

(MEGA-FUSES, BOOT, RING TERMINALS AND SHRINK TUBING FOUND IN 510476 KIT)

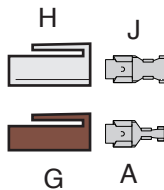
6 GA. RED (FROM 510476 KIT)

red

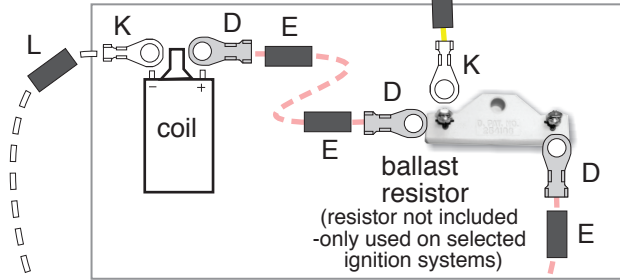
alternator

distributor

to BAT location on coil
to TACH location on coil



optional connection for points cars



ballast resistor (resistor not included -only used on selected ignition systems)

white pink

bulkhead connector, wire entry view shown

apply silicone sealant to the back of this connector after installing terminals

brown

Assembled Megafuses

6 GA. RED (FROM 510476 KIT)

(BUSSBAR JUMPER FROM 510476 KIT)

yellow

L

L

K

D

E

white

pink

white

pink

white

white

white

white

white

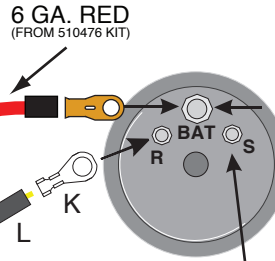
white

white

white

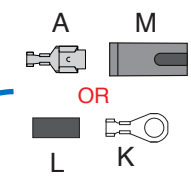
white

white



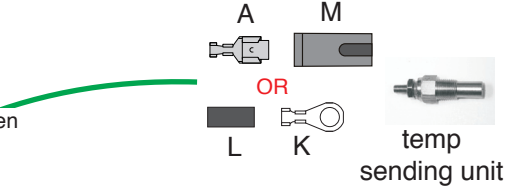
starter solenoid

positive battery cable (not included with this kit)



oil sending unit

brake warning switch



temp sending unit

to electric choke on carburetor



NOTE: Wiper connections are shown on page 4 of this instruction set.

Classic Update Series **J** bag
1968-72 Olds Cutlass
ENGINE KIT
510648
92971592 Rev 2.0 6/23/2020

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.

LOOSE PIECE WIRE:

YELLOW (no printing)

If using a points type ignition system:

Route one end of this YELLOW wire to the coil side of the ballast resistor (**not included with this kit**), install rubber sleeve **L** and ring terminal **K**, and connect it to the coil side of the ballast resistor, as shown on **page 1** of this instruction set. Route the other end of this wire to the starter solenoid, install rubber sleeve **L** and ring terminal **K** and connect it to the **R** terminal on the starter solenoid, as shown on **page 1** of this instruction set.

If using an HEI type ignition system:

This YELLOW wire will **not** be used in an HEI or aftermarket type 12v ignition system.

BULKHEAD CONNECTOR WIRES:

PINK (12 V IGNITION)

If using a points type ignition system:

Route the PINK wire to the ignition feed side of a ballast resistor (not included), cut to length, install rubber sleeve **E** and ring terminal **D**, and connect it to the ignition feed side of the ballast resistor as shown on **page 1** of this instruction set. Install rubber sleeve **E** and ring terminal **D** onto the cut-off portion of this wire and connect it to the coil side of the ballast resistor (along with the yellow bypass wire from above) as shown on **page 1** of this instruction set. Route the loose end of this wire to the positive post of the coil, cut to length, install rubber sleeve **E** and ring terminal **D** on that end of the wire, and install it onto the positive (+) post of the coil.

If using an HEI type ignition system:

Route this PINK wire to the coil, trim to length, install terminal **J** and connector **H**, then plug into the distributor cap “**BAT**” location as shown on **page 1** of this instruction set.

If using an aftermarket type 12v ignition system:

Route this PINK wire to the 12v ignition connection location of your ignition system, trim to length, then connect it to the 12v ignition connection of your system (consult the ignition system manufacturer’s instructions for specific installation procedures).

RED (12 V 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 PURPLE wire to the starter solenoid and cut to length. Install rubber sleeve **E** and ring terminal **D**. Connect to the **S** terminal on the solenoid as shown on **page 1** of this instruction set.

DARK BLUE (OIL PRESSURE SENDER)

Route this DK. BLUE wire to the oil pressure sending unit, cut to length, install rubber sleeve **L** and ring terminal **K** or terminal **A** together with connector **M**, then connect it to the sending unit as shown on **page 1** of this instruction set.

DARK GREEN (WATER TEMP SENDER)

Route this DK. GREEN wire to the temperature sending unit, cut to length, install rubber sleeve **L** and ring terminal **K** or terminal **A** together with connector **M**, then connect it to the sending unit as shown on **page 1** of this instruction set.

TAN (BRAKE LIGHT SWITCH)

Route and connect this TAN wire to the brake pressure differential switch as shown on **page 1** of this instruction set. No other process is necessary as this wire has already been pre-terminated for you.

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 a GM “SI” internally regulated alternator, route this BROWN wire to the alternator, cut to length, and install terminal **A**. This wire will plug into the empty cavity in the off-white alternator connector that has the existing SMALL RED wire in it; see “SMALL RED” paragraph, on **page 3**. **Do not install this BROWN wire yet.**



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510648

92971592 Rev 2.0 6/23/2020

LOOSE PIECE WIRES:

TAN (ELECTRIC CHOKE)
WHITE (COIL-TACH)

Install this loose wire into main connector as shown on **page 1** of this instruction set, then route and connect this wire to your electric choke.

(Used only with an aftermarket tach. If your car is equipped with a factory tach, you must purchase an AAW factory tach harness for your specific application; see **page 1** of **510647 Instrument Cluster Kit**, for details). Install this loose wire into main connector as shown on **page 1** of this instruction set, then route this WHITE wire to the coil and trim to length. If using an HEI distributor, install terminal **A** and connector **G** and then plug into the distributor cap "TACH" location. If using a conventional coil, install rubber sleeve **L** and ring terminal **K** and connect to the negative (-) post of the coil.

ALTERNATOR WIRES:

SMALL RED (no printing)

(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. Install the "BROWN (ALTERNATOR IGN)" exciter wire from **page 2**, into the empty cavity of this connector and then plug this connector into the alternator as shown on **page 1** of this instruction set.

NOTE: See **page 4** for the wiper washer wire connections as they apply to **page 1**.

A

D

E

G

H

J

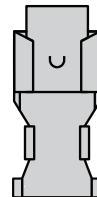
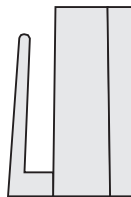
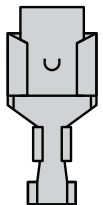
K

L

M

N

P



WHITE (wiper feed)
(original black/yellow)

Route this wire to the wiper motor, trim to length, double this wire with the cut-off portion, install terminal **J**, and plug into connector **N** as shown on this page. Route the remaining portion to the washer pump, trim to length, install terminal **A** and plug into connector **P** as shown on this page.

BLACK (wiper low speed)
(original black/white)

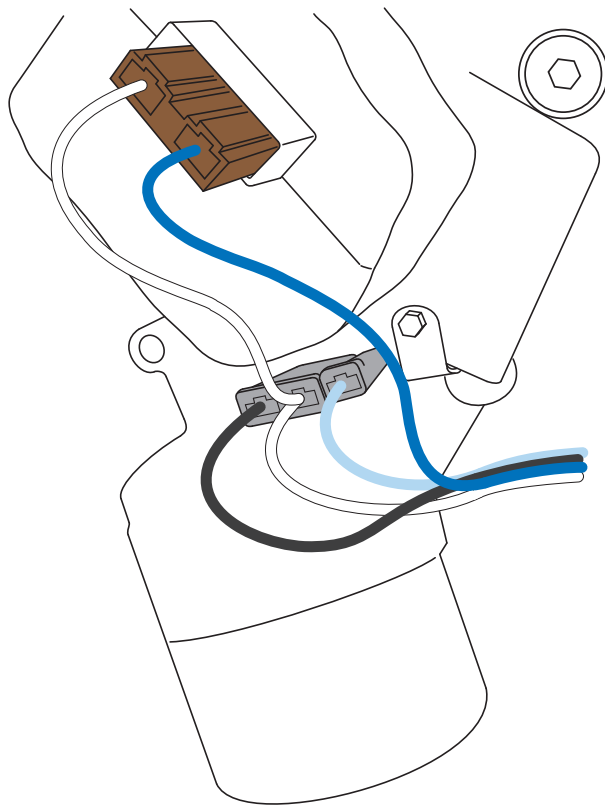
Route this wire to the wiper motor, trim to length, install terminal **A**, and plug into connector **N** as shown on this page.

LT. BLUE (wiper high speed)
(original lt. blue/black)

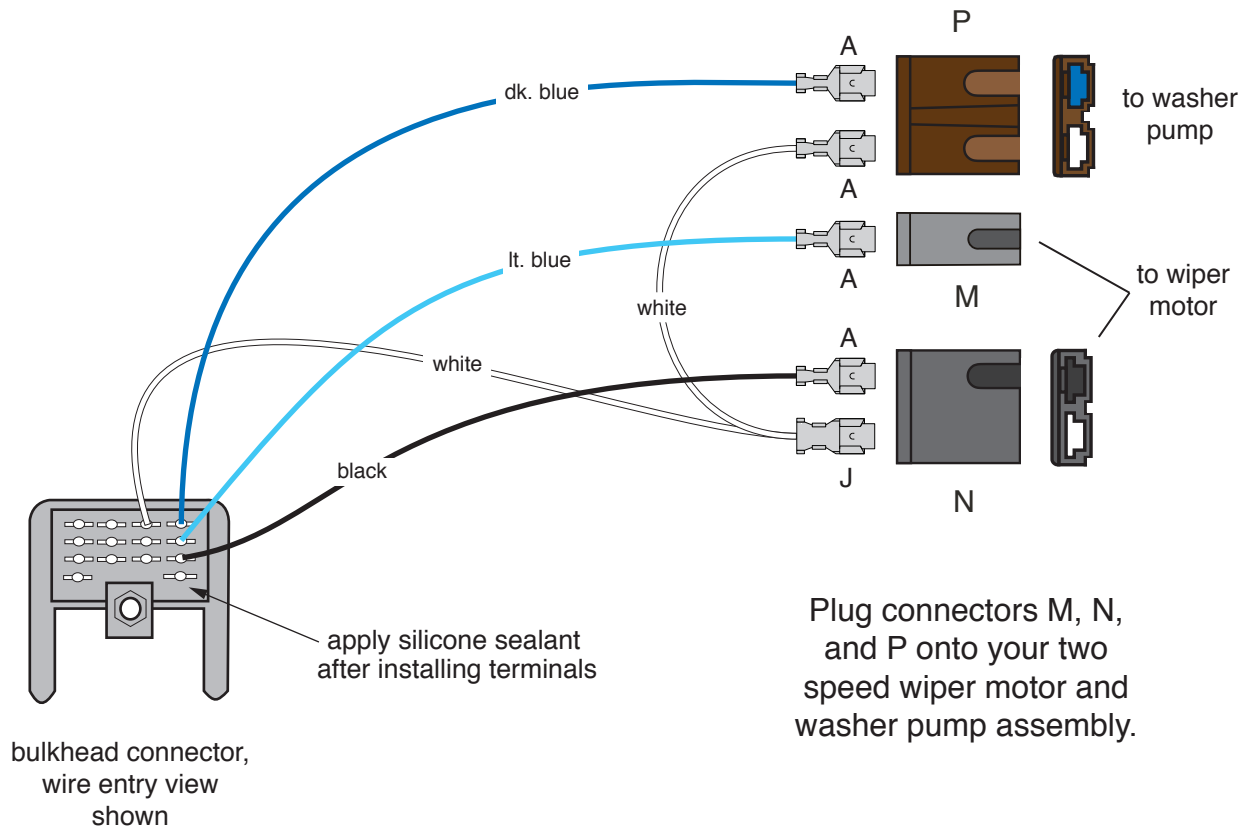
Route this wire to the wiper motor, trim to length, install terminal **A**, and plug into connector **M** as shown on this page.

DK. BLUE (washer)
(original dk. blue/white)

Route this wire to the washer pump, trim to length, install terminal **A**, and plug into connector **P** as shown on this page.



example of 1970 Olds Cutlass
wiper motor and washer pump
connections



Plug connectors M, N,
and P onto your two
speed wiper motor and
washer pump assembly.



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