

*** These are special instructions for connecting your wiring system to a stock instrument cluster. ***

NOTE: If you are using after market gauges, follow the instructions included in the 92965220 Gauge Connection Kit along with the specific gauge manufacturers instructions for connection of their gauges.

If you are using the original style dash assembly that utilizes a cluster plug and printed circuit board, refer to the text on page 2, and one of the diagrams on pages 3, 4, or 5, being certain to follow the proper diagram for your application. Use the enclosed parts and the following information for wire termination, gauge, and lamp connections. Connectors D, E, and F will plug into your dash harness at branch 4 as noted on the Dash Harness instruction (510541, bag G) set. Connection C will only be used in the event that you are using an aftermarket electric speedometer.

NOTE: Pontiac never used a factory ammeter in the 1968-72 GTO, Tempest, and Le Mans cars. In the event you wish to use an aftermarket one, **an ammeter IS NOT supported** by this kit. We suggest the use of a voltmeter as a better way to monitor your charging system.

NOTE: The white tach wire included in this cluster kit and continued throughout the dash and engine harnesses should **ONLY BE USED** for an aftermarket tach. The stock tach on these Pontiac cars used a self-exciting pulse wire that hooked up to the negative post on the coil and to the tach terminal on the tachometer without ever using a secondary 12-volt fused ignition feed wire to excite the tach as most GM cars did. For that reason, Pontiac fused the tach lead circuit on their tach harnesses with a 1-amp in-line fuse. **If your car has a factory tach, AAW recommends that you purchase and install the correct tach harness for your application as noted below.** These Pontiac factory tachs were offered in both hood, and in-dash design configurations. The cars that utilized a hood-mounted tach also included a lamp connection that plugged into the original fusebox. In 1968, it plugged onto the lamps circuit of the fusebox. From 1969 thru 1972, that lamp connection plugged into a full-time accessory source that kept the lamp on anytime the car was running. This was done to keep a heat source on inside of the tach to help dry any moisture and eliminate the corrosion problems encountered with the original 1968 design. Your new AAW dash harness has a fused accessory source wire that the factory hood tach lamp lead wire will plug into at branch 1. The remainder of the factory tach harness leads plug onto the tach and coil negative terminals as original.

<u>Application</u>	<u>AAW Part Number</u>
1. 1968 hood tach	PL88160
2. 1968-69 in-dash tach	FB95974
3. 1969-72 hood tach	PL88170
4. 1970-71 in-dash tach	FB03708
5. 1972 in-dash tach	FB20430
6. 1972 in-dash tach, with unitized distributor	FB20431



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Use the following text and the proper diagrams on pages 3, 4, or 5 to complete your dash cluster connections.

CONNECTOR D - Plug this connector into the mating connector B on the dash harness (bag G) and connect wires as follows:

Wire Color	Function	Stock Circuit Board Connection
DK BLUE	Right Turn Lamp	Route this wire to the circuit board and cut to length. Install terminal C, and plug into connector A in the appropriate location as shown on pages 3 thru 5 depending on your year and application.
LT BLUE	Left Turn Lamp	Route this wire to the circuit board and cut to length. Install terminal C, and plug into connector A in the appropriate location as shown on pages 3 thru 5 depending on your year and application.
LT GREEN	Hi Beam Lamp	Route this wire to the circuit board and cut to length. Install terminal C, and plug into connector A in the appropriate location as shown on pages 3 thru 5 depending on your year and application.
DK GREEN	Temperature Sender	Route this wire to the circuit board and cut to length. Install terminal C, and plug into connector A in the appropriate location as shown on pages 3 thru 5 depending on your year and application.
DK BLUE	Oil Pressure Sender	Route this wire to the circuit board and cut to length. Install terminal C, and plug into connector A in the appropriate location as shown on pages 3 thru 5 depending on your year and application.
GREY	Instrument Lamps	(2 Locations) Route these wires to the circuit board and cut to length. Install terminal C, and plug into connector A in the appropriate locations as shown on pages 3 thru 5 depending on your year and application.
TAN	Fuel Sender	Route this wire to the circuit board and cut to length. Install terminal C, and plug into connector A in the appropriate location as shown on pages 3 thru 5 depending on your year and application.

CONNECTOR E - Plug this connector into the mating connector A on the dash harness (bag G) and connect wires as follows:

Wire Color	Function	Stock Circuit Board Connection
TAN	Brake Lamp	Route this wire to the circuit board and cut to length. Install terminal C, and plug into connector A in the appropriate location as shown on pages 3 thru 5 depending on your year and application.
PINK	12v Ignition	Route this wire to the circuit board and cut to length. Install terminal C, and plug into connector A in the appropriate location as shown on pages 3 thru 5 depending on your year and application. (OPTIONAL installation with aftermarket tach) Route this wire to the circuit board and cut to length. Double it with the cut off portion, install terminal B, and plug into connector A in the appropriate location as shown on pages 3 thru 5. Route the loose end of this pink wire over to your aftermarket tach and connect it to the tach power terminal.
BLACK	Ground	This wire is really only necessary in an aftermarket gauge cluster application, but it will not hurt to use it as extra ground in a stock application. Plug this loose wire into connector E as shown on pages 3 thru 5 maintaining color continuity with the black "ground" wire on the mating dash connector. Route this wire to the circuit board area and cut to length. Install a ring terminal from the 92965220 loose piece terminal kit, and attach the wire to the metal backing of the stock gauge cluster.
BROWN	Alt. Ign.	This wire is only used with a factory dash cluster and it is for your generator warning lamp. Plug this loose wire into connector E as shown on pages 3 thru 5 maintaining color continuity with the brown "alternator ignition" wire on the mating dash connector. Route this wire to the circuit board and cut to length. Install terminal C, and plug into connector A in the appropriate location as shown on pages 3 thru 5 depending on your year and application.

CONNECTOR F - Plug this connector into the mating connector C on the dash harness (bag G) and connect wires as follows:

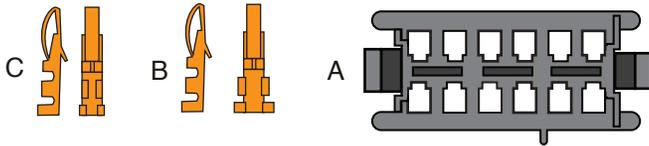
This connector is only used when using an aftermarket electronic speedometer. Follow the manufacturer's instructions when installing these wires. If you are using a stock or mechanical aftermarket speedometer, you may discard this connector and wires, as they will not be used for your installation. See page 6 of this instruction sheet for more detailed information regarding the colors of the wires and their installation.

LOOSE WIRE

Wire Color	Function
WHITE	Tachometer

Tach Connection

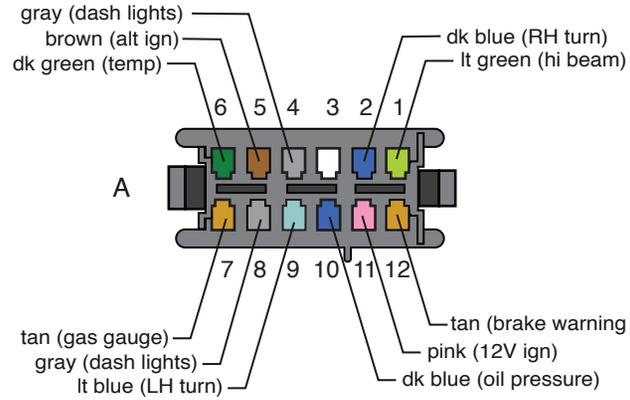
NOTE: This wire will only be used with an aftermarket tach. If your car has a factory tach, contact AAW to order the proper factory tach harness for your year and application as outlined on page 1 of this instruction set. Plug this loose wire into connector D as shown on pages 3 thru 5 maintaining color continuity with the white "TACH" wire on the mating dash connector. Route the other end of this wire to the tach, cut to length, and install onto your tach pulse terminal.



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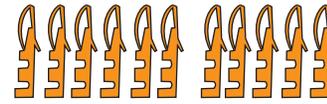
Classic Update Series

AFTERMARKET
TACH ONLY
(optional)



Use this sheet for all
1968-71 GTO, Tempest,
and Le Mans with
Factory Gauges

white



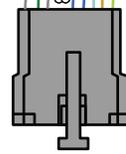
C (or B on the pink
wire if using an
aftermarket tach)

to back of
cluster housing
(ground)



black

plug white tach
wire in HERE
(optional)

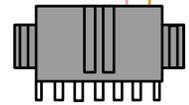


CONNECTOR D

All connectors are
depicted looking
into the open end of
the connectors,
NOT wire entry end.

plug brown alt.
ign. wire in HERE

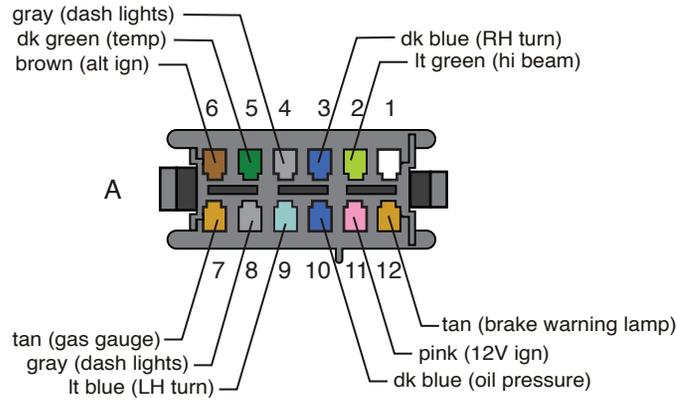
plug black ground
wire in HERE



CONNECTOR E

Classic Update Series

AFTERMARKET
TACH ONLY
(optional)



Use this sheet for all
1972 GTO, Tempest,
and Le Mans with
Factory Gauges

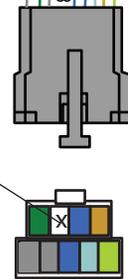


C (or B on the pink
wire if using an
aftermarket tach)

to back of
cluster housing
(ground)

NOTE: This system
does not support
the use of the
factory "Seat Belt
Warning Lamp".

plug white tach
wire in HERE
(optional)

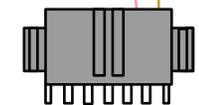


CONNECTOR D

All connectors are
depicted looking
into the open end of
the connectors,
NOT wire entry end.

plug brown alt.
ign. wire in HERE

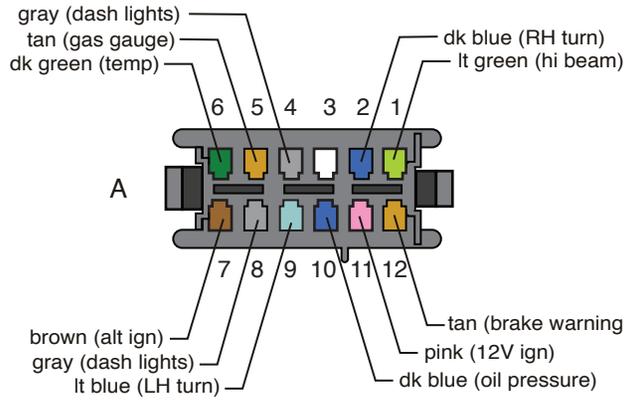
plug black ground
wire in HERE



CONNECTOR E

Classic Update Series

AFTERMARKET
TACH ONLY
(optional)



Use this sheet for all
1968-72 GTO, Tempest,
and Le Mans with
Factory Warning Lamps



C (or B on the pink
wire if using an
aftermarket tach)

to back of
cluster housing
(ground)

white

black

plug white tach
wire in HERE
(optional)

CONNECTOR D

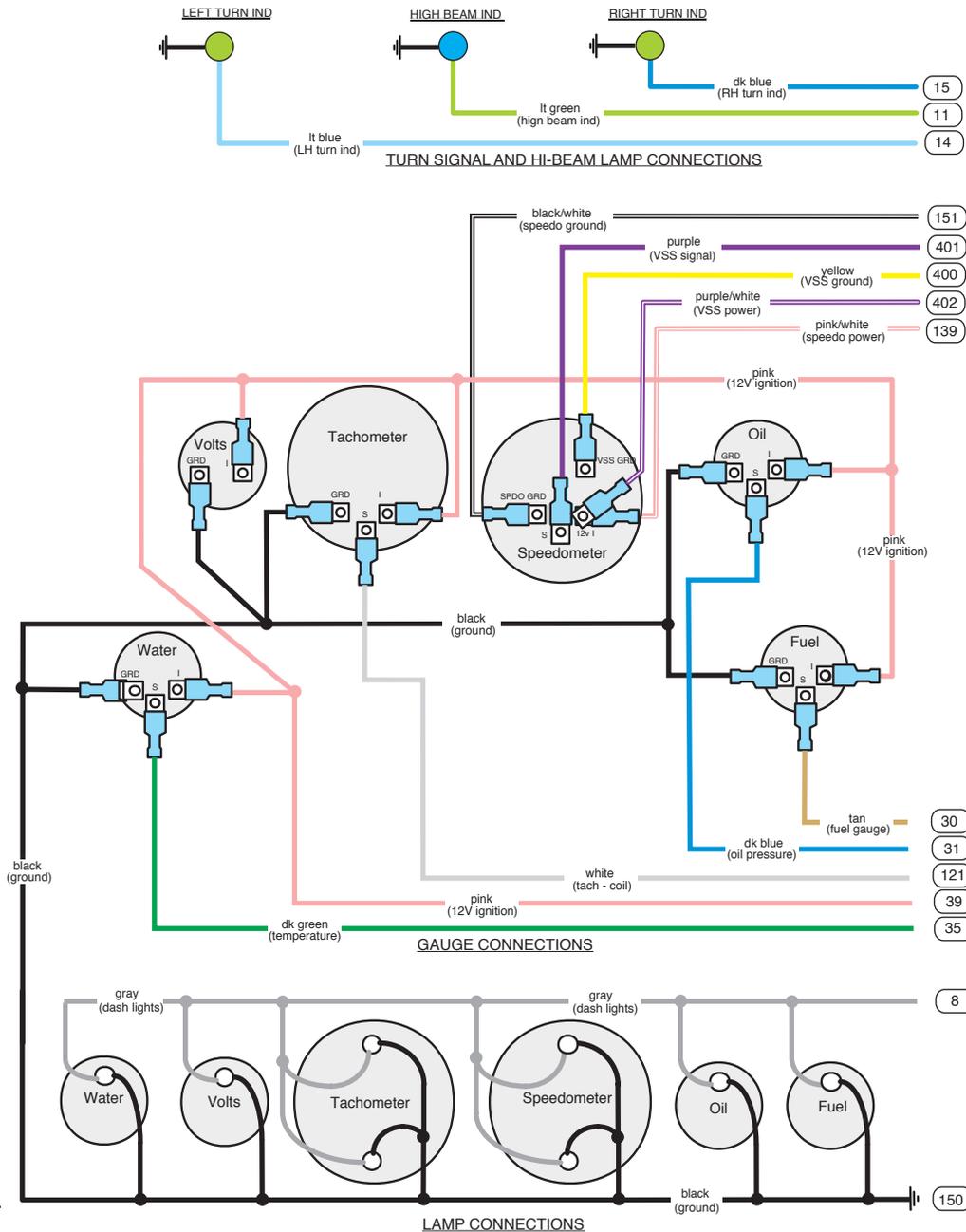
All connectors are
depicted looking
into the open end of
the connectors,
NOT wire entry end.

plug brown alt.
ign. wire in HERE

plug black ground
wire in HERE

DCONNECTOR E

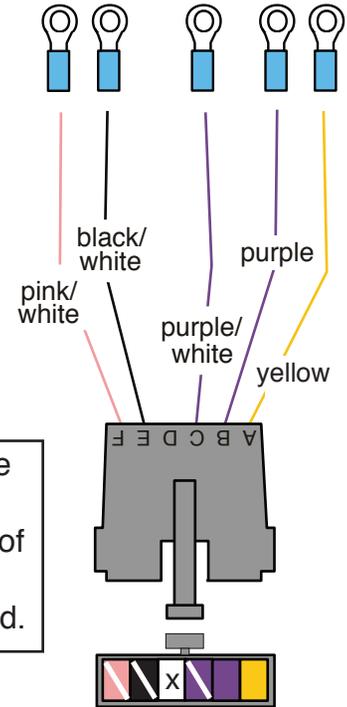
TYPICAL AFTERMARKET GAUGE CONNECTIONS (BLADE TYPE CONNECTIONS SHOWN)



TYPICAL ELECTRIC SPEEDO CONNECTIONS

Below are some general instructions for hooking up an electric speedometer. This connector and these instructions will ONLY be used in the event that you are utilizing an aftermarket electric speedometer. If your car does NOT have an electric speedometer, this connection 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 "-" on speedometer.
- Purple** VSS Pulse Connect to VSS input on speedometer.
- Purple/White** VSS Power Connect to 12V power on speedometer.
- 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.



All connectors are depicted looking into the open end of the connectors, **NOT** wire entry end.

CONNECTOR F