

*** 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 the diagrams on pages 3-5. Use the enclosed parts and the following information for wire termination, gauge, and light connections. Connectors D, E, and F will plug into your Dash harness at branch 6 as noted on the Dash Harness instruction (510623, bag G) set. Connector C, in the Dash harness, will only be used in the event that you are using an aftermarket electric speedometer.

NOTE: An ammeter **IS NOT supported** by this kit. We suggest the use of a voltmeter as a better way to monitor your charging system.

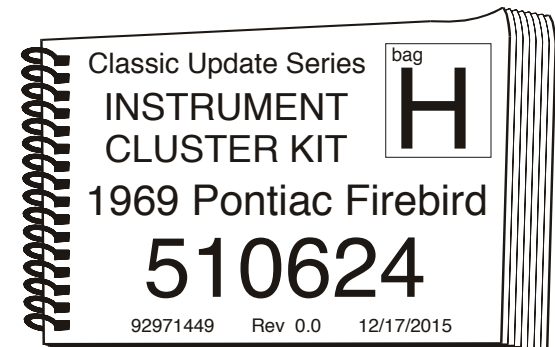
NOTE: The white tach wire included in this cluster kit and continued throughout the dash and engine harnesses should **ONLY BE USED** for an aftermarket tach. The stock tach on these Pontiac cars used a self-exciting pulse wire that hooked up to the negative post on the coil and to the tach terminal 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 light connection that plugged into the original fusebox. In 1969, that light connection plugged into a full-time accessory source that kept the light 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 that were encountered with earlier designs. Your new AAW dash harness has a fused accessory source wire that the factory hood tach light lead wire will plug into at branch 1 of the Dash harness. 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. 1969 hood tach	FB99179
2. 1969 in-dash tach	FB95974



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Use the following text and the diagrams on pages 3-5 to complete your dash cluster connections

Classic Update Series

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
BROWN	Alt. Ign.	This wire is only used with a factory dash cluster and it is for your generator warning light. 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 3-5.
DK BLUE	Right Turn Light	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 3-5.
LT BLUE	Left Turn Light	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 3-5.
LT GREEN	Hi Beam Light	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 3-5.
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 3-5.
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 3-5.
TAN	Brake Light	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 3-5.
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 3-5.

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
GREY	Instrument Lights	(2 locations) 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 3-5. Route the loose end of this grey wire over to other location on the circuit board and cut to length, install terminal B, and plug into connector A in the appropriate location as shown on pages 3-5.
PINK	12v Ignition	(Optional 2 locations) Route this wire to the circuit board and cut to length. Double it with the cut off portion, install terminal B (or terminal C), and plug into connector A in the appropriate location as shown on pages 3-5. Route the loose end of this pink wire over to other location (if needed) on the circuit board and cut to length, install terminal B, and plug into connector A in the appropriate location as shown on pages 3-5.

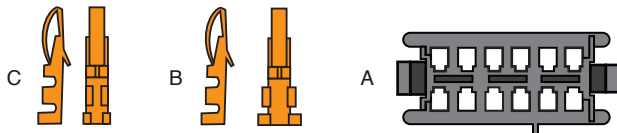
(OPTIONAL installation with aftermarket tach) (Optional 2 locations) Route this wire to the circuit board and cut to length. Double it with the cut off portion, install terminal C, and plug into connector A in the appropriate location as shown on pages 3-5. Route the loose end of this pink wire over to the other location (if needed) on the circuit board and cut to length, install terminal C, and plug into connector A in the appropriate location as shown on pages 3-5. Route the loose end of his pink wire over to your aftermarket tach and connect it to the tach power terminal.

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

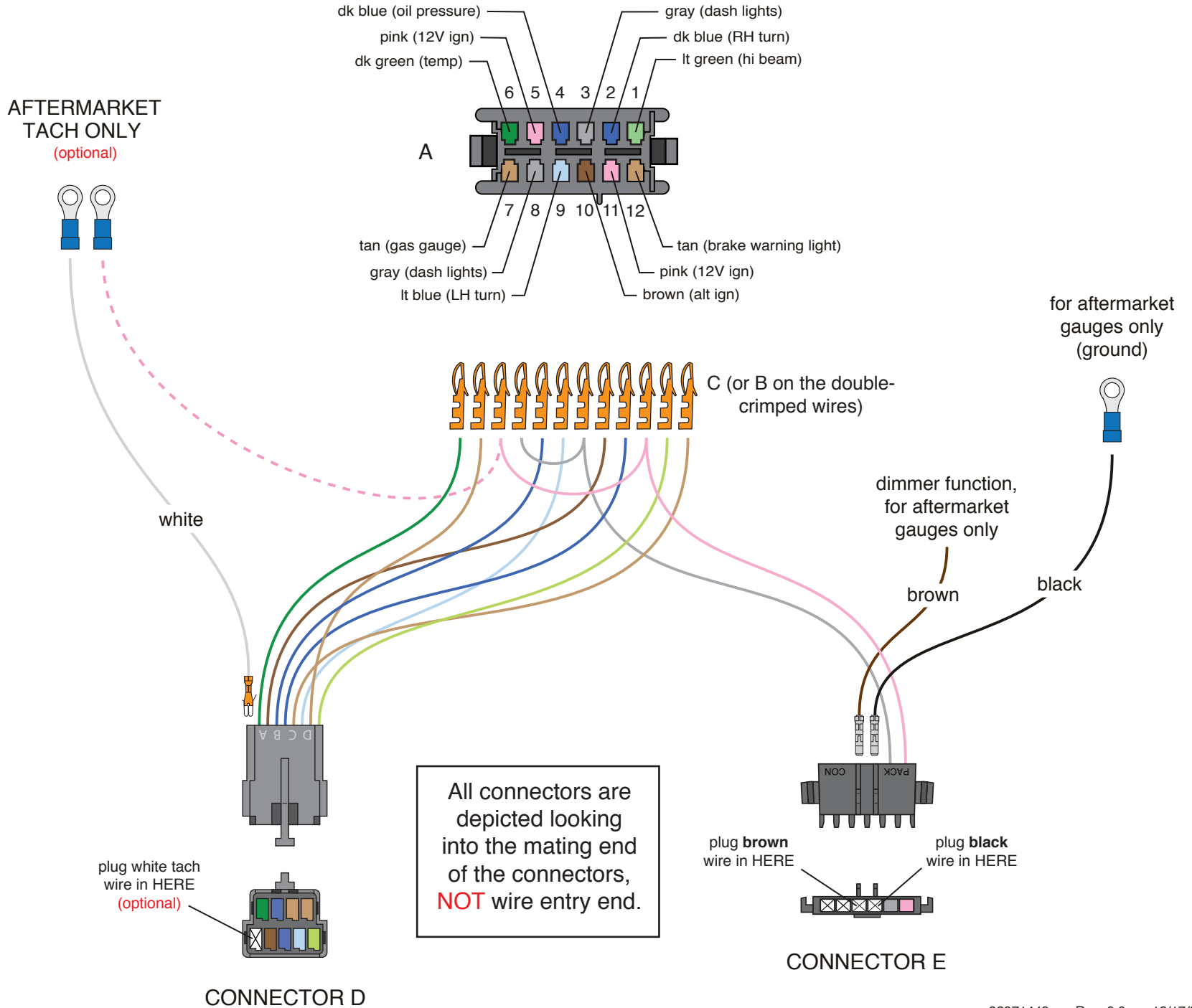
This connector is only used when using an aftermarket electronic speedometer. Follow the manufacturer's instructions when installing these wires. If you are using a stock or mechanical aftermarket speedometer, you may discard this connector and wires, as they will not be used for your installation. See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

LOOSE WIRE

Wire Color	Function	Tach Connection
WHITE	Tachometer	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 3-5, 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.
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. 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	Dimmer	This wire is only necessary in aftermarket applications that have a nighttime dimming function.

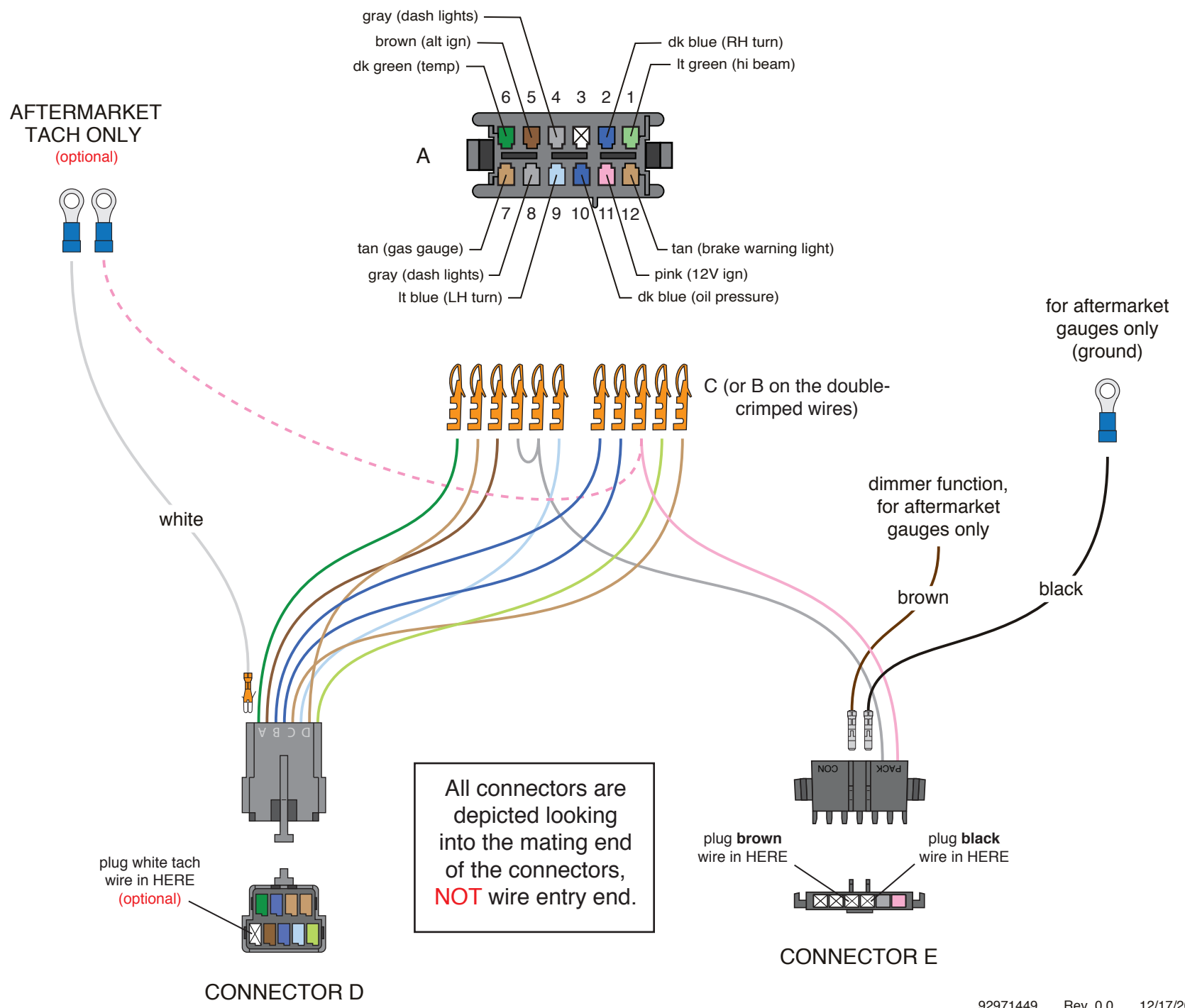


Instrument Cluster with Special Stacked Gauges

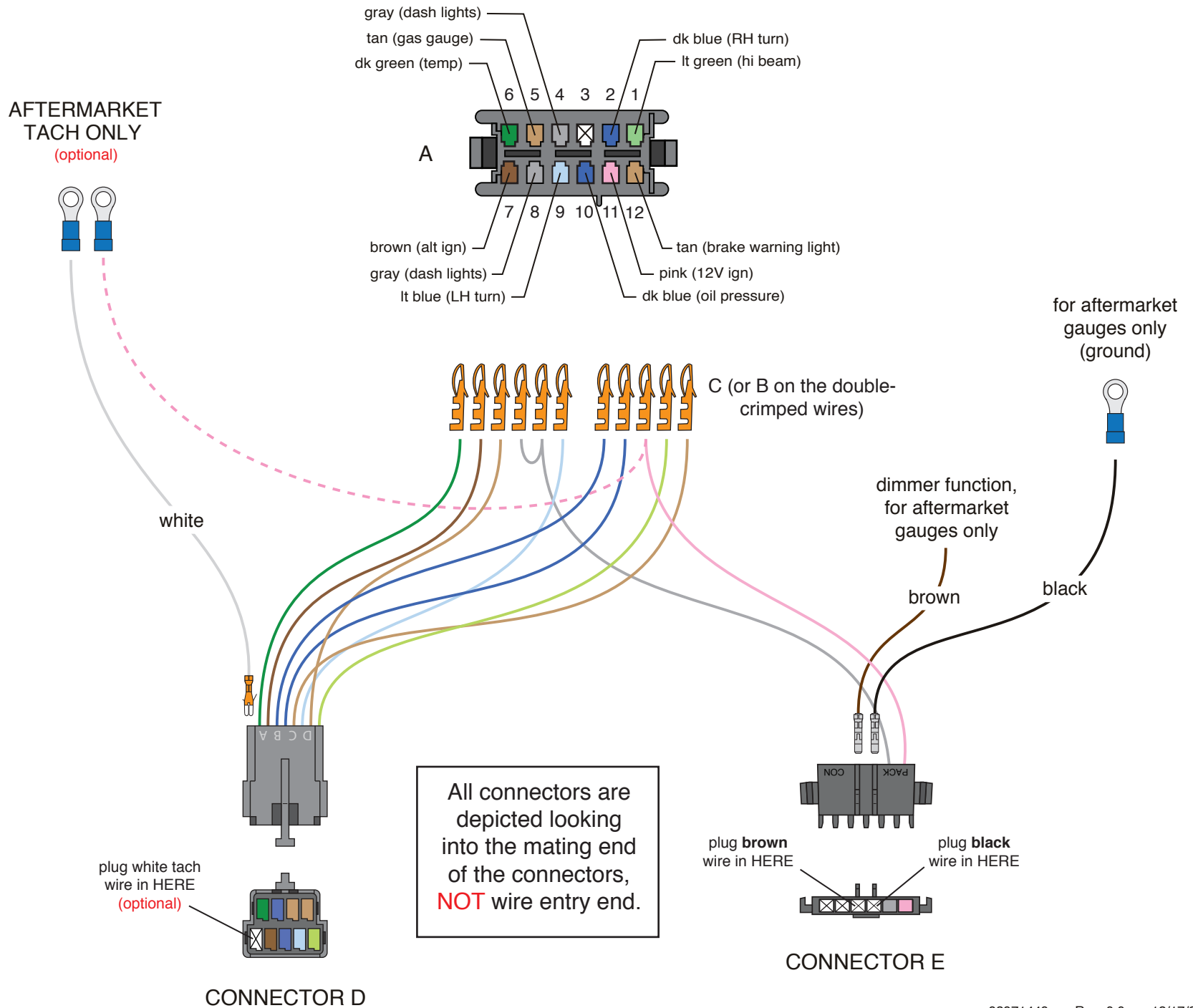


Classic Update Series

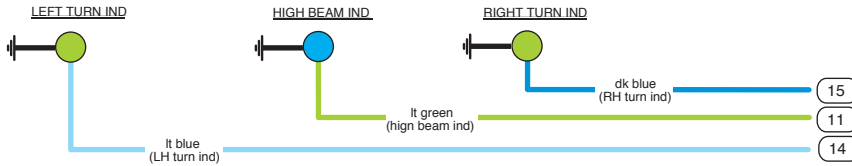
Instrument Cluster with Rally Gauges



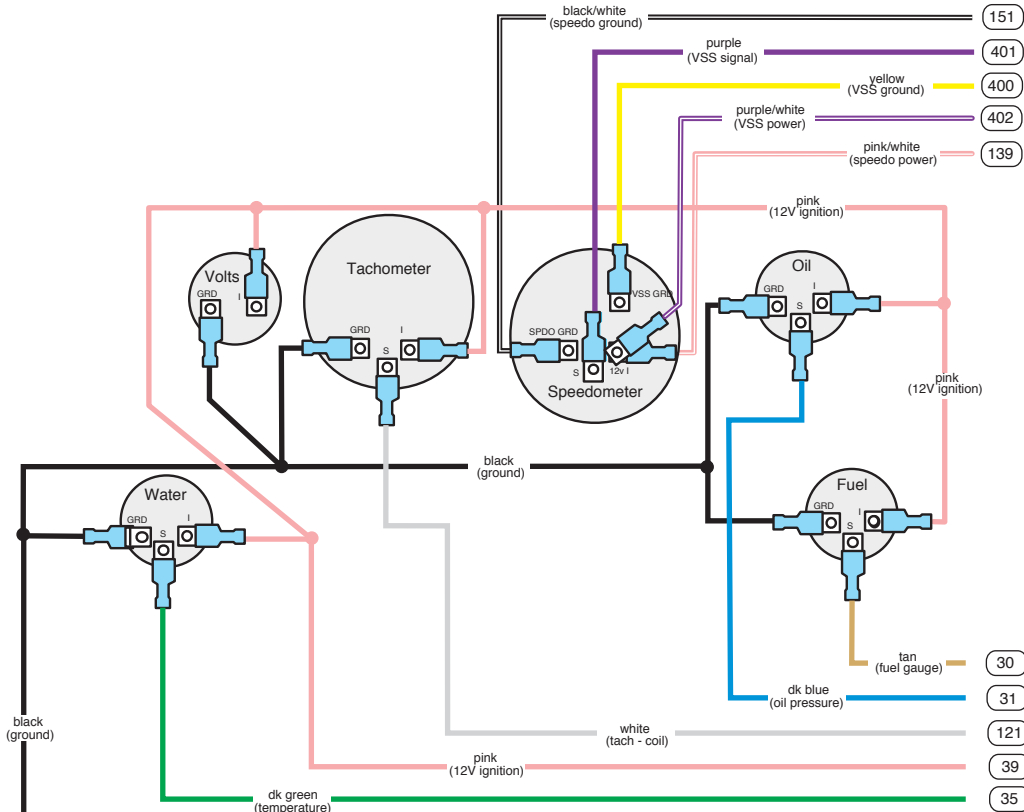
Instrument Cluster with Warning Lights



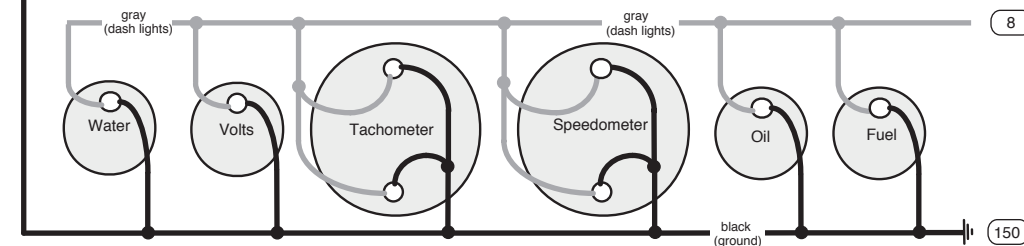
TYPICAL AFTERMARKET GAUGE CONNECTIONS (BLADE TYPE CONNECTIONS SHOWN)



TURN SIGNAL AND HI-BEAM LIGHT CONNECTIONS



GAUGE CONNECTIONS



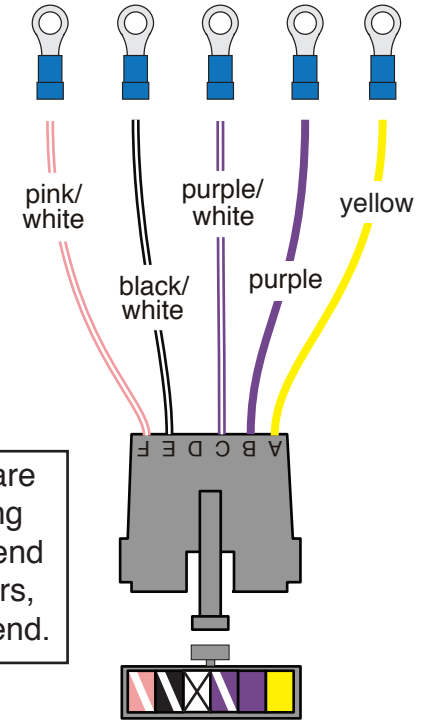
LIGHT CONNECTIONS

Instrument Cluster Lead Wires

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 mating end of the connectors, **NOT** wire entry end.

CONNECTOR F