Front of Vehicle Connections

1. Run the dark green horn feed [29] wire to the positive connection on your horn.
2. Run the orange electric fan wire [300] to a fan relay. Wire to terminal 85 of the relay. **DO NOT use as direct power for the fan.** Run power direct from battery with in-line fuse based on fan specs. (wire/fuse not included)
3. Run the light green headlight high beam [11A] and tan headlight low beam [12] to the front of the vehicle. You will have to splicce this wire so you can run it to both headlights. Connect these wires along with the headlight ground wires to the connectors as per the diagram on this page.
4. Run the dark green water temp sender [35] to the water temperature sender.
5. Run the dark blue oil pressure sender wire [31] to the oil pressure sender.
6. Run the pink ignition feed [3A] wire to either the battery side of a GM HEI distributor or the ballast resistor on a points style distributor. **If you’re using an aftermarket ignition module please follow its instructions for specific directions.**
7. Run the white wiper feed wire [93] to the wiper motor positive side connection.
8. Run the brown park lights [9A] wire to a splice then to both of the front park lights. **If you are using a dual filament bulb it should be connected to the low filament.**
9. Run the white coil-tachometer wire [121] wire to the tach terminal on a GM HEI distributor, the negative side of the coil, or to a tach connector on a aftermarket ignition module.
10. Run the dark blue right front turn [15A] to the right front directional lamp. **This would be connected to the high side if you’re using a dual filament bulb for park/turn.**
11. Run the light blue left front turn [14A] to the left front directional lamp. **This would be connected to the high side if you’re using a dual filament bulb for park/turn.**

**Fuse Panel**

This fuse panel is designed to be mounted under a dash away from the elements. It should not be exposed to the elements.

**Horn and Dimmer Plugs**

Route the dome light ground wire [156] to the dome light. This wire allows the headlight switch to turn on the dome light.

Insure the dome light feed wire [40A] is routed to the proper location. This system uses a switched ground system for the dome light using the headlight switch and door switches.

Plug the horn relay and dimmer switch into their respective connectors.

**Active fuses based on Power:**

- **Battery Power:**
  - Brake Lights
  - Power Locks
  - Clock
  - Power Seats
  - Hazard
  - Parking Lights
  - Power Windows

- **Accessory Power:**
  - Radio
  - CB
  - AC/Heat
  - Fan

- **Ignition Power:**
  - Gauges
  - Fuel Pump
  - Wipers
  - Cruise
  - Turn Signals
Rear Connections

Run the light blue third brake light wire [17B] to the third brake light positive side. If you are not using a third brake light this wire can be either taped into the harness or removed.

Run the tan gas gauge [30] wire to the sending unit on the fuel tank.

Run the yellow left rear turn signal wire [18] to the left rear directional light. This should be connected to the high side of a dual filament bulb.

Run the dark green right rear turn signal wire [19] to the right rear directional light. This should be connected to the high side of a dual filament bulb.

Run the brown rear running lights [9B] to the rear of the vehicle, it will need to be spliced to run to both lights. This wire should be connected to the low side of a dual filament bulb.

Accessory Wires

The kit is designed with 5 accessory fused circuits. These are all plugged into one plug, the kit includes the spades required to attach into this plug.

<table>
<thead>
<tr>
<th>WIRE #</th>
<th>TYPE</th>
<th>COLOR</th>
<th>PRINTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>102</td>
<td>Battery</td>
<td>Orange</td>
<td>12 Volt Battery Fused</td>
</tr>
<tr>
<td>103</td>
<td>Ignition</td>
<td>Tan</td>
<td>Fuel Pump</td>
</tr>
<tr>
<td>104</td>
<td>Battery</td>
<td>Orange</td>
<td>Power Seats</td>
</tr>
<tr>
<td>105</td>
<td>Battery</td>
<td>Red</td>
<td>Power Locks</td>
</tr>
<tr>
<td>106</td>
<td>Ignition</td>
<td>Pink</td>
<td>Power Windows</td>
</tr>
<tr>
<td>107</td>
<td>Accessory</td>
<td>Brown</td>
<td>Ignition Sw Accy</td>
</tr>
</tbody>
</table>

Power and Brake Connections

Connect the main battery wire [2A] to the "bat" stud on a GM starter solenoid or the battery side of a ford starter relay. Use the included fusible link wire marked 12V battery, to perform this task.

Run the orange brake switch wire [40B] to the input side of the brake light switch.

Run the white brake switch wire [17A] to the output side of the brake light switch.

Run the light blue third brake light wire [17B] to the output side of the brake light switch if using a third brake light. If you are not using a third brake light this wire can be removed or taped into the harness.
INSTRUMENT CLUSTER WIRING

The diagram above shows a typical electrical gauge wiring system. If you use a mechanical speedometer you will only require the gauge lighting to go to it, same for a mechanical tachometer. Vehicle speed sensor wires are supplied in the sub kit 910-64027-4, for mechanical speedometers these can be ignored. Always follow gauge manufacturers instructions and vehicle speed sensor instructions for specific installation.

<table>
<thead>
<tr>
<th>WIRE #</th>
<th>COLOR</th>
<th>PRINTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>11B</td>
<td>Light Green</td>
<td>Headlight High Beam</td>
</tr>
<tr>
<td>15B</td>
<td>Dark Blue</td>
<td>Right Front Turn</td>
</tr>
<tr>
<td>14B</td>
<td>Light Blue</td>
<td>Left Front Turn</td>
</tr>
<tr>
<td>35</td>
<td>Dark Green</td>
<td>Water Temp</td>
</tr>
<tr>
<td>31</td>
<td>Dark Blue</td>
<td>Oil Pressure</td>
</tr>
<tr>
<td>121</td>
<td>White</td>
<td>Tachometer</td>
</tr>
<tr>
<td>401</td>
<td>Purple</td>
<td>VSS Signal</td>
</tr>
<tr>
<td>39</td>
<td>Pink</td>
<td>12 V Ignition</td>
</tr>
<tr>
<td>30</td>
<td>Tan</td>
<td>Gas Gauge Sender</td>
</tr>
<tr>
<td>150</td>
<td>Black</td>
<td>Ground</td>
</tr>
<tr>
<td>8</td>
<td>Gray</td>
<td>Dash Lights</td>
</tr>
</tbody>
</table>
Alternator and Starter Connections

IGNITION SWITCH WIRING

- Run the brown ignition switch accessory [4B] wire to the accessory terminal (ACC) on your ignition switch.
- Run the red 12V battery [2B] wire to the battery terminal (BAT) on your ignition switch.
- Run the pink ignition feed [3B] wire to the ignition terminal (IGN) on your ignition switch.

<table>
<thead>
<tr>
<th>WIRE #</th>
<th>COLOR</th>
<th>PRINTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>2B</td>
<td>Red</td>
<td>Battery (BAT)</td>
</tr>
<tr>
<td>3B</td>
<td>Pink</td>
<td>Ignition (IGN)</td>
</tr>
<tr>
<td>4B</td>
<td>Brown</td>
<td>Accessory (ACC)</td>
</tr>
<tr>
<td>4A</td>
<td>Brown</td>
<td>Alternator ignition</td>
</tr>
<tr>
<td>2A</td>
<td>Red</td>
<td>12V Battery</td>
</tr>
</tbody>
</table>

ALTERNATOR AND STARTER WIRING

- Run the purple starter solenoid wire to the neutral safety switch to the S terminal on a GM starter solenoid.
- Run the purple neutral safety switch wire from the solenoid terminal on the ignition switch to the neutral safety switch. If you are not running a neutral safety switch this wire can be extended and run straight to the S terminal on your starter.
- Run the red 12V battery wire with the blue fusible link to the battery stud on your alternator, this wire will then run to the BAT stud on your starter. Use the protective boot included over the stud on your alternator. If you are using a one wire alternator this is the only wire you will connect to your alternator.
- Run the brown alternator ignition [4A] wire to its mating terminal on the ignition switch branch of the main harness. Plug the connector pre-installed on this wire into the terminal on your alternator. For a one wire alternator you will not use this plug.
- Run the red wire attached to the plug in connector for your alternator to the battery stud on your alternator. Route the wire through the protective boot over the stud. For a one wire alternator you will not use this wire.
- Run the red 12V battery wire with the brown fusible link from your starter BAT stud to its mating wire located in the Power and Brake connection branch. You will need to install appropriate connectors to the end once this is cut to the correct length.
**TURN SIGNAL SWITCH CONNECTIONS**

This kit was designed to function with a factory GM style switch and column plug. It plugs into the 3-7/8” plug found on GM columns from 1969-1974. It is found on a majority of after market columns including Speedway’s Tilt Columns such as p/n 910-32972.

If you are using a later 1975 and on column we have included a connector to convert over to the required style. The columns use the same pin out locations making the swap easy, please follow the wiring table below to install the adapter plug on a column.

<table>
<thead>
<tr>
<th>WIRE #</th>
<th>CONNECTION</th>
<th>COLOR</th>
<th>PRINTING</th>
<th>FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>G</td>
<td>Black</td>
<td>Horn Relay Ground</td>
<td>Horn button ground to the horn relay trigger</td>
</tr>
<tr>
<td>14A &amp; B</td>
<td>H</td>
<td>Light Blue</td>
<td>Left Front Turn</td>
<td>Feeds the left front turn lamp bulb high filament and the right turn dash indicator lamp</td>
</tr>
<tr>
<td>15 A &amp; B</td>
<td>J</td>
<td>Dark Blue</td>
<td>Right Front Turn</td>
<td>Feeds the right front turn lamp bulb high filament and the right turn dash indicator lamp</td>
</tr>
<tr>
<td>27</td>
<td>K</td>
<td>Brown</td>
<td>Turn Sw-Hazard</td>
<td>4 way hazard power feed wire from the Hazard flasher &quot;L&quot; terminal</td>
</tr>
<tr>
<td>16</td>
<td>L</td>
<td>Purple</td>
<td>Turn Switch Feed</td>
<td>Turn signal power feed wire from the Turn signal flasher &quot;L&quot; terminal</td>
</tr>
<tr>
<td>18</td>
<td>M</td>
<td>Yellow</td>
<td>Left Rear Turn</td>
<td>Feeds the left rear turn and brake lamp bulb high filament</td>
</tr>
<tr>
<td>19</td>
<td>N</td>
<td>Dark Green</td>
<td>Right Rear Turn</td>
<td>Feeds the right rear turn and brake lamp bulb high filament</td>
</tr>
<tr>
<td>17A</td>
<td>P</td>
<td>White</td>
<td>Brake Switch</td>
<td>Power feed wire from the output side of the brake switch</td>
</tr>
</tbody>
</table>

**RADIO AND HEATER CONNECTIONS**

Run the brown heater/ac wire [50] to a heater/ac control unit. Follow instructions provided by manufacture for proper connection.

Run the red CB radio wire [100] to a cb radio or any sort of accessory that requires a fused ignition power source.

Run the tan radio wire [43] to the radio main power. Follow instructions provided from radio manufacture for proper connections.

Run the yellow clock-bat wire [101] to a clock or battery feed for the radio. Follow instructions provided by radio manufacture for proper connection.
**GENERAL PURPOSE FUNCTIONS**

**Ignition Switch Connection Kit** GM Column Mount 910-64027-3

**COLUMN MOUNTED IGNITION SWITCH** [GM STYLE]

Use supplied harness plugs and the appropriate wiring diagram for your switch to determine which wires will go where. GM used multiple style switches with different wiring pin outs, please verify which style you need. Our cavity diagram is a generic one that is common for most GM vehicles.

Once the wires are installed in their appropriate cavity, the white plug will be plugged into the switch first using the black connector to secure it in place. Even if there are no wires in the black pigtail plug in the connector to retain the white one.

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**HEADLIGHT SWITCH**

This switch must be grounded for the dome light to function. To install the control knob push it directly into the front of the switch till you hear it click into place.

To remove the control knob, pull the knob to the furthest out position and press the button on top of the switch to pull the rest of the way out.

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**DIMMER SWITCH**

The left bottom wire will run to your low beam control circuit [tan wire #12]

The bottom right wires will run your high beam control circuit [green wires #1A and 1B]

The top wire will run to your headlight switch [yellow wire #10]

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