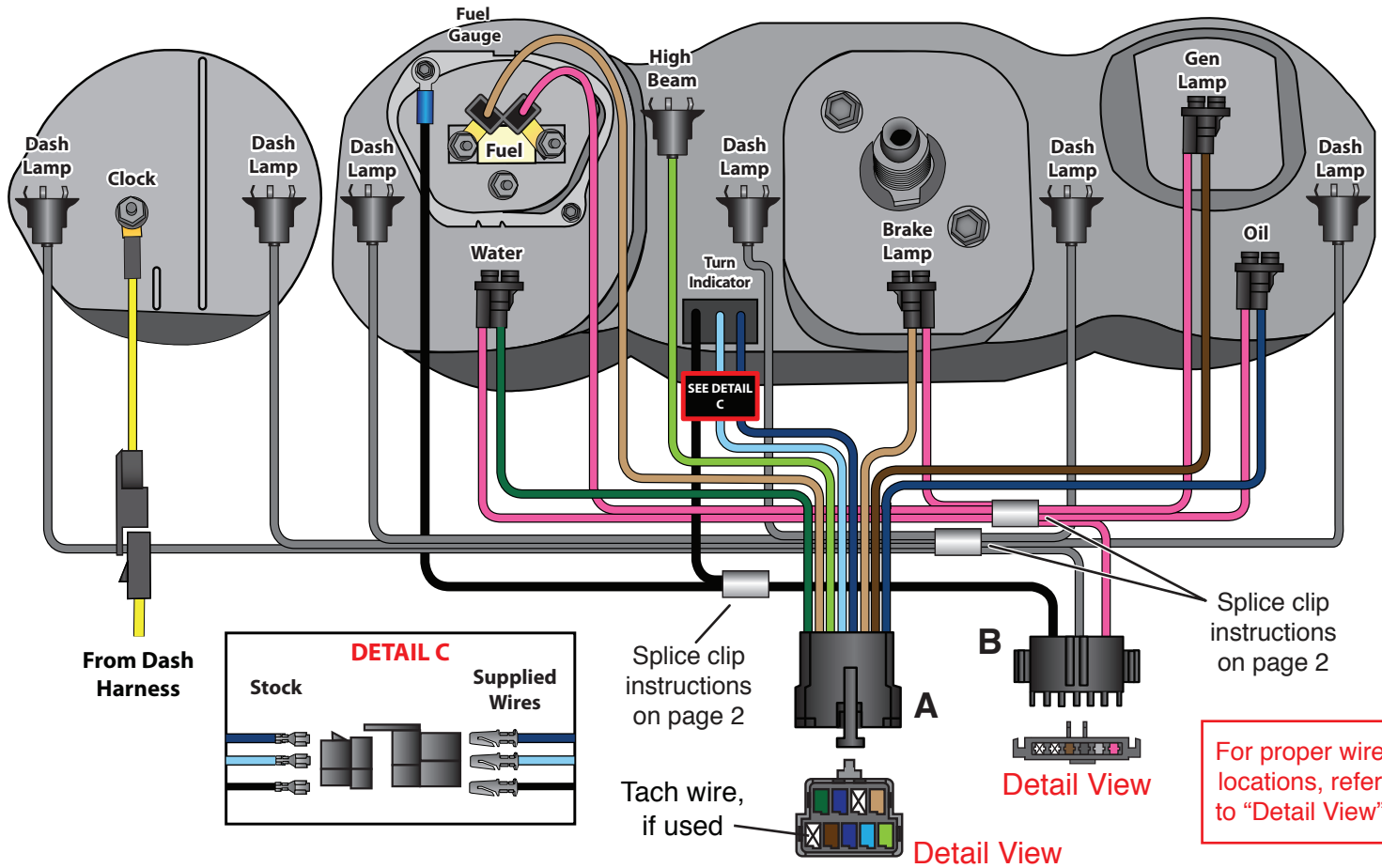
1966 GTO, Lemans, Tempest with Rally Pac Gauges



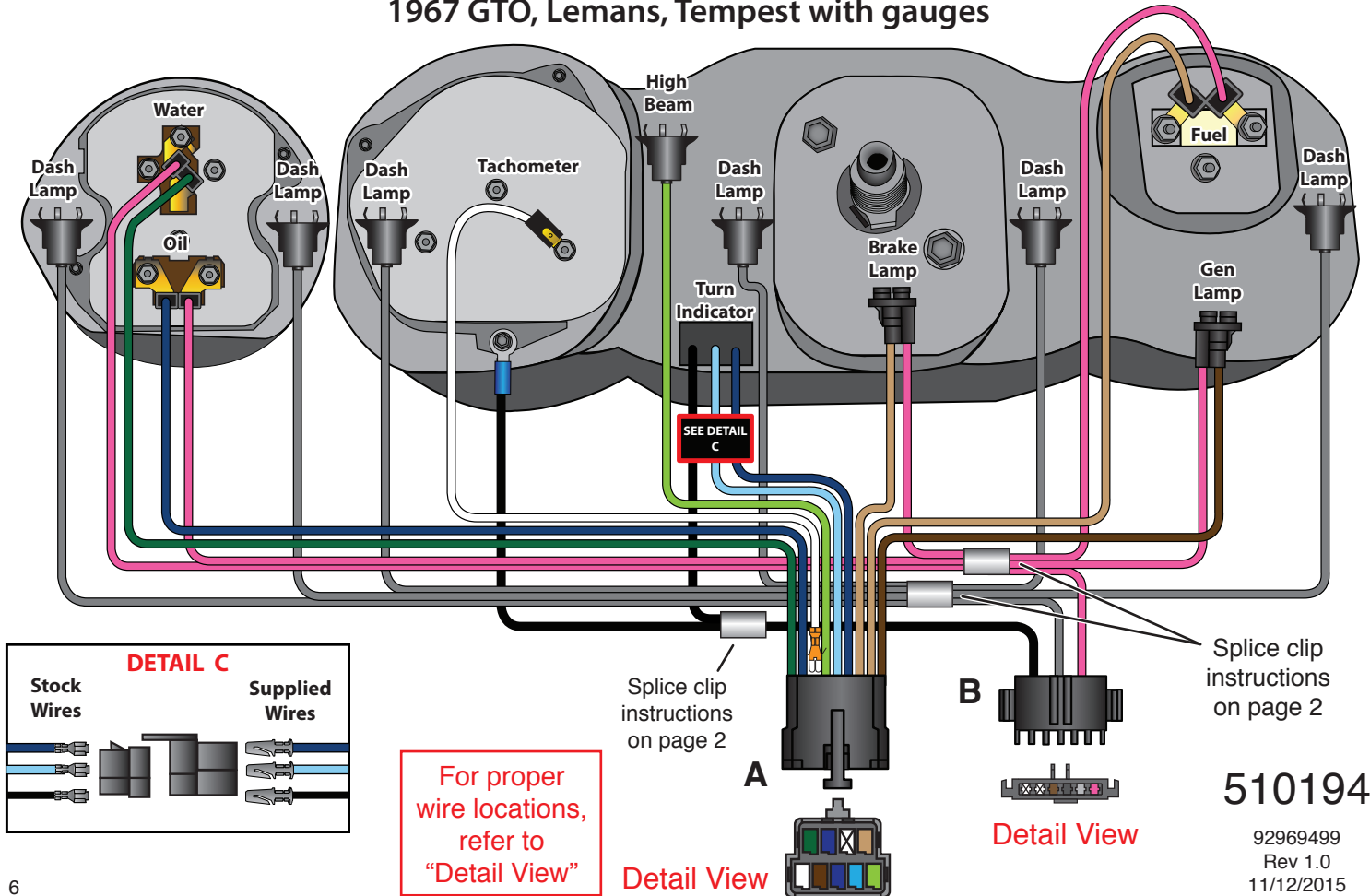
510194

92969499
Rev 1.0
11/12/2015

1967 GTO, Lemans, Tempest with warning lights



1967 GTO, Lemans, Tempest with gauges



510194

92969499

Rev 1.0

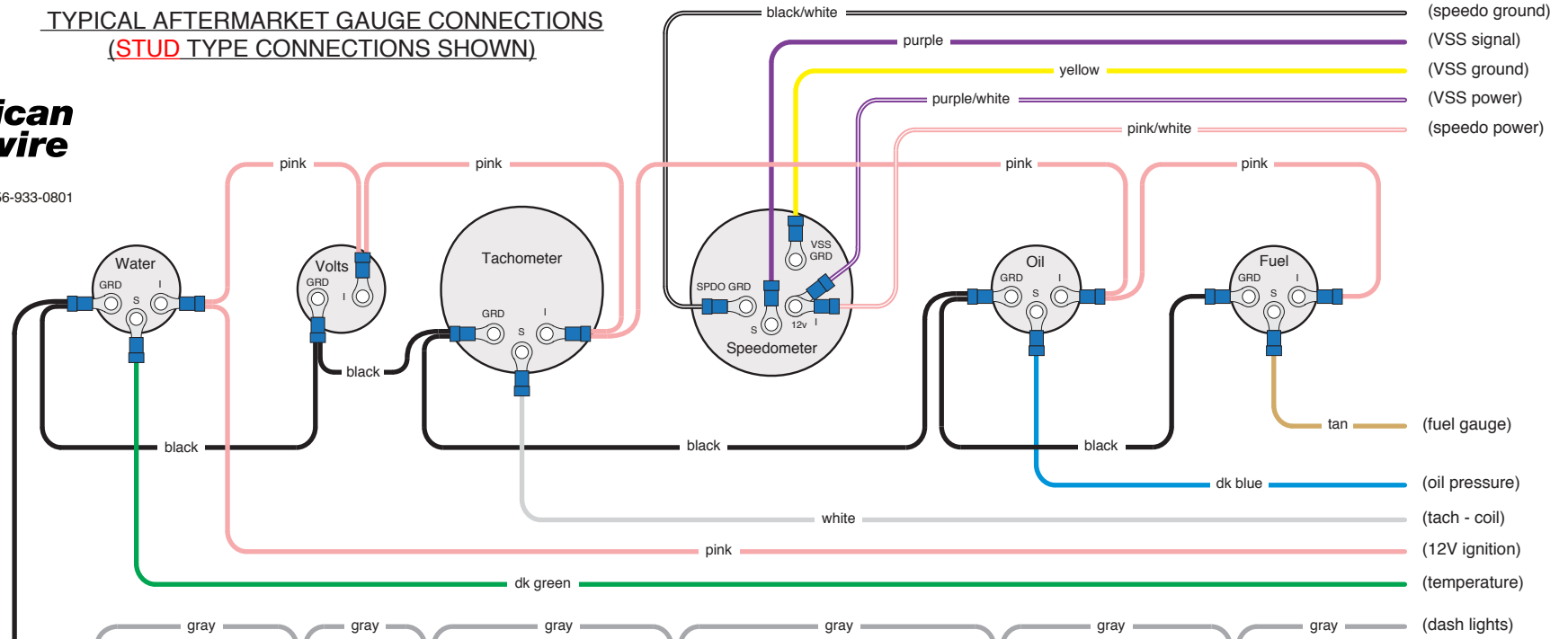
11/12/2015



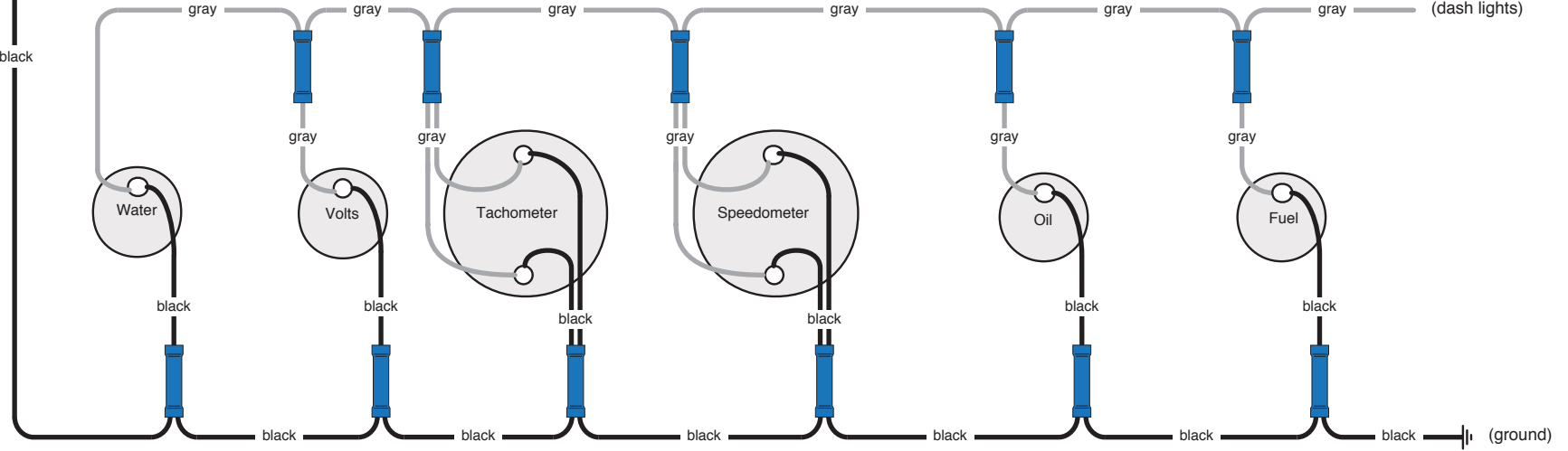
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TYPICAL AFTERMARKET GAUGE CONNECTIONS
(STUD TYPE CONNECTIONS SHOWN)

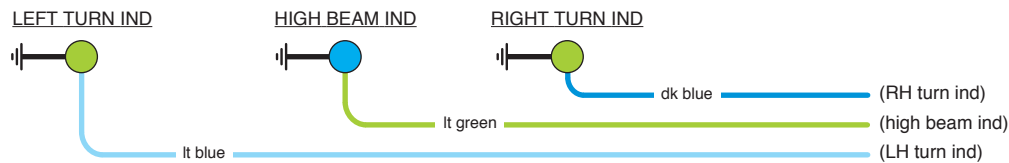
GAUGE CONNECTIONS



LAMP CONNECTIONS



TURN SIGNAL AND HI-BEAM LAMP CONNECTIONS



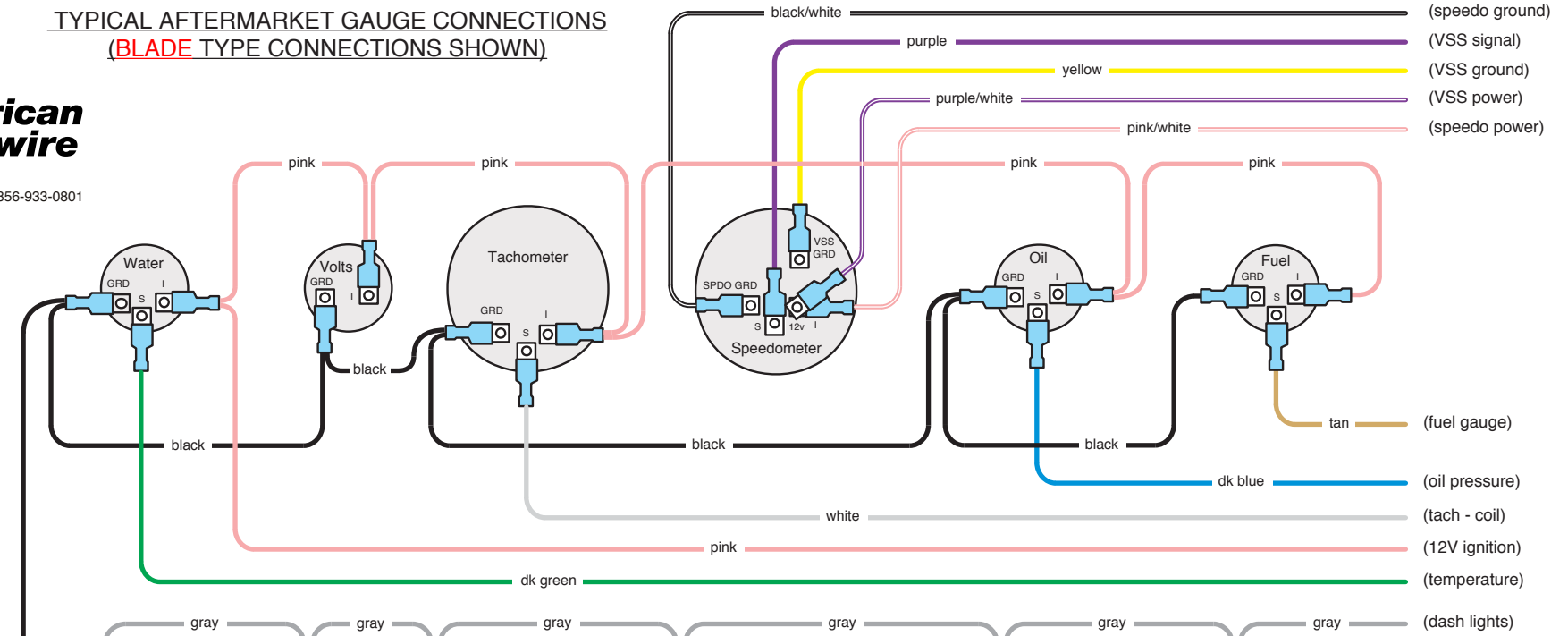
PART # **92965220**
Gauge Connection Kit
 Complete connections
 for aftermarket gauges
 92965221 Rev 1.1 12/12/2014



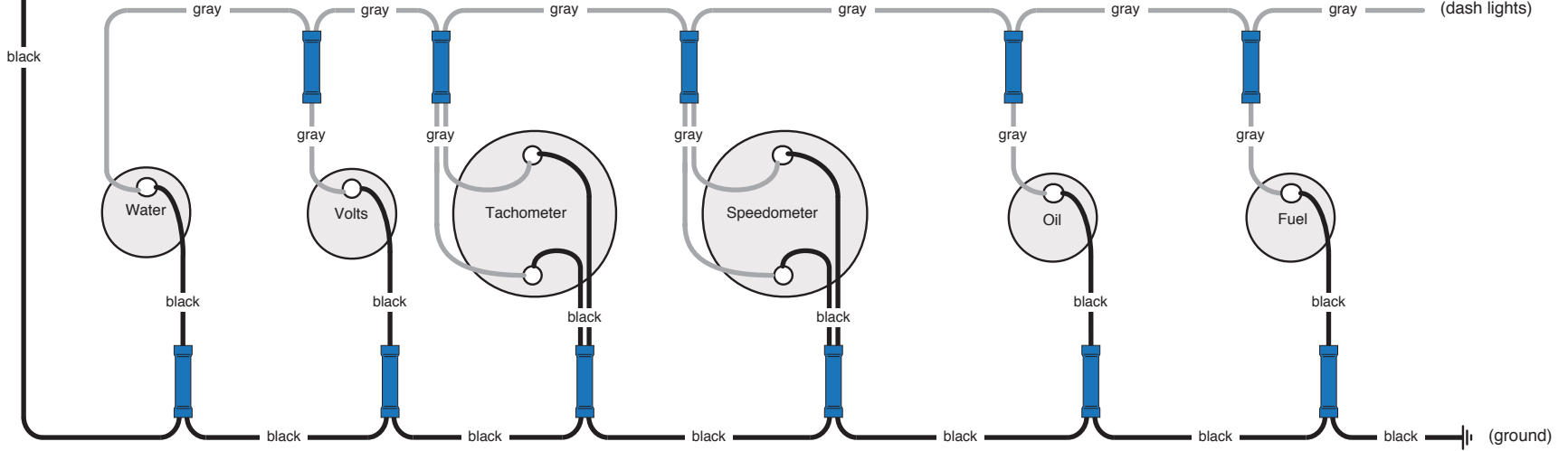
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TYPICAL AFTERMARKET GAUGE CONNECTIONS
(BLADE TYPE CONNECTIONS SHOWN)

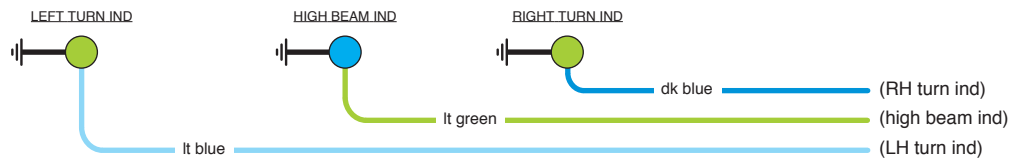
GAUGE CONNECTIONS



LAMP CONNECTIONS

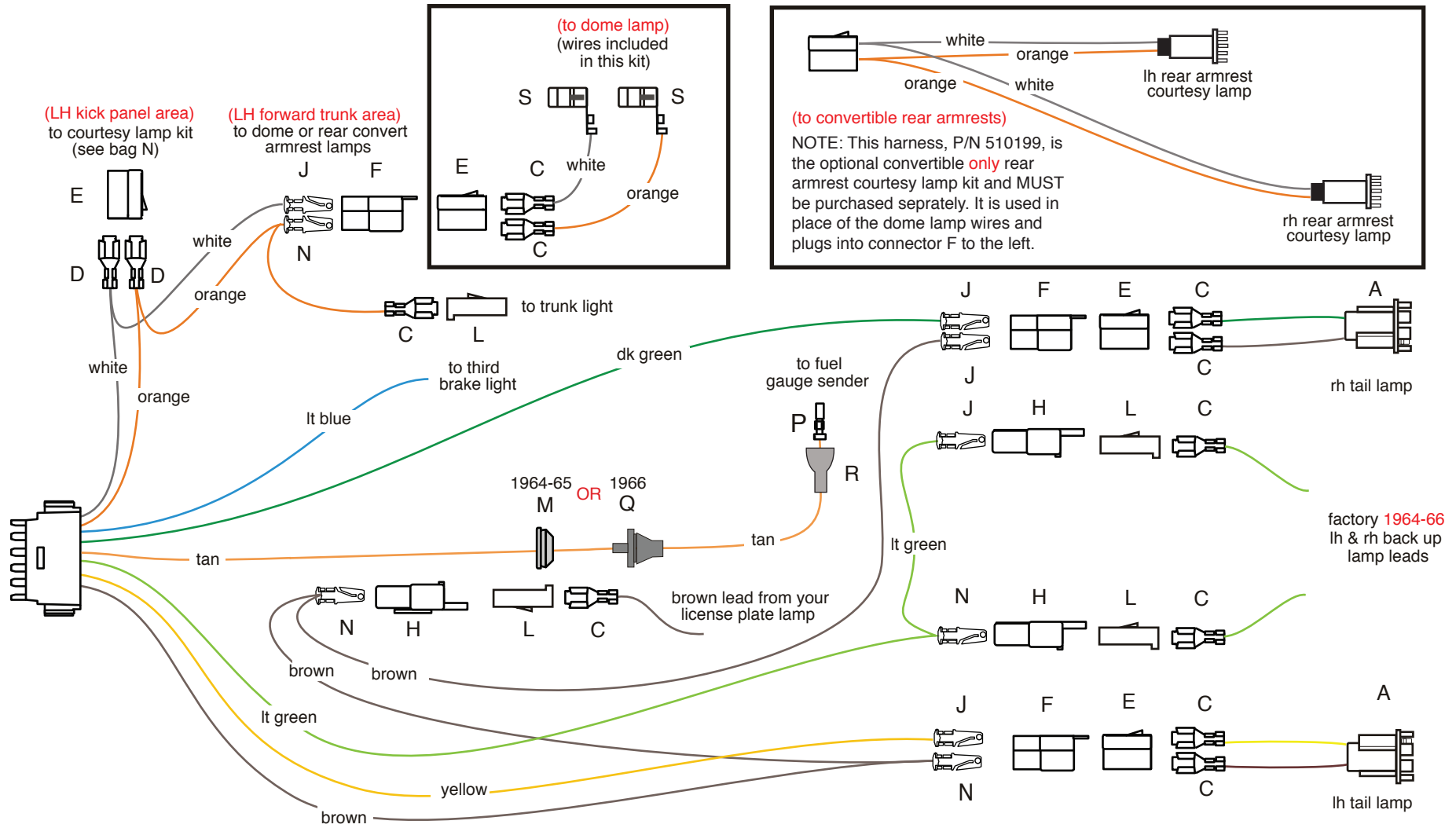


TURN SIGNAL AND HI-BEAM LAMP CONNECTIONS



PART # **92965220**
Gauge Connection Kit
 Complete connections
 for aftermarket gauges
 92965221 Rev 1.1 12/12/2014

Classic Update Series



- 1964** Tempest Coupe, 2dr. and 4dr. sedans;
- 1965** Tempest, Lemans, & GTO Coupe, Convertible, 2dr. and 4dr. sedans;
- 1966** Tempest & Lemans, Coupe, Convertible, 2dr. and 4dr. sedans;



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Classic Update Series **bag M**

1964-67 GTO

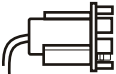



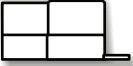









REAR BODY KIT

510193

92969495 instruction rev 0.0 10/15/2010

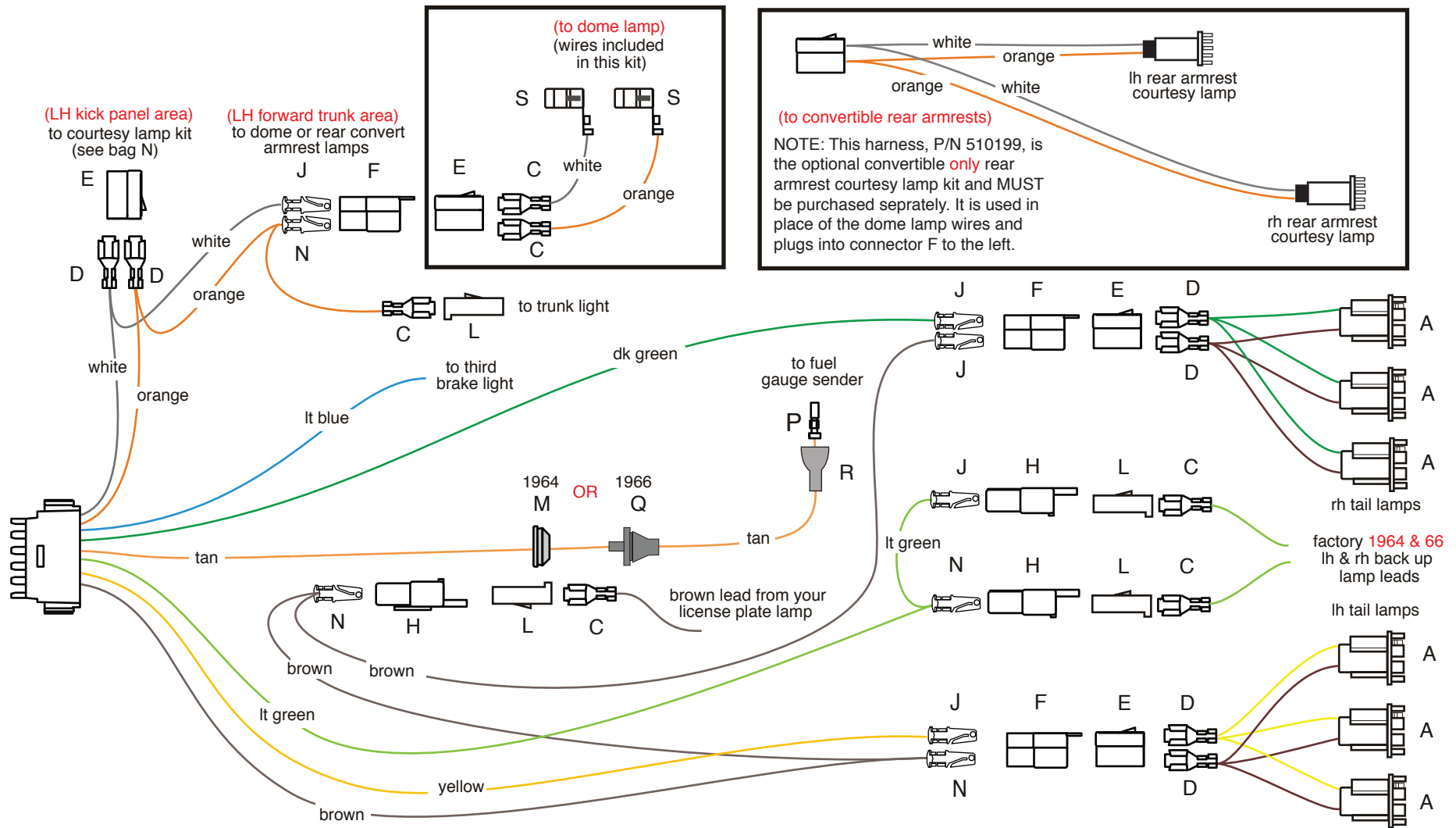
1964-66 Tempest, LeMans & GTO Coupe, Convertible, & Sedan models (See page 1)

Connect the main connector to the mating connector on the dash harness 510190 bag G. Route this harness along door sill and into the trunk.

A		LIGHT BLUE TAN	Third brake light Fuel Tank Sender	Connect to the third brake lamp, if equipped. Route this wire to the rear of the car close to the exit hole in the trunk floor, install grommet M (64-5) or Q (66) depending on the year of your car as shown on sheet 1, continue the wire down thru the hole in the floor to the fuel sender unit and trim to length. Install molded sleeve R then crimp terminal P onto the wire. Pull the sleeve connector R up over terminal P, then plug the assembled connector lead onto the sending unit to complete the fuel tank sender connection.
C		BROWN	Running lamps	Route this wire to the LH tail lamp, cut to length, double this wire with the cut off portion, install terminal N and plug into connector F 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 H as shown on sheet 1. Route the loose end of this brown wire to the RH tail lamp, cut to length, install terminal J and plug into connector F in the location shown on sheet 1.
D				
E				
F		YELLOW	LH Stop / Tail	Note: New terminal C and connector L have been provided for your license lamp lead in case your original was cut or damaged. New Stop/Tail pigtails A (yellow and brown for LH driver's side, and green and brown for RH passenger's side) have been provided for you as well. Simply crimp terminal C onto each of the wires (2 browns, 1 yellow, and 1 green) from the pigtails, then plug the completed wires into connectors E as shown on page 1 maintaining color continuity with the running lamp connections above. Route this wire to the LH tail lamp area, cut to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 1. Plug LH pigtail A (yellow and brown wires) from above into this connection to complete the LH stop and tail connection.
H		DK GREEN	RH Stop / Tail	Route this wire to the RH tail lamp area, cut to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 1. Plug RH pigtail A (green and brown wires) from above into this connection to complete the RH stop and tail connection.
J		LIGHT GREEN	Back up lamp feed	Route this wire to the LH back up lamp area, 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 light green wire over to the RH back up lamp area, cut to length, install terminal J and plug into connector H as shown on sheet 1.
L				
M				
N		WHITE	Courtesy ground	On 1964 Tempest coupes and sedans, 1965 Tempest, Lemans, and GTO coupes, sedans, and convertibles, and 1966 Tempest and Lemans coupes, sedans, and convertibles 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 original leads have been cut or were previously damaged. 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 (or convertible rear arm rest courtesy lamps), route the loose end of this wire to the rear trunk hinge area, cut to length, install terminal J and plug into connector F in location shown on sheet 1.
P				
Q				
R				
S		ORANGE	Courtesy Lamp Feed	<u>Dome extension:</u> Install the loose white wire S (supplied with terminal installed) into the dome lamp housing. Route unterminated end of this wire to connector F as shown on sheet 1, trim to length, install terminal C and into plug connector E maintaining color continuity with the white wire in connector F. At the driver's side kick panel area, cut this wire, double it with the cut off portion using terminal D and plug into the empty cavity of connector E maintaining color continuity with the mating connector in the courtesy lamp kit (bag N). If you are using a dome lamp (or convertible rear arm rest courtesy lamps), route the loose end of this wire to the rear trunk hinge area, cut to length, double with the cut off portion, install terminal N and plug into the empty cavity of connector F in location shown on sheet 1. Route the loose end of this wire over to the trunk lid area trim to length, install terminal C and plug into connector L. Your factory trunk lamp lead will plug into this connection. <u>Dome extension:</u> Install the loose orange wire S (supplied with terminal installed) into the dome lamp housing. Route unterminated end of this wire to connector F as shown on sheet 1, trim to length, install terminal C and into plug connector E maintaining color continuity with the orange wire in connector F.

Your completed dome extension or optional convertible rear quarter arm rest courtesy lamps (P/N 510199) will plug into connector F in the connection at the left trunk hinge area to complete your dome or rear quarter arm rest courtesy lamp connections.

Classic Update Series



1964 Lemans & GTO Coupe, Convertible, 2dr. and 4dr. sedans;
1966 GTO Coupe, Convertible & 2dr. sedan.

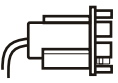









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Classic Update Series **bag M**
 1964-67 GTO
 REAR BODY KIT
510193
 92969495 instruction rev 0.0 10/15/2010

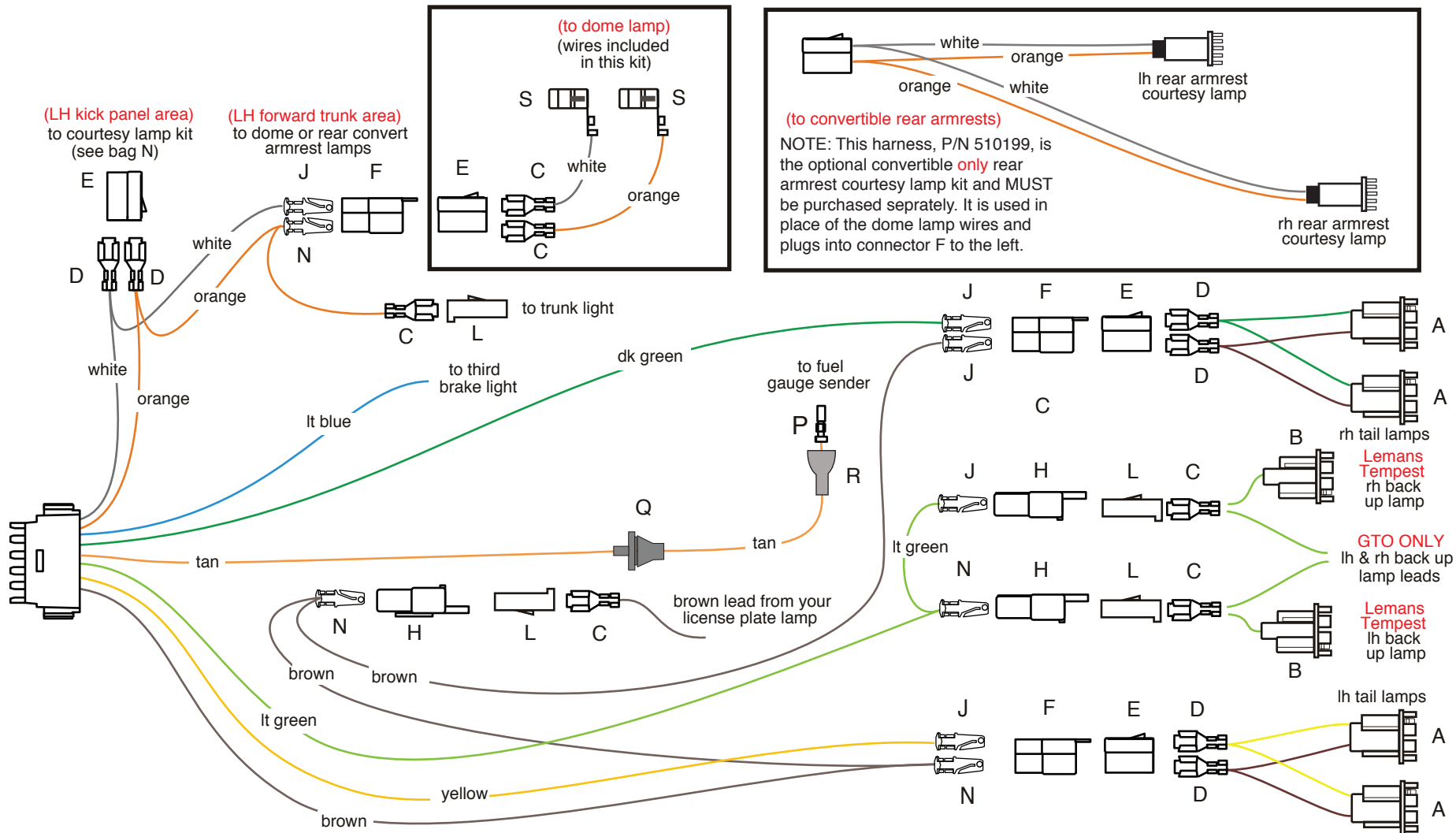
1964 & 66 LeMans & GTO Coupe, Convertible, & Sedan models (See page 3)

Connect the main connector to the mating connector on the dash harness 510190 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.
	TAN	Fuel Tank Sender	Route this wire to the rear of the car close to the exit hole in the trunk floor, install grommet M (64) or Q (66) depending on the year of your car as shown on sheet 3, continue the wire down thru the hole in the floor to the fuel sender unit and trim to length. Install molded sleeve R then crimp terminal P onto the wire. Pull the sleeve connector R up over terminal P, then plug the assembled connector lead onto the sending unit to complete the fuel tank sender connection.
A			
C	BROWN	Running lamps	Route this wire to the LH tail lamp, cut to length, double this wire with the cut off portion, install terminal N and plug into connector F in the location shown on sheet 3. 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 H as shown on sheet 3. Route the loose end of this brown wire to the RH tail lamp, cut to length, install terminal J and plug into connector F in the location shown on sheet 3.
D			
E			
F	YELLOW	LH Stop / Tail	Note: New terminal C and connector L have been provided for your license lamp lead in case your original was cut or damaged. New Stop/Tail pigtails A (yellow and brown for LH driver's side, and green and brown for RH passenger's side) have been provided for you as well. Triple the 3 brown wires from the LH pigtails together and crimp terminal D onto them, then triple the 3 yellow wires from the LH pigtails together and crimp terminal D onto them. Plug the completed wires into connector E as shown on page 3 maintaining color continuity with the running lamp connections above. Repeat this process for the RH pigtail assemblies (green and brown).
H	DK GREEN	RH Stop / Tail	Route this wire to the LH tail lamp area, cut to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 3. Plug LH pigtail A (yellow and brown wires) from above into this connection to complete the LH stop and tail connection.
J	LIGHT GREEN	Back up lamp feed	Route this wire to the RH tail lamp area, cut to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 3. Plug RH pigtail A (green and brown wires) from above into this connection to complete the RH stop and tail connection.
L			Route this wire to the LH back up lamp area, cut to length, double this wire with the cut off portion, install terminal N and plug into connector H as shown on sheet 3. Route the loose end of this light green wire over to the RH back up lamp area, cut to length, install terminal J and plug into connector H as shown on sheet 3.
M	WHITE	Courtesy ground	On 1964 Lemans and GTO coupes, sedans, and convertibles, and 1966 GTO coupe, 2 door sedans, and convertibles 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 original leads have been cut or were previously damaged.
N			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 (or convertible rear arm rest courtesy lamps), route the loose end of this wire to the rear trunk hinge area, cut to length, install terminal J and plug into connector F in location shown on sheet 3.
P			<u>Dome extension:</u> Install the loose white wire S (supplied with terminal installed) into the dome lamp housing. Route unterminated end of this wire to connector F as shown on sheet 3, trim to length, install terminal C and into plug connector E maintaining color continuity with the white wire in connector F.
Q	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 the empty cavity of connector E maintaining color continuity with the mating connector in the courtesy lamp kit (bag N). If you are using a dome lamp (or convertible rear arm rest courtesy lamps), route the loose end of this wire to the rear trunk hinge area, cut to length, double with the cut off portion, install terminal N and plug into the empty cavity of connector F in location shown on sheet 3. Route the loose end of this wire over to the trunk lid area trim to length, install terminal C and plug into connector L. Your factory trunk lamp lead will plug into this connection.
R			<u>Dome extension:</u> Install the loose orange wire S (supplied with terminal installed) into the dome lamp housing. Route unterminated end of this wire to connector F as shown on sheet 3, trim to length, install terminal C and into plug connector E maintaining color continuity with the orange wire in connector F.
S			

Your completed dome extension or optional convertible rear quarter arm rest courtesy lamps (P/N 510199) will plug into connector F in the connection at the left trunk hinge area to complete your dome or rear quarter arm rest courtesy lamp connections.

Classic Update Series



1967 Tempest, Lemans,
& GTO Coupe, Convertible,
2dr. and 4dr. sedans;



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Classic Update Series

1964-67 GTO

REAR BODY KIT

510193

92969495 instruction rev 0.0 10/15/2010

bag
M

1967 Tempest, LeMans & GTO Coupe, Convertible, & Sedan models (See page 5)

Connect the main connector to the mating connector on the dash harness 510190 bag G. Route this harness along door sill and into the trunk.

A	LIGHT BLUE TAN	Third brake light Fuel Tank Sender	Connect to the third brake lamp, if equipped. Route this wire to the rear of the car close to the exit hole in the trunk floor, install grommet Q as shown on sheet 5, continue the wire down thru the hole in the floor to the fuel sender unit and trim to length. Install molded sleeve R then crimp terminal P onto the wire. Pull the sleeve connector R up over terminal P, then plug the assembled connector lead onto the sending unit to complete the fuel tank sender connection.
B	BROWN	Running lamps	Route this wire to the LH tail lamp, cut to length, double this wire with the cut off portion, install terminal N and plug into connector F in the location shown on sheet 5. 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 H as shown on sheet 5. Route the loose end of this brown wire to the RH tail lamp, cut to length, install terminal J and plug into connector F in the location shown on sheet 5.
C			Note: New terminal C and connector L have been provided for your license lamp lead in case your original was cut or damaged. New Stop/Tail pigtails A (yellow and brown for LH driver's side, and green and brown for RH passenger's side) have been provided for you as well. Double the 2 brown wires from the LH pigtails together and crimp terminal D onto them, then double the 2 yellow wires from the LH pigtails together and crimp terminal D onto them. Plug the completed wires into connector E as shown on page 5 maintaining color continuity with the running lamp connections above. Repeat this process for the RH pigtail assemblies.
D			
E	YELLOW	LH Stop / Tail	Route this wire to the LH tail lamp area, cut to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 5. Plug LH pigtail A (yellow and brown wires) from above into this connection to complete the LH stop and tail connection.
F	DK GREEN	RH Stop / Tail	Route this wire to the RH tail lamp area, cut to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 5. Plug RH pigtail A (green and brown wires) from above into this connection to complete the RH stop and tail connection.
H	LIGHT GREEN	Back up lamp feed	Route this wire to the LH back up lamp area, cut to length, double this wire with the cut off portion, install terminal N and plug into connector H as shown on sheet 5. Route the loose end of this light green wire over to the RH back up lamp area, cut to length, install terminal J and plug into connector H as shown on sheet 5.
J			On 1967 GTO coupes and convertibles 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 original leads have been cut or were previously damaged. On 1967 Lemans and Tempest coupes, 2 and 4 door sedans, and convertibles, pigtails B have been provided for you. Simply crimp terminal C onto the wires from pigtail B, plug them into connector L, then plug the completed pigtail assembly into connector H from the back up connection you just made completing the back up circuit on your car.
L			
N	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 (or convertible rear arm rest courtesy lamps), route the loose end of this wire to the rear trunk hinge area, cut to length, install terminal J and plug into connector F in location shown on sheet 5.
P			
Q	ORANGE	Courtesy Lamp Feed	<u>Dome extension:</u> Install the loose white wire S (supplied with terminal installed) into the dome lamp housing. Route unterminated end of this wire to connector F as shown on sheet 5, trim to length, install terminal C and into plug connector E maintaining color continuity with the white wire in connector F. At the driver's side kick panel area, cut this wire, double it with the cut off portion using terminal D and plug into the empty cavity of connector E maintaining color continuity with the mating connector in the courtesy lamp kit (bag N). If you are using a dome lamp (or convertible rear arm rest courtesy lamps), route the loose end of this wire to the rear trunk hinge area, cut to length, double with the cut off portion, install terminal N and plug into the empty cavity of connector F in location shown on sheet 5. Route the loose end of this wire over to the trunk lid area trim to length, install terminal C and plug into connector L. Your factory trunk lamp lead will plug into this connection.
R			
S			<u>Dome extension:</u> Install the loose orange wire S (supplied with terminal installed) into the dome lamp housing. Route unterminated end of this wire to connector F as shown on sheet 5, trim to length, install terminal C and into plug connector E maintaining color continuity with the orange wire in connector F.

Your completed dome extension or optional convertible rear quarter arm rest courtesy lamps (P/N 510199) will plug into connector F in the connection at the left trunk hinge area to complete your dome or rear quarter arm rest courtesy lamp connections.

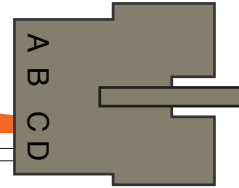
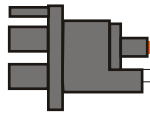
To automatic transmission shift indicator quadrant



To courtesy lamp switch assembly inside console box.



To console rear courtesy lamp



NOTE: Use only with an automatic transmission. Plug these ends into the main connector below maintaining color continuity with the mating console connection on the dash harness 510190, Bag G

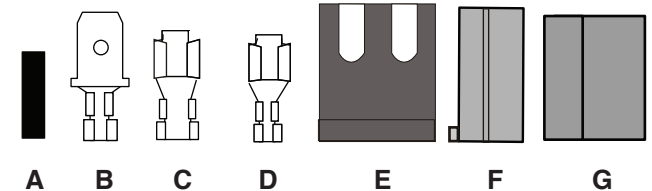
Plug this connector onto the console connection of the dash harness 510190, Bag G

NOTE: If your car has a console you will need the extra harnesses contained in this kit. If your car has a column-shifted automatic or a floor shifted manual transmission without a console, skip to number 2.

1. If you have an automatic transmission, plug the lamp socket with the gray and black wires into the 4 way main connector above containing the orange and white wires maintaining color continuity with the mating console connection on dash harness 510190, Bag G. If your car has a manual transmission, you will not use the lamp socket with the gray and black wires. Once you have determined how you will use the main connector from this kit, plug it onto the dash harness 510190, Bag G, as specified on the instruction sheet for 510190. The black and gray wire lamp socket will plug into your transmission selector quadrant (P R N D L) to illuminate it. The orange and white wire lamp socket will plug into the rear console courtesy lamp. The orange wire with the fishhook terminal will plug into your console box courtesy lamp switch.

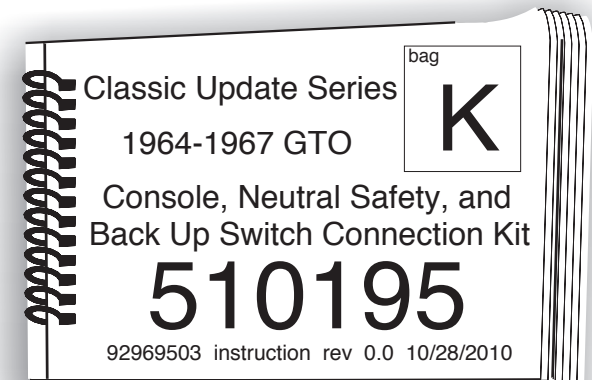
2. The wires for your neutral safety and back up lamp switch connections will be found on the dash harness, 510190, Bag G. Terminals and sleeves A and B have been provided for a console mounted neutral safety switch. Terminals C and connector F have been provided for a column mounted neutral safety switch. If you are running a manual transmission, you must connect the 2 purple wires together to complete the starter solenoid circuit.

3. Terminals D and connectors E or G have been provided for either your console or column mounted back up lamp switch.

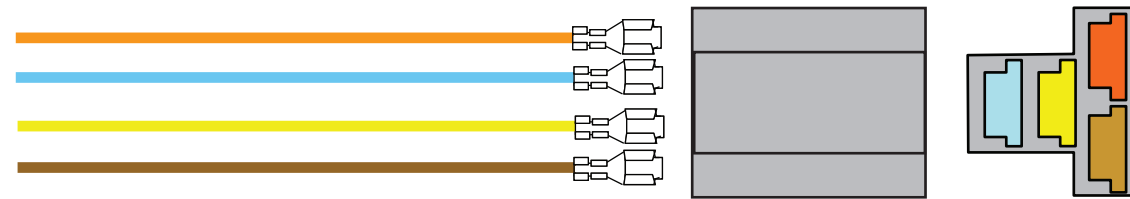


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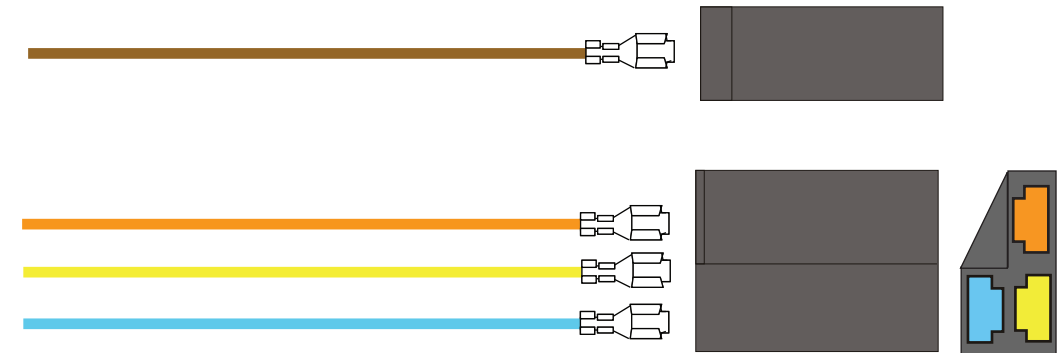
Heater switch connection as viewed looking into the connector.



1964 - 1965 GTO, LEMANS, TEMPEST HEATER
AND BLOWER SWITCH CONNECTION WITH
FACTORY HEATER AND NO A/C.

DIAGRAM "J"

Heater switch connection as viewed looking into the connector.

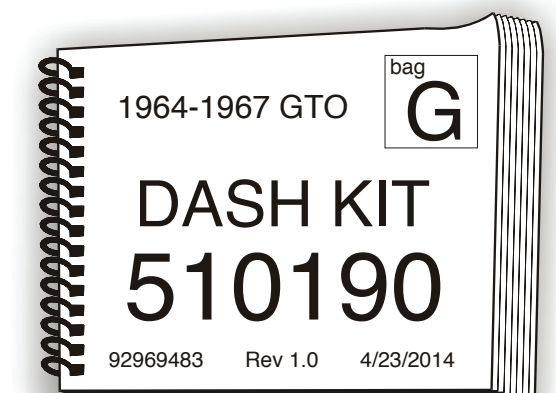


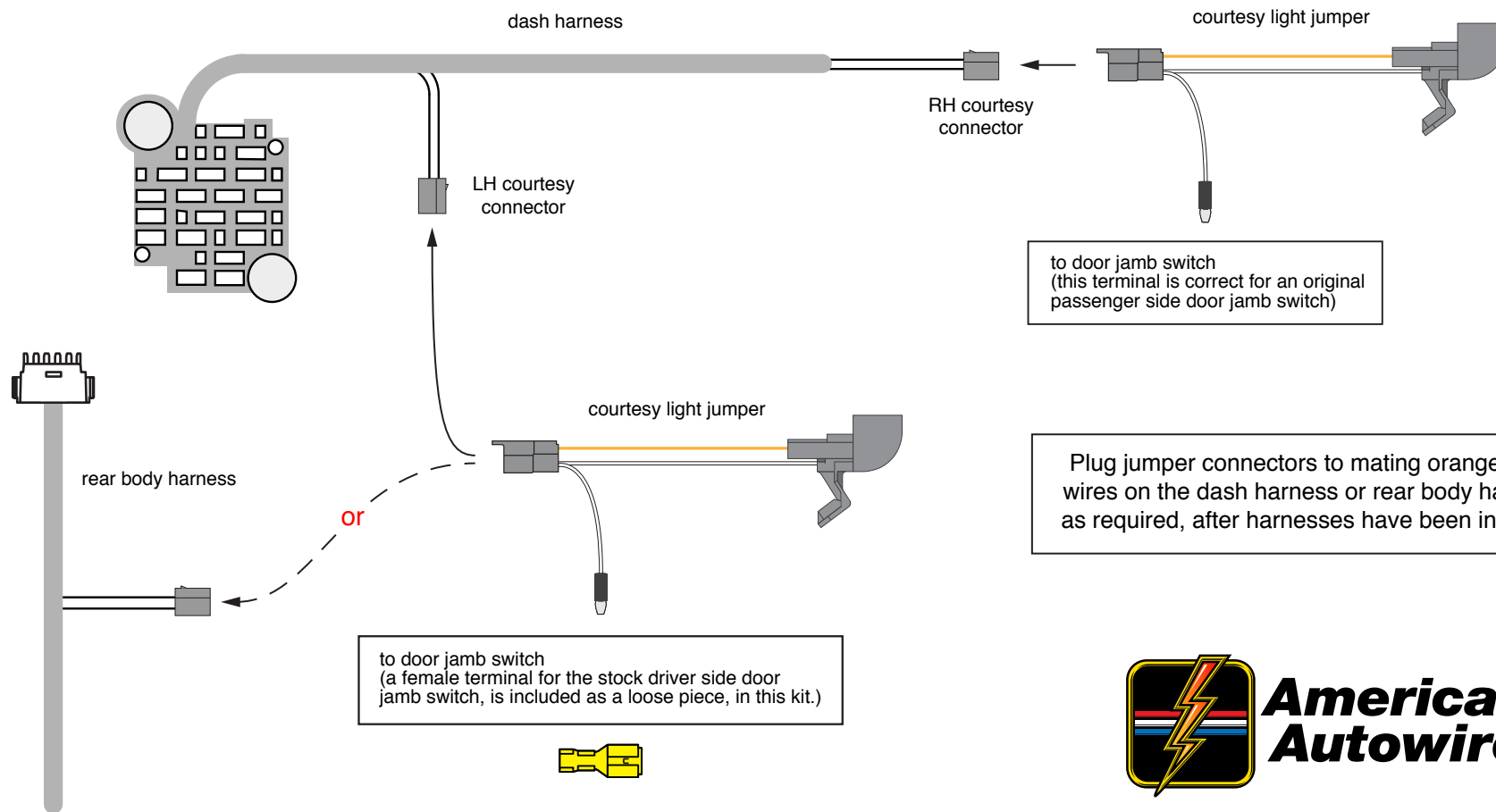
1966 - 1967 GTO, LEMANS, TEMPEST HEATER
AND BLOWER SWITCH CONNECTIONS WITH
FACTORY HEATER AND NO A/C.

DIAGRAM "K"



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

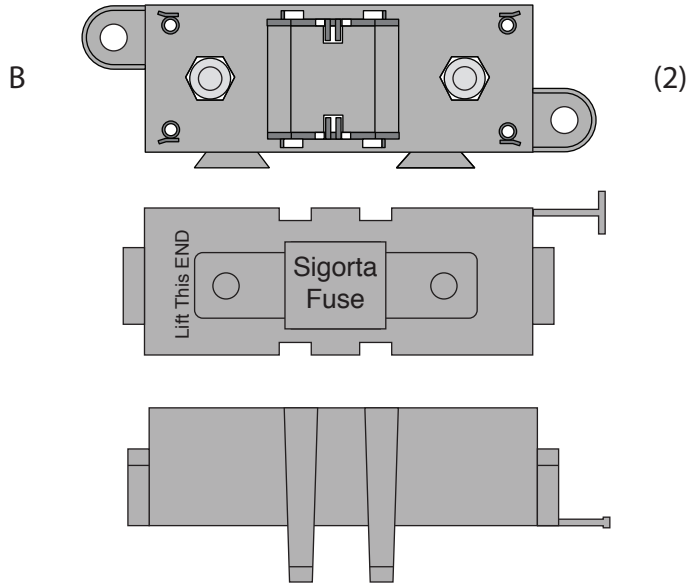


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NOTE: Your new underdash courtesy light kit uses # 631 bulbs (not included with this kit). They may be purchased at any auto parts store.

PART #	500708	N
DESCRIPTION:	Courtesy Light Kit	
92966085	Rev 1.1	6/27/2016

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



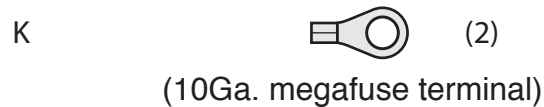
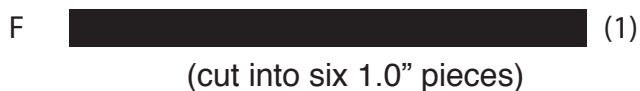
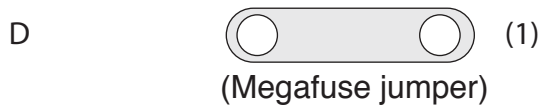
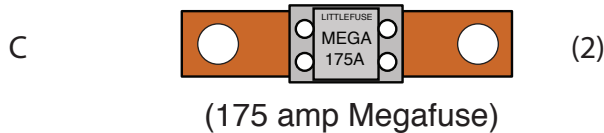
1. On this page, you will find the wire, fuse bodies, fuses, boot, ring terminals, and shrink tubing (items A through K) that are necessary to connect your alternator and main power feed for your new AAW wiring kit. Please be sure that all of the necessary components are present before starting this 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.

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



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PART #

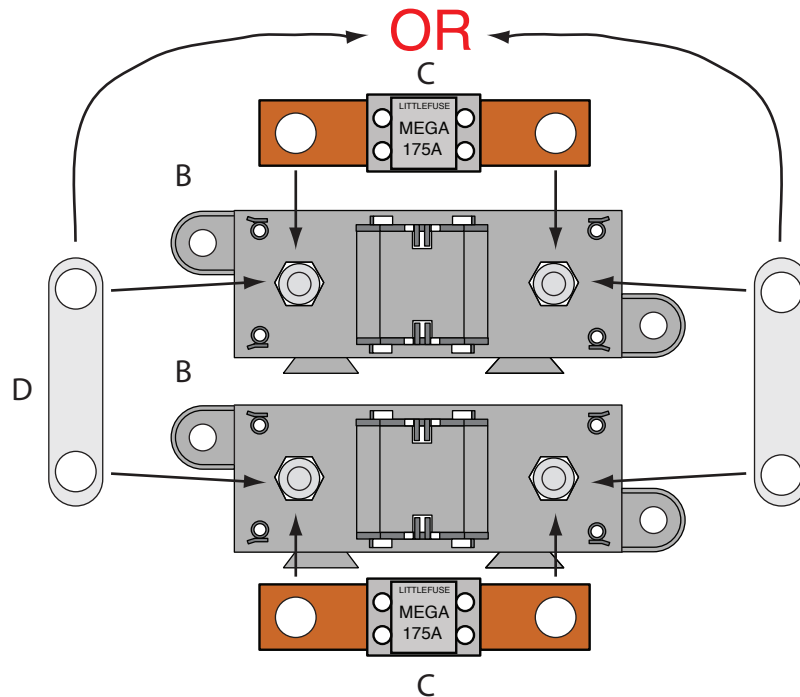
510476

Z

DESCRIPTION:

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

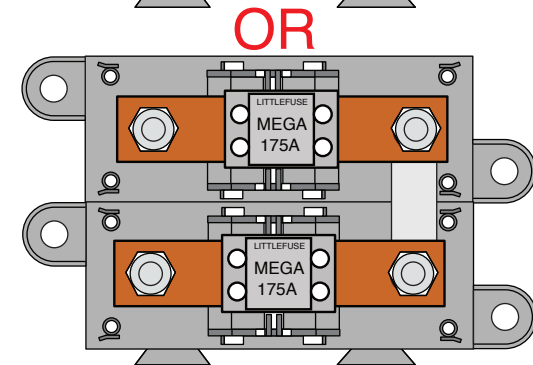
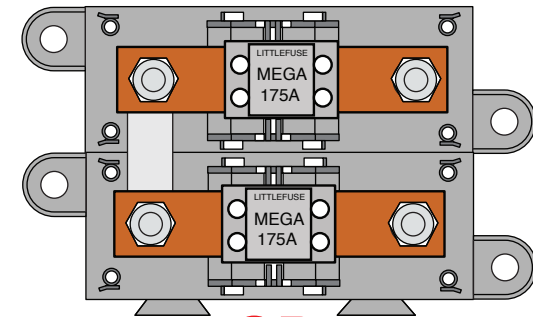
92972153 instruction sheet rev 0.1 6/24/2019



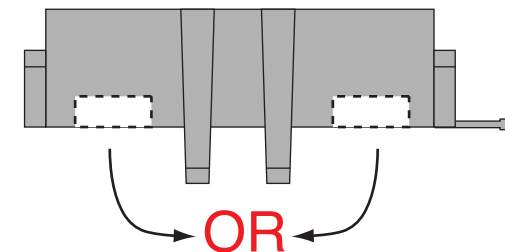
Assembling the (2) Megafuse assemblies

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 #

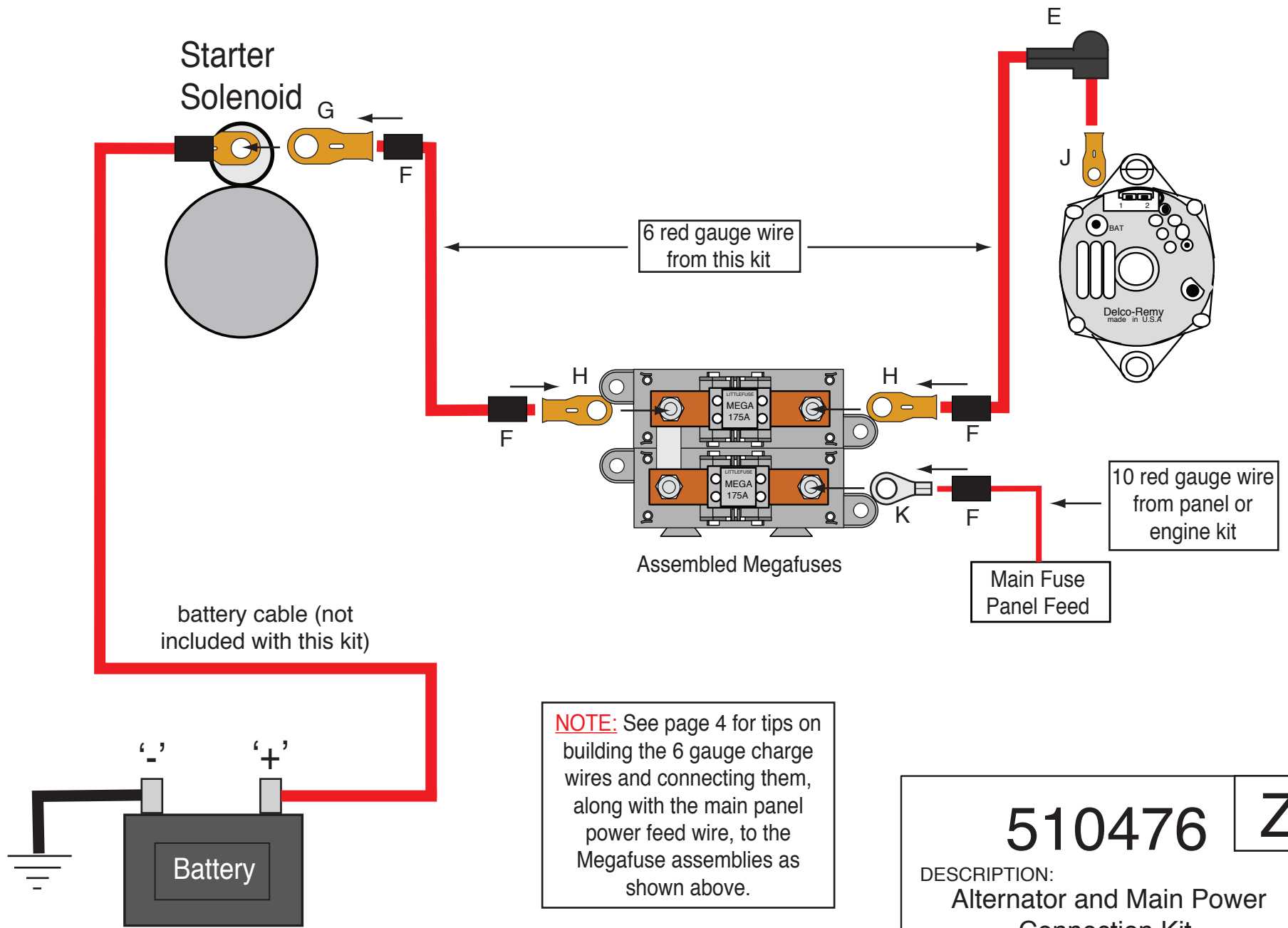
510476

Z

DESCRIPTION:

Alternator and Main Power
Connection Kit
Various Applications

92972153 instruction sheet rev 0.1 6/24/2019



NOTE: See page 4 for tips on building the 6 gauge charge wires and connecting them, along with the main panel power feed wire, to the Megafuse assemblies as shown above.

<h1>510476</h1>	Z
<p>DESCRIPTION: Alternator and Main Power Connection Kit Various Applications</p>	
<p>92972153 instruction sheet rev 0.1 6/24/2019</p>	

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.

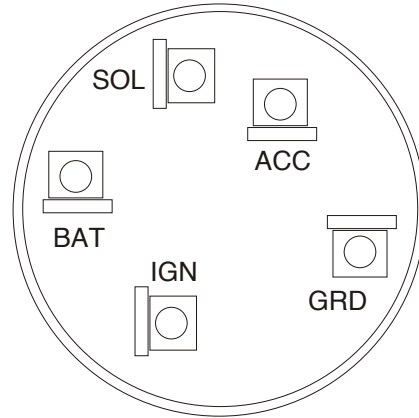
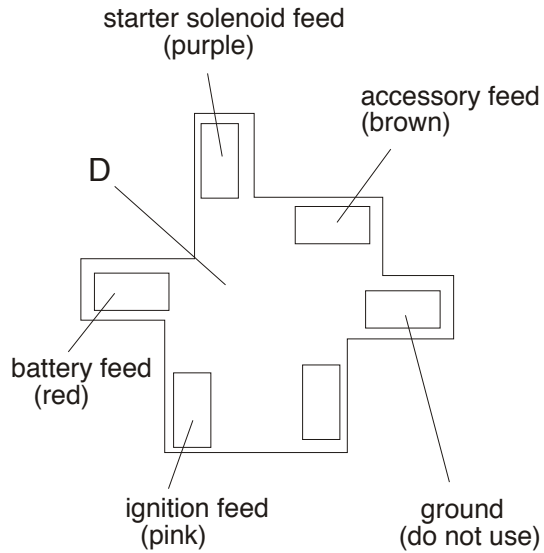
510476

Z

DESCRIPTION:

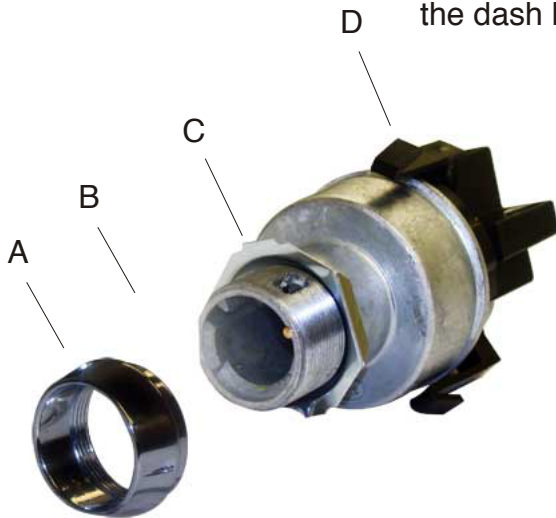
**Alternator and Main Power
Connection Kit
Various Applications**

92972153 instruction sheet rev 0.1 6/24/2019



NOTE: View from back of connector.
(wire entry side)

This connector is on
the dash harness



INSTALLATION

NOTE: The instruction sheet packaged with this switch shows a copper lamp holder bracket. That bracket is not used in this application and its installation can be ignored.

1. Due to the nature of the chrome plating on threaded collar A, AAW recommends threading the nut on and off of the switch by hand a few times to clean up the threads before installing the switch into your dash.
2. Plug in connector D from the dash wiring harness (bag G).
3. Install the back-up nut C onto the switch. The depth of this nut will have to be determined when mounting the switch.
4. Insert the switch into the hole in the dash panel.
5. Install your original dash bezel plate at location B.
6. Screw on threaded collar A
7. Insert your New AAW lock cylinder into the new switch to complete your installation.

NOTE: Please keep in mind that this is an upgraded switch, not an original replacement, and as such, the flat side on this switch may be in a different location than was your original. If you mount this new AAW switch in your dash and the flat side is in fact in a different location, the key may not line up as the original did. This will not alter the performance of the switch in any way. If you wish for your key to line up as it did in the OEM application, you will need to file out the flat spot in your original dash opening so that the switch can be rotated to the correct position. Once the backing nut C is set so that the depth of the switch is correct for your application, and bezel nut A is firmly tightened, the switch will be secure and will not rotate.



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IGNITION SWITCH
Classic Update Series
VARIOUS APPLICATIONS

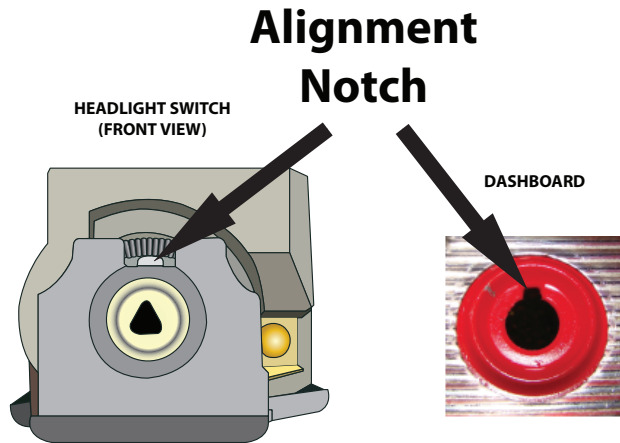
500709

92966087 instruction rev 3.0 8/1/2018

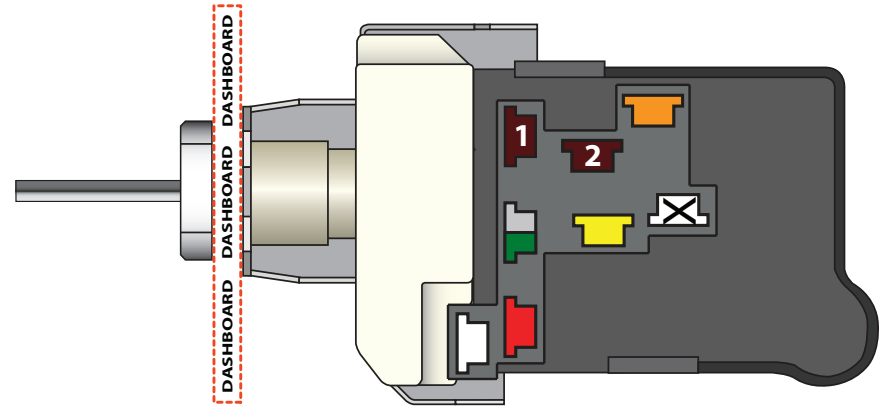
Most switches supplied with Classic Update and Universal Kits ship with the shaft pre-installed. In many instances, the switch can be installed without removing the shaft, but in some cases the switch shaft may need to be trimmed to fit your specific dash. In this situation, reference Trim to Fit instructions 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
	Fused Battery Feed - For park, tail and dash lamps
	Headlight Feed - Power to the headlight dimmer switch
	12V Battery Feed - Unfused power to the switch for headlights
	Courtesy Ground - Ground feed to the dome and courtesy lights
	Part-time Parking Lights - Turns off when the headlights are on (Not supported by all kits)
	Dash Lights - Output to the dash light fuse or lights



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PART # **500332**

DESCRIPTION:
Headlight Switch

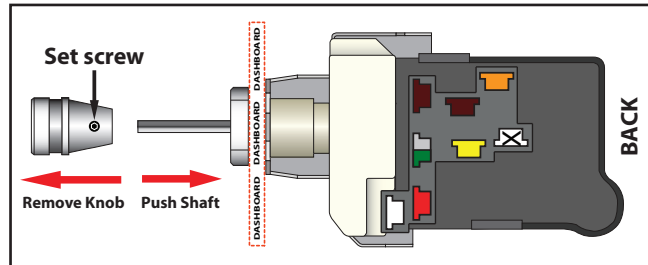
92964649 Rev 3.0 1/10/2020

To Trim Shaft to Fit or Remove Shaft:

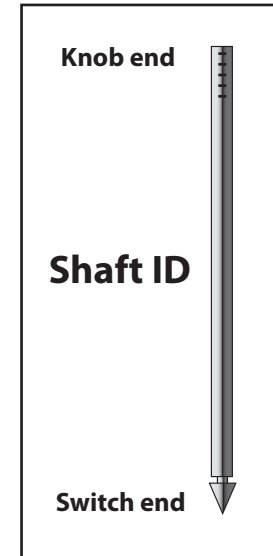
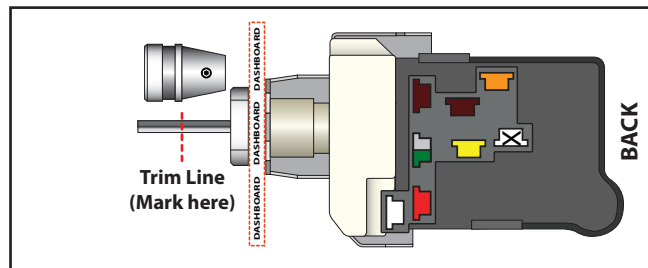
The headlight shaft knob should extend from the face of the mounting nut, and must allow enough clearance for the switch to turn off. If the shaft is longer than necessary for your specific dash it can be trimmed to fit. Always trim the knob end of the shaft only and follow the guidelines below for best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

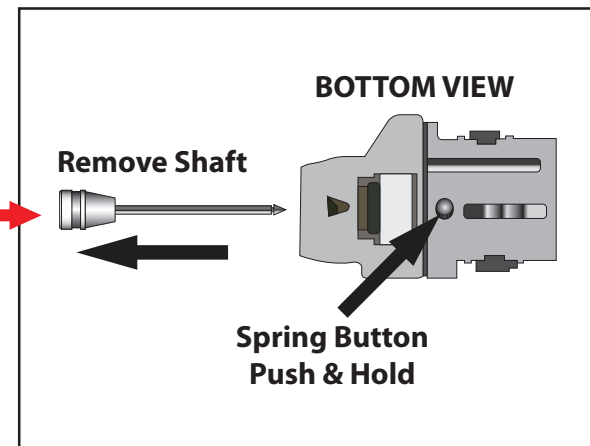
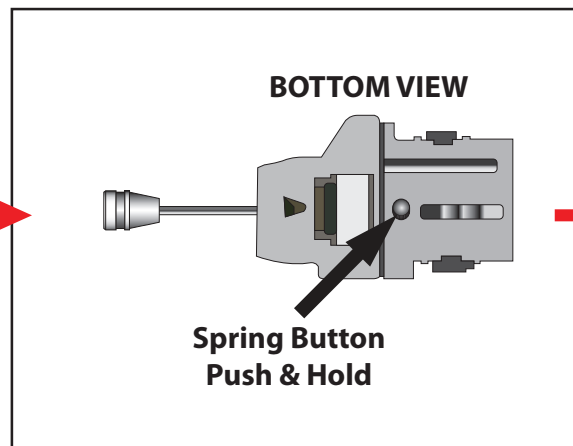
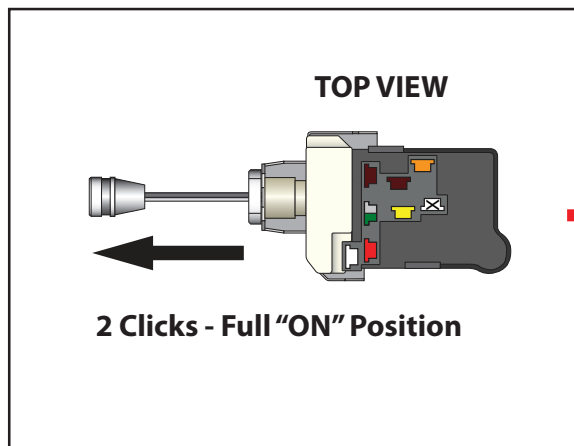
**Switch in OFF position
(shaft pushed all the way in)**

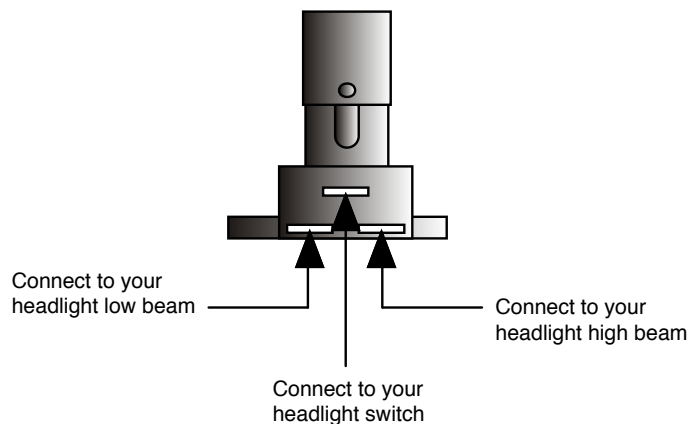


2. Set knob alongside shaft and mark the desired location for cutting on the shaft.



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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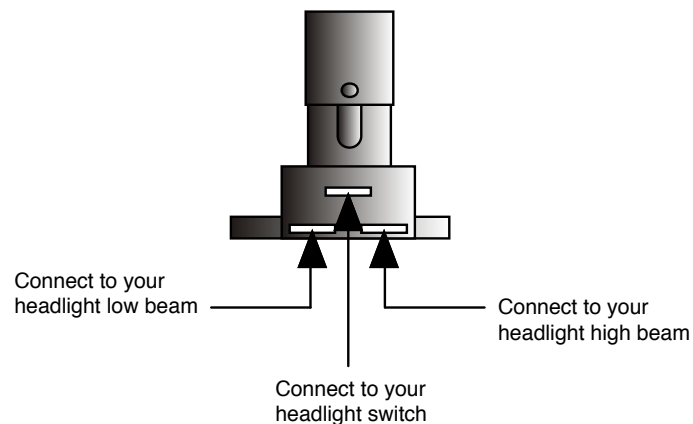
PART #

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

92964573 Rev 3.1 12/5/2014