

# INSTRUCTIONS

**910-64017**

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## 12 Circuit Wiring Harness

### Please Read Instructions Completely Before Starting Your Installation

This kit contains the following:

One pre-wired fuse panel with 12 fuses

Two signal flashers and two pre-wired relay connectors for horn relay and fan relay

Two pre-wired headlight plugs

One pre-wired Late GM alternator plug

Two pre-wired GM column ignition switch plugs

One pre-wired dimmer switch plug

Two GM turn signal connectors for the pre-terminated wires  
(3-7/8" and 4-1/4")

One fusible link (3" black wire with ring terminal)

One large grommet

24 miscellaneous insulated terminals and some small cable ties

2 loose wires (neutral safety switch wire and panel light wire)

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# STEP 1 READ THE INSTRUCTIONS

Read these instructions before starting this installation. These instructions were developed after installing this system in over a dozen different vehicles and should make this a quick job.

To aid you we have used **BOLD PRINT** to note **IMPORTANT** items and provided general diagrams for **FORD, GM and MOPAR**. There is also a **DOs** and **DON'Ts** section that you may find useful. Please remember that these are **GENERAL INSTRUCTIONS** for your **UNIQUE and SPECIFIC** vehicle and you may need to **MODIFY** them for your application. Also, whenever using **AFTERMARKET or SPECIALTY** equipment, always use the diagrams **PROVIDED WITH** that equipment.

This **WORKBOOK** is designed for both our labeled and color-coded harnesses. Whenever a specific wire is referred to , it will be displayed with its **LABEL and COLOR**. If a diagram shows **ONLY** a color **OR** label then that wire is not provided by this kit. An example of this would be **GROUND WIRES** on our color-coded harness.

Remember this is a **WORKBOOK!** So make use of the blank space we provide for your notes. Write things down so you won't forget.

# STEP 2 COMPLETE THE WORKSHEET

Complete the worksheet at the back of this workbook. This should be done while looking at the vehicle, so that you can identify what accessories you will be using and what switches will be necessary. Here is where **A LITTLE PLANNING WILL SAVE A LOT OF TIME!**

The **WORKBOOK** has been divided into the same basic sections that make-up your harness. They are the **FRONT SECTION, DASH SECTION, STEERING COLUMN SECTION AND REAR SECTION**.

For each section compare the list of wires to your applications and note it will be **USED, MOVED OR REMOVED**. Before making wires to be removed consider accessories you may want to add at a later time or those not provided for by this kit. The design of your vehicle may require some of the wires to be moved from one section to another. (An example of this would be, if the horn was mounted on the rear of the car, you would want to move THE **HORN-GREEN** wire to the tail section.) When marking a wire to be moved **DON'T FORGET** to **WRITE IT** into the new section in the extra space provided. The extra spaces should also be used for any extra wires you need to add, such as ground wires.

## STEP 3 PREPARE THE HARNESS FOR INSTALLATION

For this you will need a **LARGE, CLEAR WORK AREA** to spread out the harness. (The floor next to the project car works well.) Your harness, as purchased, will have each of the 4 **SECTIONS** coiled and tied with cable ties. When working with the harness, it is **VERY IMPORTANT NOT TO REMOVE THE 3 CABLE TIES CLOSEST TO THE FUSE PANEL.**

Start with the largest coil of wires, That will be the **FRONT SECTION**. So remove the cable ties and uncoil the wires toward the front of the vehicle. The next largest coil of wires will be the **TAIL SECTION**. Cut off the cable ties and uncoil those wires toward the rear of the vehicle. The remaining coils of wire are the **DASH SECTION** and the **STEERING COLUMN SECTION**. The **STEERING COLUMN SECTION** is the one with the pre-attached plugs and will not need to be changed in most applications. Remove the cable ties from under the **DASH SECTION** and uncoil those wires to the side of the **FUSE PANEL**.

Now using the **WORK SHEET** that you completed in **STEP #2**, start by removing any unused wires. Work one section at a time and remove those wires **ONE WIRE AT A TIME** by pulling them through the remaining harness cable ties. (**REMEMBER DO NOT REMOVE THE 3 TIES NEAREST THE FUSE PANEL.**) Unused wires that come directly from the **FUSE PANEL** are **HOT LEADS** and should be cut as **CLOSE** to the back of the panel as possible. Use **CAUTION** and only cut wires that you are sure you will **NEVER NEED!**

After removing all unused wires from all sections. Move on to those wires that you noted you would have to move from one section to another. Working one wire at a time, move those wires to their new sections by pulling them out of there original section and passing them through the harness ties into their new sections.

Now, a section at a time, add any wires you noted you would need that are **NOT PROVIDED** in your kit. ( Note – you can use the wire you removed, but **KEEP NOTES** as not to get **CONFUSED.**)

The last part of this step is to compare the **WORK SHEET** to the harness as you have it now prepared. If everything is accounted for, use the cable ties and recoil the sections one at a time. If the ties nearest the panel are loose either tighten them or replace them as necessary.

## STEP 4 MOUNTING THE FUSE PANEL

The **FUSE PANEL** on this harness is designed to be mounted under the dash on the driver's side of the vehicle.

The **FUSE PANEL** should be mounted securely to a **FLAT SURFACE**. Care should be taken to keep it and the wires away from **MOVING OBJECTS** such as gas and brake controls and the panel **SHOULD BE ACCESSIBLE** in case you ever blow a fuse. When selecting the panel location make sure that the **STEERING COLUMN SECTION WILL REACH YOUR COLUMN**.

Now that the **FUSE PANEL** is mounted, note where the **FRONT SECTION** wires exit the panel. Find a spot on the fire wall where these wires can enter the **ENGINE COMPARTMENT** without interfering with other components, such as brake boosters, wipers, the engine, steering gear, etc. At that spot drill a 1-1/4" HOLE and install the grommet provided in your kit.

As the last part of this step, remove the cable ties you put on the **FRONT SECTION** wires and pass them through the grommet into the engine compartment **ONE WIRE AT A TIME**.

## STEP 5 ROUTING AND ATTACHING THE WIRES

In this step you will be completing the job by terminating all those loose ends. As before this will be done by section. We suggest you start with the **TAIL SECTION** and end with the **DASH SECTION**. Each section has its own set of instructions and we suggest you review the **DOs** and **DON'Ts** page and your **WORKBOOK** before starting each section. As you complete each section use cable ties to group the wires together and at points where wires branch off from the harness.

The **REAR SECTION** harness is designed to be routed to the back of the vehicle inside along the floor. The wires can be taped to the floor or run under the driver's side door sills. They need to be routed where they **WON'T BE WALKED ON** and where the seats won't interfere. At the rear of the vehicle you will attach the wires to your lights and gas tank sender, as indicated on the **TAIL SECTION DIAGRAM**.

The **FRONT SECTION** wires include the front lighting, engine and accessories normally mounted on the front of the vehicle. For this section start by separating the **ENGINE** wires from the rest. When installing front lighting and accessory wires follow the **FRONT LIGHTING DIAGRAM**. When installing the **ENGINE WIRING** use the diagram from the **FORD, GM or MOPAR** section that comes closest to your vehicle. Remember when connecting the 10 gauge **SOLENOID PWR=RED** wire to use the **FUSIBLE LINK** provided in our kit. Failure to install the **FUSIBLE LINK VOIDS ANY AND ALL WARRANTY** on this harness system. If you are using an **AMP METER** please follow the **AMP METER** section on the **DASH DIAGRAM**.

# STEP 5 ROUTING AND ATTACHING THE WIRES (CONTINUED)

The **STEERING COLUMN SECTION** has the wires for your turn signals, ignition switch and dimmer switch. The plugs on these wires are for a **GM STEERING COLUMN** that has a column mounted ignition switch. If you are using that type of column, plug the black and clear plugs into the ignition switch. The dimmer switch plug will fit a floor mounted dimmer or **GM** column mounted dimmer. The turn signal wires are pre-terminated and you will be using the diagram in the **COLUMN SECTION** to determine the correct plug and order that the wires should be installed. Note that the plugs are letter coded to help.

If you are using a **LATE MODEL GM VAN** type column the turn signals will match the plugs in your kit but you will have to use the **IGNITION SWITCH DIAGRAM** in the **COLUMN SECTION**.

If you are using a **FORD** or **MOPAR COLUMN** use the diagrams in the **FORD** and **MOPAR SECTIONS**. But **REMEMBER** they change colors often, these interchanges may **NOT** match your column. If the colors don't match or you're using something not listed, you may have to sort the turn signal wires out with an ohm meter. Most original ignition switches are marked on the back of the switch.

The **DASH SECTION** contains the wires for the gauges and the headlight switch. The order you install these wires depends greatly on your dash configuration. Here it is best to start working from the driver's side of the dash toward the passenger side. Use the cable ties provided in your kit to tie up the harness as you go.

By now you should be out of wires. All that remains is a simple start up procedure. Start by **TURNING OFF ALL ACCESSORIES**. Place the ignition switch in the **OFF** position and close the doors to make sure the dome light is off. Now connect the **POS. BATTERY CABLE. BEFORE** connecting the **NEG. CABLE** you should check for a current draw. This can be done easily with a test light connected between the neg. battery post and the neg. battery cable. No light-no draw. If you have no draw or just a really dim light, it is safe to connect the neg. battery cable and start checking the system.

## NOTES:

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## FRONT SECTION

### USE THE FRONT SECTION DIAGRAM FOR THE FOLLOWING CONNECTIONS:

**FAN FAN - GRAY** This is the feed from the relay to your electric fan.

**RIGHT FRONT SIGNAL - DR. BLUE** Connect this wire to your right front turn signal lamp socket. If you are using a single front turn light with an 1157 or dual filament bulb, this wire should be connected to the high filament of the bulb.

**LEFT FRONT SIGNAL - LT. BLUE** Connect this wire to your left front turn signal lamp socket. If you are using a single front turn light with an 1157 or dual filament bulb. This wire should be connected to the high filament of the bulb.

**LEFT FRONT PARK - BROWN** Connect this wire to both front park / running lights sockets. If you are using a single front turn light with an 1157 or dual filament bulb, this wire should be connected to the low filament of the bulb on each of the front running lights.

**LEFT LOW BEAM - TAN** Connect this wire to the headlight low beam on both headlights.

**LEFT HIGH BEAM - LT. GREEN** Connect this wire to the headlight high beam on both headlights.

**HORN-DR. GREEN** This is the horn feed wire from the relay, connect it to the horn power terminal.

**POWER ANTENNA - PURPLE** This is the feed wire for the power antenna.

### USE THE CHARGING SYSTEM DIAGRAMS FOR YOUR SPECIFIC APPLICATION FOR THE FOLLOWING CONNECTIONS.

**ALT EXCITOR - WHITE** Use the specific charging diagram for your application.

**ALT POWER - RED** Use the specific charging diagram for your application.

**OIL SENDING - LT. BLUE** Connect this wire to the electric oil pressure sender.

**COIL POS - PINK** Connect this wire to the positive side of the coil.

**TACHOMETER - PURPLE** Connect this wire to the negative side of the coil or on a GM HEI distributor connect directly to the tach. terminal.

**CHOKE POWER - RED** Connect this wire to your electric choke.

**TEMP SENDING - GREEN** Connect this wire to water temperature sender.

**IGN SWITCH START- PURPLE** Use the specific charging diagram for your application.

**SOLENOID POWER - RED** Use the specific charging diagram for your application. Make sure you use the fuseable link supplied on this connection.

## DASH SECTION

### USE THE DASH SECTION DIAGRAM FOR THE FOLLOWING CONNECTIONS:

**GAUGE POWER - RED** Connect this wire to the “I” terminal on the gauges that require 12 volt power.

**OIL SENDING - LT. BLUE** Connect this wire to “S” terminal on the oil pressure gauge.

**LEFT SIGNAL IND - DR. BLUE** Connect this wire to the left turn signal indicator.

**HIGH BEAM IND - LT. GREEN** Connect this wire to the high beam indicator light.

**RIGHT SIGNAL IND - DR. BLUE** Connect this wire to right turn signal indicator.

**TEMP SENDER – GREEN** Connect this wire to “S” terminal on the water temp. gauge.

**FUEL GAUGE – PINK** Connect this wire to the “S” terminal on the fuel gauge.

**TACHOMETER – PURPLE** Connect this wire to the “S” terminal on the tachometer.

### USE THE HEADLIGHT SWITCH DIAGRAM FOR THE FOLLOWING CONNECTIONS:

**HEADLIGHT POWER – RED** 12 Volt feed, connect to bat. terminal on the headlight switch.

**LEFT FRONT PARK – BROWN** Connect to the rear tail light terminal on headlight switch.

**LEFT TAIL PARK - BROWN** Connect to the parking light terminal on headlight switch.

**DIMMER POWER - GRAY** Connect to the headlight terminal on the headlight switch.

### BRAKE LIGHT SWITCH CONNECTIONS:

**BRAKE SWITCH POWER - ORANGE** Connect this wire to the input side of the brake light switch.

**BRAKE SWITCH – WHITE** Connect this wire to the output side of the brake light switch.

### FUSED 12 VOLT POWER FOR ACCESSORIES:

**RADIO CONSTANT POWER - RED** Connect to radio power wire.

**POWER ANTENNA - PURPLE** Connect to antenna power wire.

**AC/HEAT POWER – BLACK** Connect to AC/HEAT power wire.

**WIPER POWER - DR. BLUE** Connect to wiper motor power wire.

**FAN GROUND – BLACK** Fan relay trigger, connect to ground.



## COLUMN SECTION

USE THE COLUMN SECTION DIAGRAM FOR THE FOLLOWING CONNECTIONS:

### IGNITION SWITCH

**IGNITION SWITCH POWER – RED** Connect this wire to the BATTERY terminal on the ignition switch.

**IGNITION SWITCH COIL - PINK** Connect this wire to the IGNITION terminal on the ignition switch.

**IGNITION SWITCH ACC – ORANGE** Connect this wire to the ACCESSORY terminal on the ignition switch.

**IGNITION SWITCH IGN – BROWN** Connect this wire to IGNITION terminal on the ignition switch.

**IGNITION SWITCH START – PURPLE** Connect this wire to the START terminal on the ignition switch.

### STEERING COLUMN

This kit contains two connectors for GM turn signal switches. The 3-7/8" long connector was used on GM columns from 69-74 and the 4-1/4" connector was used on columns from 75 and up; and is also used on many after market columns. For Ford or Mopar applications use the specific turn signal switch conversion chart.

CODE		
<b>HORN SWITCH - LT. GREEN</b>	G	Horn button ground to the horn trigger relay.
<b>LEFT FRONT SIGNAL - LT. BLUE</b> <b>LEFT SIGNAL IND – DR. BLUE</b>	H H	Feeds the high filament of the bulb on the left turn signal lamp and the indicator lamp.
<b>RIGHT FRONT SIGNAL – BLUE</b> <b>RIGHT SIGNAL IND - DR BLUE</b>	J J	Feeds the high filament of the bulb on right turn signal lamp and the indicator lamp.
<b>HAZARD - BROWN</b>	K	Four way hazard power feed.
<b>TURN FLASHER - PURPLE</b>	L	Turn signal power feed.
<b>LEFT REAR TURN – YELLOW</b>	M	Feeds the left rear turn signal and brake lamp high filament bulb.
<b>RIGHT REAR TURN – GREEN</b>	N	Feeds the right rear turn signal and brake lamp high filament bulb.
<b>BRAKE SWITCH – WHITE</b> <b>THIRD BRAKE LIGHT - ORANGE</b>	P P	Power feed from the output side of the brake switch and feed for the third brake light.

### DIMMER SWITCH

**LEFT LOW BEAM - TAN** From headlight low beam connect to dimmer switch.

**LEFT HIGH BEAM - LT GREEN** From headlight high beam connect to dimmer switch .

**HIGH BEAM IND - LT GREEN** From high beam indicator bulb connect to dimmer switch .

**DIMMER POWER - GRAY** Feed from headlight switch connect to dimmer switch.



## REAR SECTION

### USE THE REAR SECTION DIAGRAM FOR THE FOLLOWING CONNECTIONS:

**LEFT TAIL PARK – BROWN** Connect this wire to both rear running lamp sockets. If you are using an 1157 or dual filament bulb this would be connected to the low filament of the bulb.

**RIGHT REAR TURN - DR. GREEN** Connect this wire to left rear turn signal lamp socket. If you are using an 1157 or dual filament bulb this would be connected to the high filament of the bulb.

**LEFT REAR TURN – YELLOW** Connect this wire to right rear turn signal lamp socket. If you are using an 1157 or dual filament bulb this would be connected to the high filament of the bulb.

**THIRD BRAKE – ORANGE** Connect this wire to your third brake light. If you are not running a third brake light this wire should be taped back against the harness and left unconnected.

**FUEL GAUGE – PINK** Connect this wire to the sending unit on the fuel tank.

## WIRING DOs AND DON'Ts

**Do** install main ground cables from the engine to the frame and from the engine to the body. Main ground cable should be the same size as the battery cables.

**Do** remember to ground all accessories.

**Do** use cable ties to help loom and sort the harness.

**Do** route the wires before installing terminals or making connections.

**Do** fasten the harness down with clamps and ties to keep it secure.

**Do** use grommets when passing wires through the holes.

**Do** use the loom provided in the engine compartment.

**Do** use insulated terminals or heat shrink over the connections.

**Do** use the correct size terminal for the gauge of wire-ALWAYS.

**Do** use the diagrams provided with aftermarket or specialty accessories.

**Don't** let the size of this job scare you. We make this installation an easy job.

**Don't** start this installation until disconnecting both battery cables.

**Don't** forget a good ground is a clean, (no rust, no paint) connection to metal.

**Don't** route wires over sharp edges or next to the exhaust.

**Don't** route wires too near moving parts like fans, belts, steering gear, hood latches or hinges.

**Don't** stretch wires to make them reach. Always lengthen as necessary.

**Don't** over crimp the terminals.

**Don't** forget if you are using an amp meter you must follow the special instruction on the dash diagram.

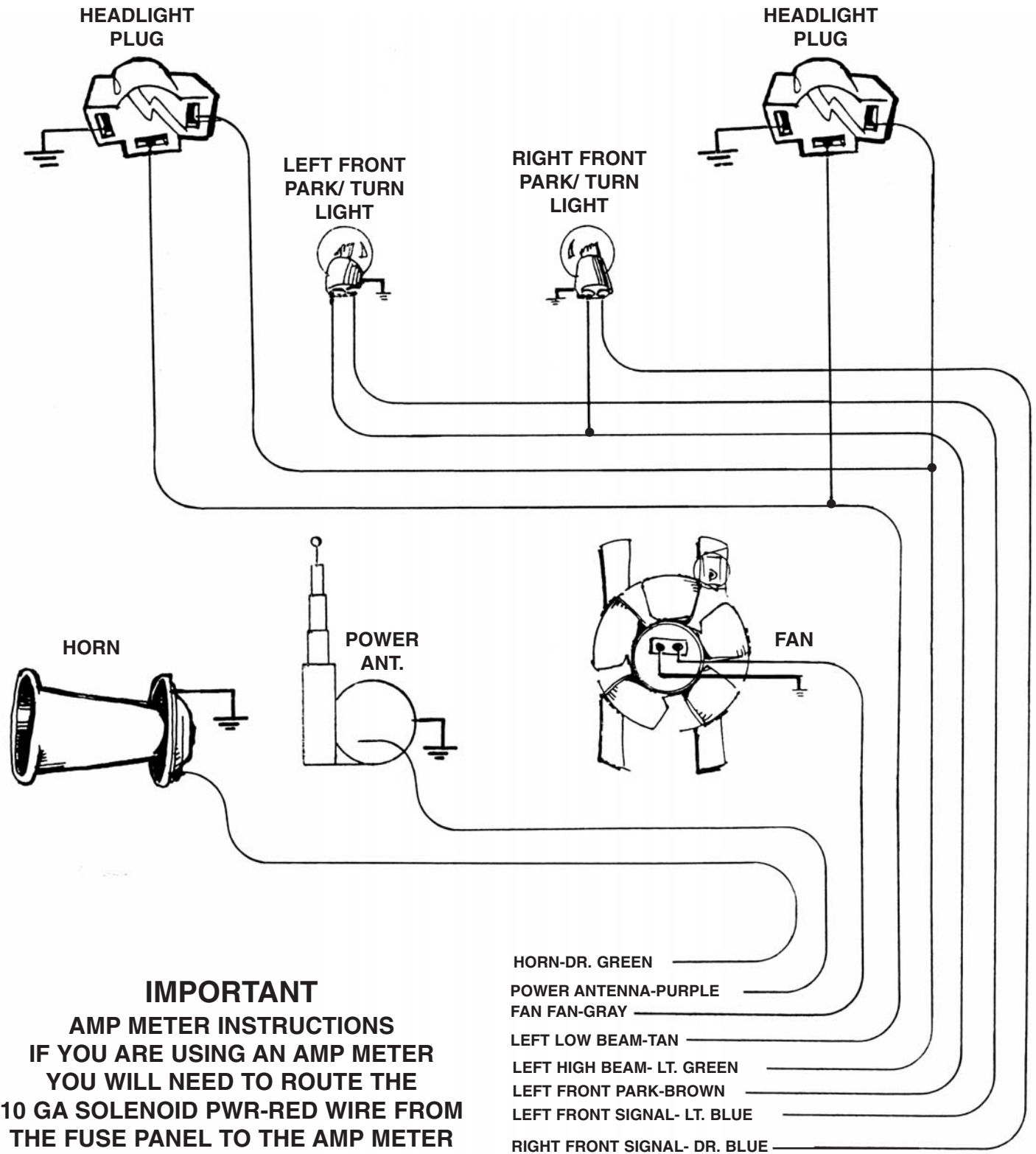
**Don't** skip around a section- start a section and finish it.

**Don't** forget to do the WORKSHEET. It will save you a lot of time.

**Don't** forget these are only general instructions and you may need to modify them for your vehicle.

**Don't** discard these instructions when you are finished. This workbook and your notes will be useful later if you are adding on or making repairs.

# FRONT SECTION DIAGRAM

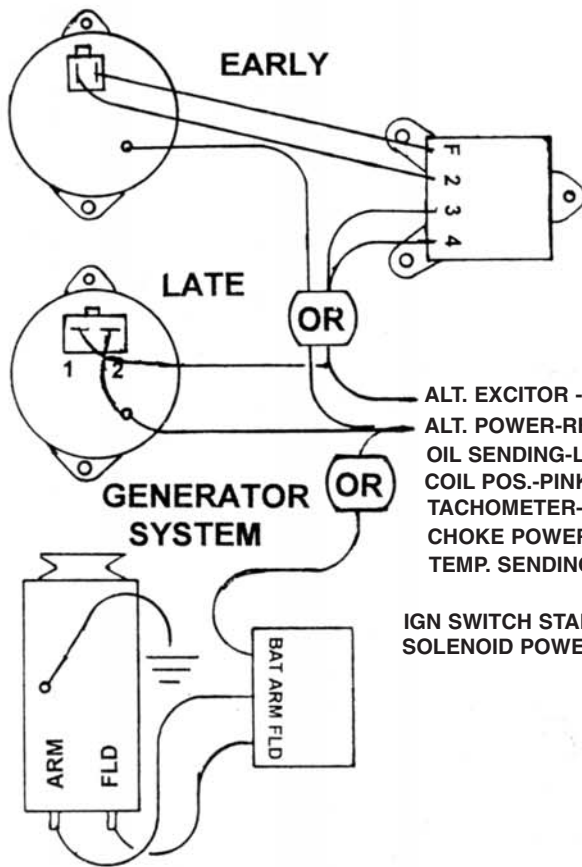


## IMPORTANT

**AMP METER INSTRUCTIONS**  
**IF YOU ARE USING AN AMP METER**  
**YOU WILL NEED TO ROUTE THE**  
**10 GA SOLENOID PWR-RED WIRE FROM**  
**THE FUSE PANEL TO THE AMP METER**  
**AND THEN FROM THE OTHER POST OF**  
**THE AMP METER OUT TO YOUR**  
**POSITIVE BATTERY SOURCE.**  
**DO THIS BEFORE INSTALLING**  
**THE FRONT SECTION.**

# GM DIAGRAMS

## CHARGING SYSTEMS

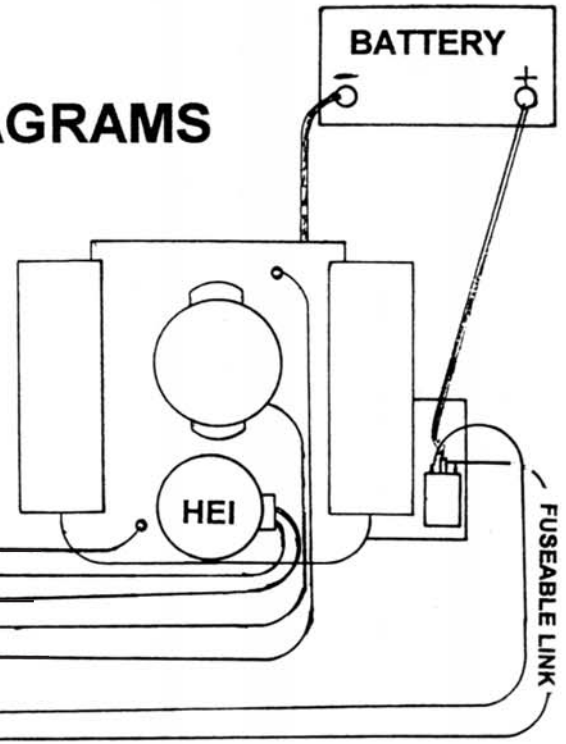


### GENERATOR SYSTEM

ALT. EXCITOR -WHITE  
ALT. POWER-RED  
OIL SENDING-LT. BLUE  
COIL POS.-PINK  
TACHOMETER-PURPLE  
CHOKE POWER-RED  
TEMP. SENDING-GREEN

IGN SWITCH START-PURPLE  
SOLENOID POWER-RED

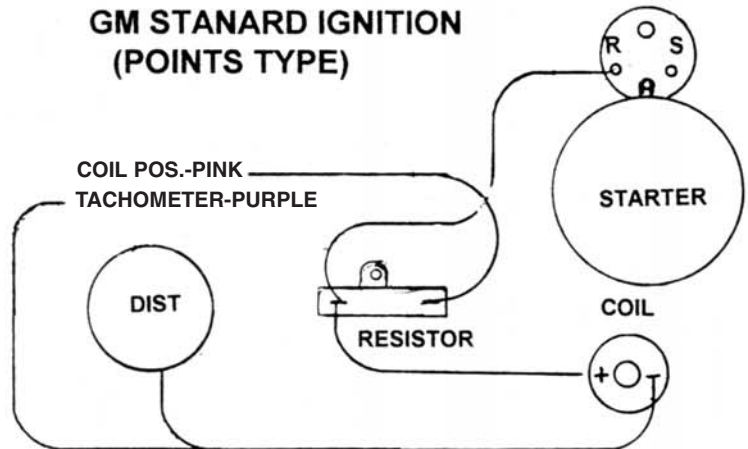
## GM DIAGRAMS



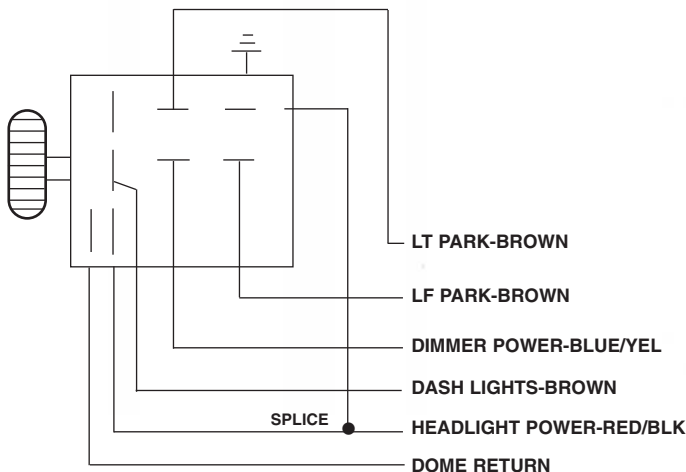
### GM ONE-WIRE ALTERNATOR

IF YOU ARE USING A ONE-WIRE ALTERNATOR THE ONLY WIRE YOU NEED IS THE ALT PWR=RED WIRE. WE SUGGEST YOU STORE THE ALT EXCITOR=WHITE WIRE IN THE HARNESS IN CASE YOU NEED IT LATER.

### GM STANDARD IGNITION (POINTS TYPE)



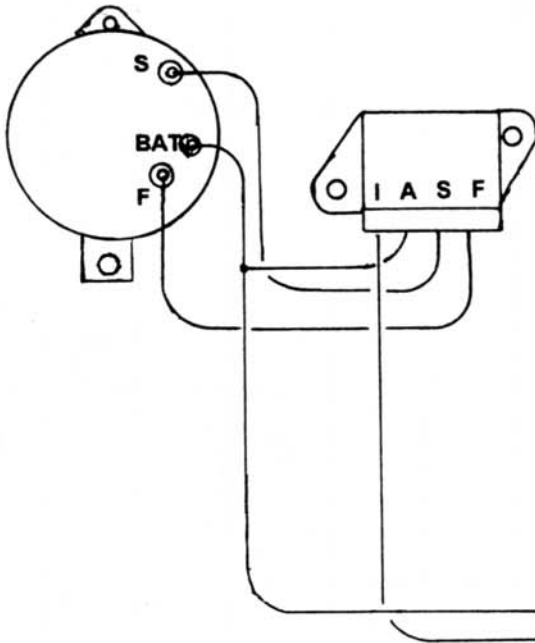
### GM HEADLIGHT DIAGRAM



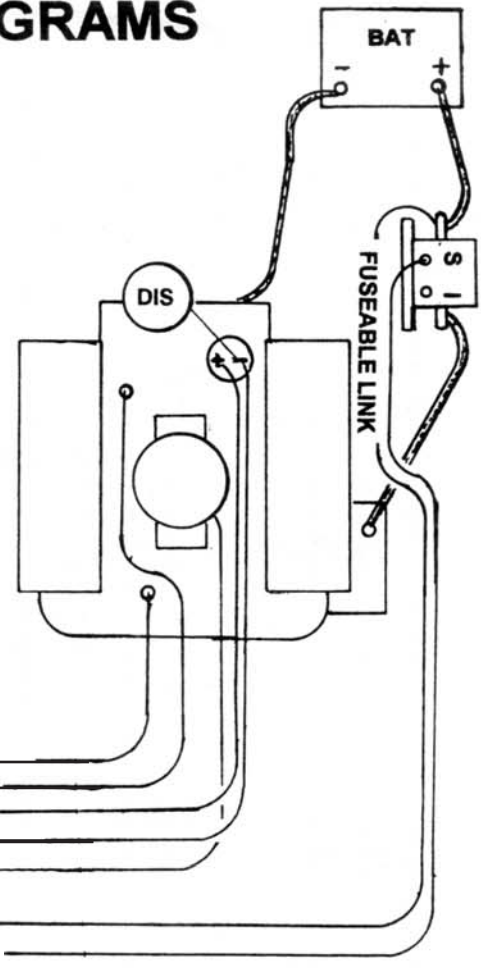
**NOTE:**POINTS TYPE IGNITION SYSTEMS REQUIRE A BALLAST RESISTOR TO LOWER VOLTAGE TO THE COIL AND EXTEND POINT LIFE. FORD & MOPAR USE A RESISTOR WIRE ORIGINALLY FOR THIS, BUT YOU CAN SUBSTITUTE WITH THE CERAMIC TYPE. IT IS IMPORTANT TO ALSO INSTALL A BY-PASS WIRE SO THAT THE COIL WILL HAVE FULL VOLTAGE WHEN THE ENGINE IS CRANKING. FOR **GM** USE THE DIAGRAM ABOVE. **FORD** WIRES THE SAME BUT THE BY-PASS WIRE COMES FROM THE STARTER SOLENOID TERMINAL MARKED I. **MOPAR** RUNS THE BY-PASS WIRE FROM THE STARTER RELAY TERMINAL IGN.

# FORD DIAGRAMS

## CHARGING SYSTEM



## FORD DIAGRAMS



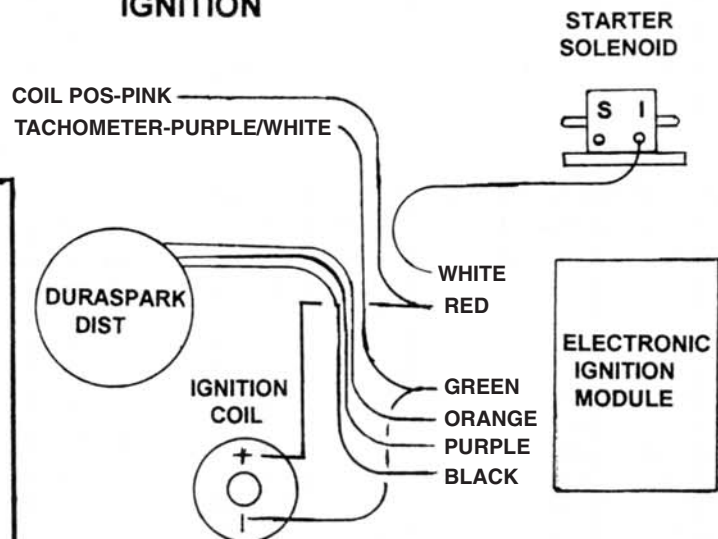
## IGNITION SWITCH CONVERSION

IGN SW PWR-RED	TO	YELLOW
IGN SW IGN-PINK	TO	RED/GREEN
IGN SW ACC-ORANGE	TO	BLACK
IGN SW START-PURPLE	TO	WHITE/BLUE

## STEERING COLUMN CONVERSION

LF SIGNAL LT. BLUE	TO	GREEN/WHITE
RF SIGNAL - BLUE	TO	WHITE/BLUE
LF TURN-YELLOW	TO	GREEN/ORANGE
RR TURN GREEN	TO	ORANGE/BLUE
HORN SW-LT. GREEN	TO	YELLOW
BRAKE SW-WHITE	TO	GREEN
TURN FLASHER-PURPLE	TO	BLUE
HAZARD-DK. BROWN	TO	WHITE/RED

## FORD ELECTRONIC IGNITION

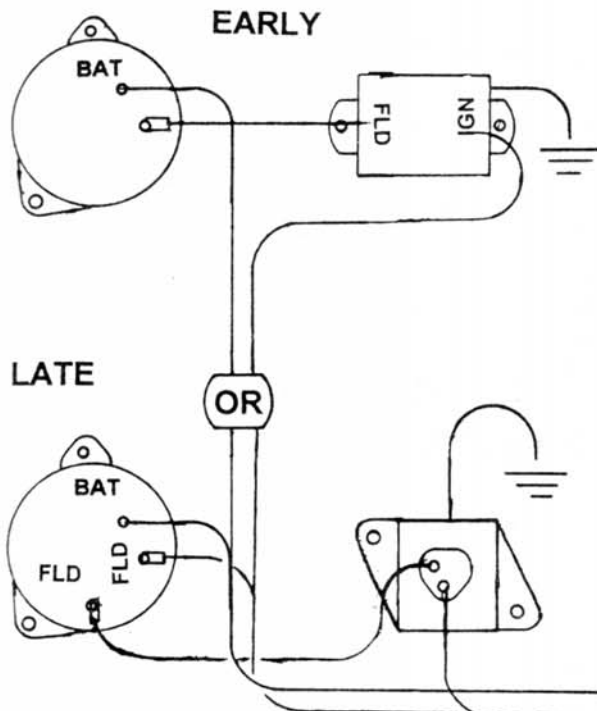




# MOPAR DIAGRAMS

## CHARGING SYSTEMS

## MOPAR DIAGRAMS



### TURN SIGNAL CONVERSION 1970-1974

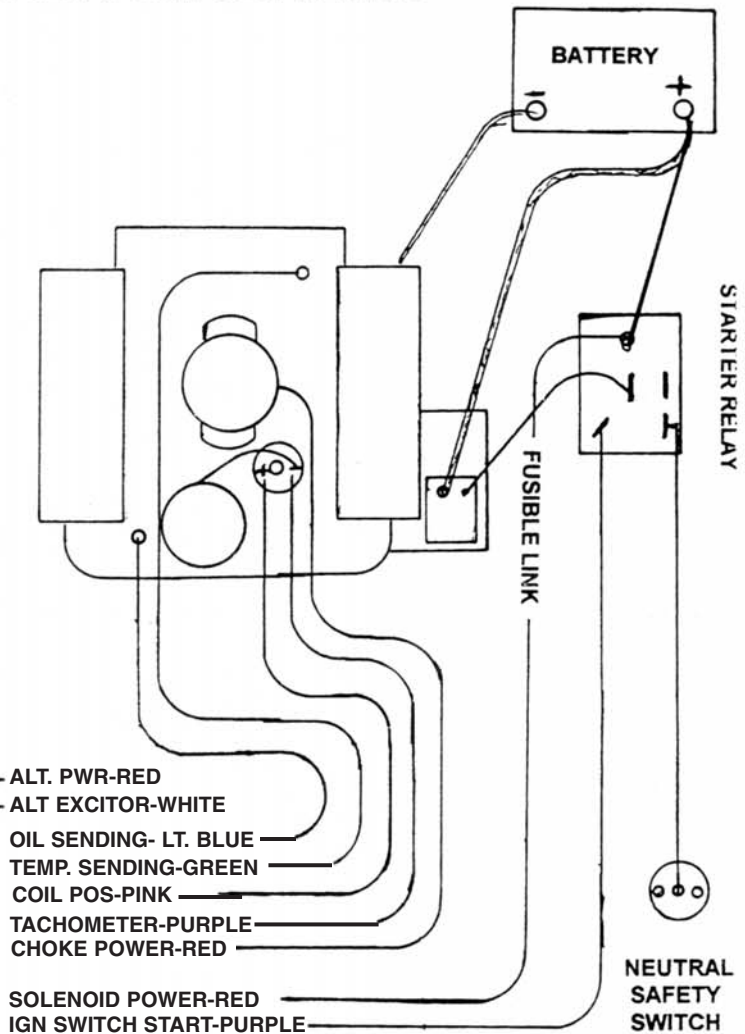
LF SIGNAL-LT. BLUE	TO	GREEN
RF SIGNAL-BLUE	TO	TAN
LR TURN-YELLOW	TO	DK GREEN
RR-TURN-GREEN	TO	BROWN
HORN SW LT. GREEN	TO	BLACK
BRAKE SW-WHITE	TO	WHITE
TURN FLASHER-PURPLE	TO	RED
HAZARD DK. BROWN	TO	

### EARLY 80'S

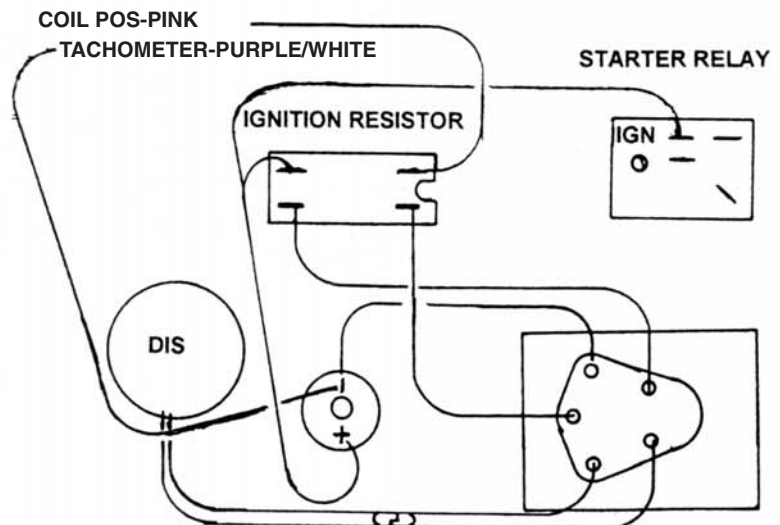
LF SIGNAL-LT. BLUE	TO	LT. GREEN
RF SIGNAL-BLUE	TO	TAN
LR TURN-YELLOW	TO	DK GREEN/RED
RR-TURN-GREEN	TO	BROWN/RED
HORN SW LT. GREEN	TO	BLACK/RED
BRAKE SW-WHITE	TO	WHITE
TURN FLASHER-PURPLE	TO	RED
HAZARD DK. BROWN	TO	PINK

### IGNITION SWITCH CONVERSION

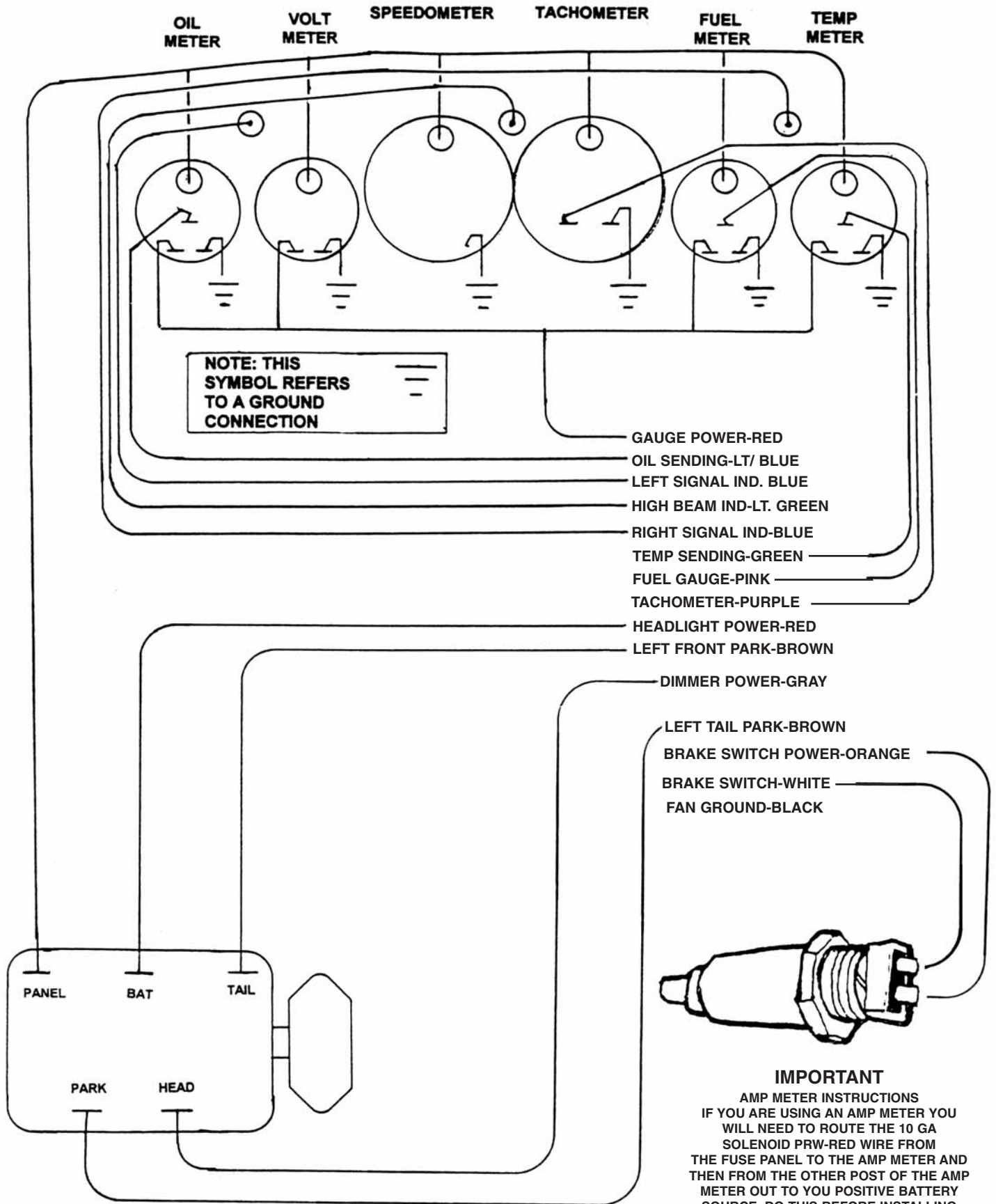
IGN SW PWR-RED	TO	RED
IGN SW IGN-PINK	TO	BROWN
IGN SW ACC ORANGE	TO	BLUE
IGN SW ACC BROWN	TO	BLACK
IGN SW START-PURPLE	TO	YELLOW



### MOPAR ELECTRONIC IGNITION



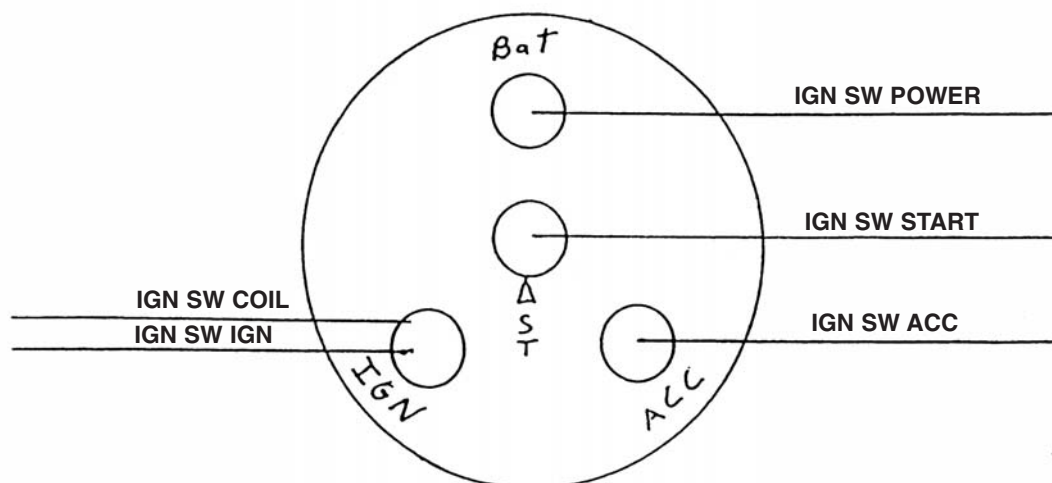
# DASH SECTION DIAGRAMS



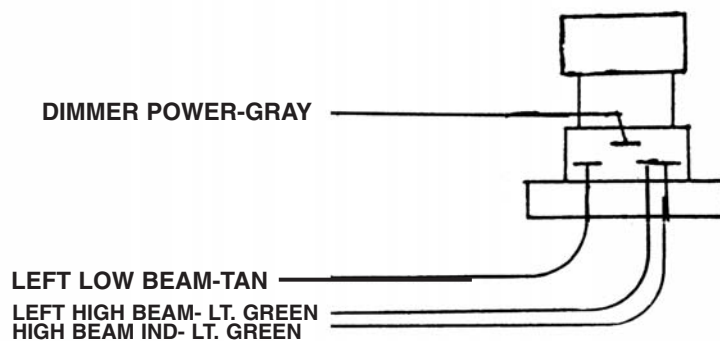
# COLUMN SECTION DIAGRAMS

LABEL	CODE	GM COLOR
HORN SWITCH-LT. GREEN	G	BLACK
LEFT FRONT SIGNAL-LT. BLUE	H	LT. BLUE
LEFT SIGNAL IND.-DR. BLUE	H	
RIGHT FRONT SIGNAL-BLUE	J	BLUE
RIGHT SIGNAL IND. DR. BLUE	J	
HAZARD-BROWN	K	BROWN
TURN FLASHER-PURPLE	L	PURPLE
LEFT REAR TURN-YELLOW	M	YELLOW
RIGHT REAR TURN-GREEN	N	GREEN
BRAKE SWITCH	P	WHITE
THIRD BRAKE LIGHT-ORANGE	P	

## IGNITION SWITCH

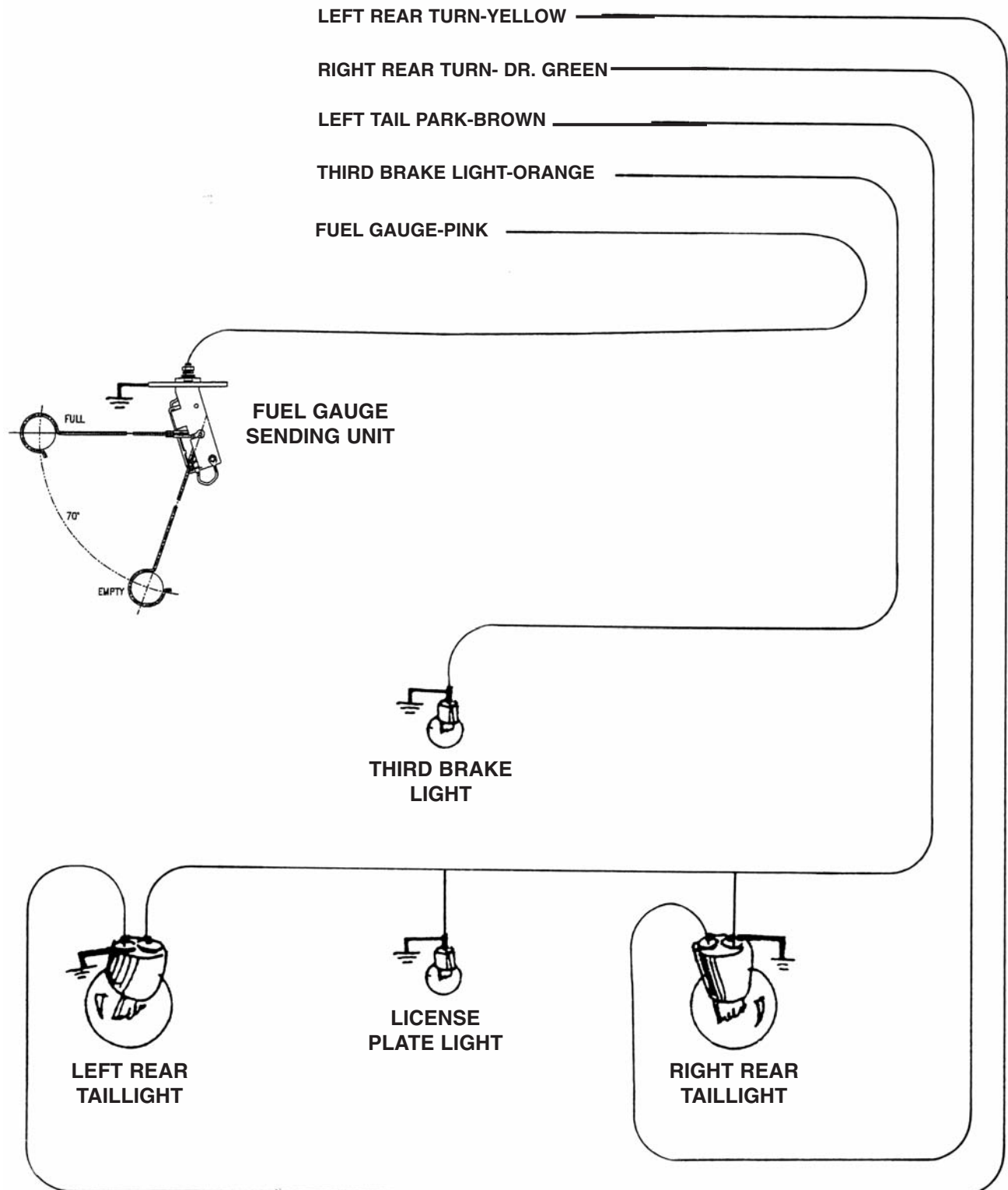


## DIMMER SWITCH



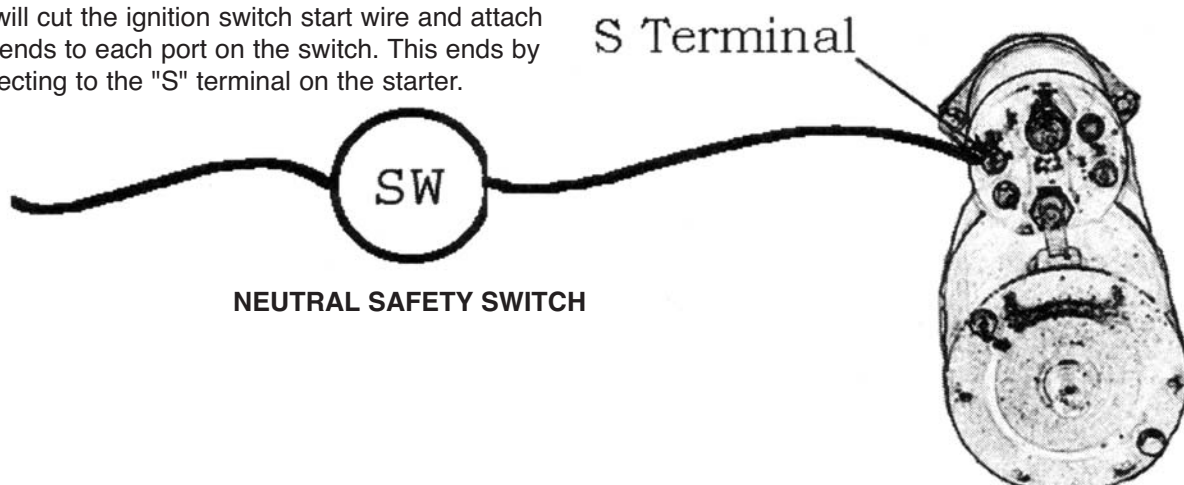


# REAR SECTION DIAGRAMS



## NEUTRAL SAFETY SWITCH

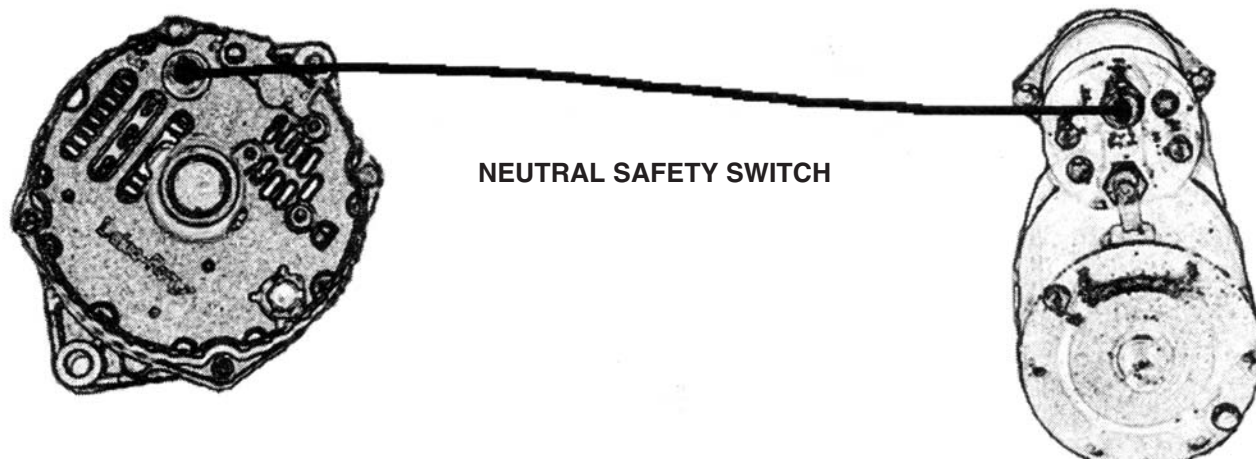
You will cut the ignition switch start wire and attach both ends to each port on the switch. This ends by connecting to the "S" terminal on the starter.



NEUTRAL SAFETY SWITCH

## ALTERNATOR BYPASS CIRCUIT

If you are using an 80 amp or more alternator, here is the schematic for use of the bypass wire, which is included in the bag of materials.



NEUTRAL SAFETY SWITCH

## 12 CIRCUIT PANEL



CIRCUITS	AMPS
WIPERS	15
GAUGES	10
COIL	30
HEADLIGHTS	30
FAN	20
TURN SIGNAL	15
RADIO	10
BRAKE	15
A/C HEAT	30
CHOKE	10
HORN	20
HAZARD	15

## WORKSHEET FOR FRONT SECTION

ACCESSORY	LABEL	COLOR	GAUGE	USE	MOVE	REMOVE
LOW BEAM	LEFT LOW BEAM	TAN	14			
HIGH BEAM	LEFT HIGH BEAM	LT. GREEN	14			
FRONT PARK LIGHT	LEFT FRONT PARK	BROWN	18			
LEFT FRONT TURN	LEFT FRONT SIGNAL	LT. BLUE	18			
RIGHT FRONT TURN	RIGHT FRONT SIGNAL	DR. BLUE	18			
HORN	HORN	DR. GREEN	14			
ELECTRIC FAN	FAN FAN	GRAY	14			
POWER ANTENNA	POWER ANTENNA	PURPLE	18			
BATTERY POWER	SOLENOID POWER	RED	10			
ALTERNATOR POWER	ALT POWER	RED	12			
ALTERNATOR EXCITOR	ALT EXCITOR	WHITE	14			
COIL POSITIVE	COIL POS	PINK	14			
TACHOMETER	TACHOMETER	PURPLE	18			
OIL SENDER	OIL SENDING	LT. BLUE	18			
WATER TEMP. SENDER	TEMP SENDING	GREEN	18			
STARTER SOLENOID	IGN SWITCH START	PURPLE	12			
ELECTRIC CHOKE	CHOKE POWER	RED	18			

## WORKSHEET FOR DASH SECTION

ACCESSORY	LABEL	COLOR	GAUGE	USE	MOVE	REMOVE
HEADLIGHT BATTERY	HEADLIGHT POWER	RED	12			
HEADLIGHTS	DIMMER POWER	GRAY	12			
TAIL LIGHTS	LEFT TAIL PARK	BROWN	14			
PARK LIGHTS	LEFT FRONT PARK	BROWN	18			
GAUGE POWER	GAUGE POWER	RED	18			
OIL SENDER	OIL SENDING	LT. BLUE	18			
TEMP. SENDER	TEMP. SENDER	GREEN	18			
TACHOMETER	TACHOMETER	PURPLE	18			
FUEL GAUGE	FUEL GAUGE	PINK	18			
LEFT TURN INDICATOR	LEFT SIGNAL IND.	DR. BLUE	18			
HIGH BEAM INDICATOR	HIGH BEAM IND.	LT. GREEN	18			
RIGHT TURN INDICATOR	RIGHT SIGNAL IND.	DR.BLUE	18			
RADIO BATTERY	RADIO CONSTANT POWER	RED	18			
POWER ANTENNA	POWER ANTENNA	PURPLE	18			
STOP LIGHT POWER	BRAKE SWITCH POWER	ORANGE	14			
STOPLIGHTS	BRAKE SWITCH	WHITE	14			
A/C HEAT POWER	A/C HEAT POWER	BLACK	14			
WIPER POWER	WIPER POWER	DR. BLUE	14			
FAN GROUND	FAN GROUND	BLACK	14			

## WORKSHEET FOR COLUMN SECTION

ACCESSORY	LABEL	COLOR	GAUGE	USE	MOVE	REMOVE
IGNITION SWITCH						
IGN. SWITCH BAT	IGNITION SWITCH POWER	RED	12			
IGN SWITCH IGN.	IGNITION SWITCH COIL	PINK	12			
IGN SWITCH ACC	IGNITION SWITCH ACC	ORANGE	12			
IGN SWITCH IGN.	IGNITION SWITCH IGN	BROWN	12			
IGN SWITCH START	IGNITION SWITCH START	PURPLE	12			
STEERING COLUMN						
LEFT FRONT TURN SIGNAL	LEFT FRONT SIGNAL	LT. BLUE	18			
LEFT SIGNAL INDICATOR	LEFT SIGNAL IND	DR. BLUE	18			
RIGHT FRONT TURN SIGNAL	RIGHT FRONT SIGNAL	BLUE	18			
RIGHT SIGNAL INDICATOR	RIGHT SIGNAL IND	DR. BLUE	18			
BRAKE SWITCH	BRAKE SWITCH	WHITE	18			
THIRD BRAKE LIGHT	THIRD BRAKE LIGHT	ORANGE	18			
LEFT REAR TURN	LEFT REAR TURN	YELLOW	14			
RIGHT REAR TURN	RIGHT REAR TURN	GREEN	14			
HORN SWITCH	HORN SWITCH	LT. GREEN	14			
TURN FLASHER	TURN FLASHER	PURPLE	14			
HAZARD FLASHER	HAZARD	BROWN	14			
DIMMER SWITCH						
LOW BEAM	LEFT LOW BEAM	TAN	14			
HIGH BEAM	LEFT HIGH BEAM	LT. GREEN	14			
HIGH BEAM INDICATOR	HIGH BEAM IND.	LT. GREEN	18			
DIMMER POWER	DIMMER POWER	GRAY	12			

## WORKSHEET FOR REAR SECTION

ACCESSORY	LABEL	COLOR	GAUGE	USE	MOVE	REMOVE
REAR TAIL LIGHT	LEFT TAIL PARK	BROWN	14			
RIGHT REAR TURN	RIGHT REAR TURN	DR. GREEN	14			
LEFT REAR TURN	LEFT REAR TURN	YELLOW	14			
FUEL GAUGE SENDER	FUEL GAUGE	PINK	18			
THIRD BRAKE LIGHT	THIRD BRAKE	ORANGE	18			

# IMPORTANT

## **DISCLAIMER**

In an effort to offer our customers the low prices, quick service and great value, Speedway Motors reserves the right to change suppliers, specifications, colors, prices, materials. Each of the previous items is subject to change without notice. Speedway is not responsible for any typographical errors or misinterpretations. Quantities are limited on some items.

## **WARRANTY DISCLAIMER**

The purchaser understands and recognizes that racing parts, specialized street rod equipment, and all parts and services sold by Speedway Motors, Inc. are exposed to many and varied conditions due to the manner in which they are installed and used. Speedway Motors, Inc. makes no warranties, either express or implied, including any warranty of merchantability or fitness for a particular purpose other than those contained in its current catalog with respect to the goods identified on the face of the invoice. There is no warranty expressed or implied as to whether the goods sold hereby will protect purchaser or ultimate user of such goods from injury or death. Speedway Motors assumes no liability after this period.

## **DAMAGE CLAIMS**

Always inspect your package upon delivery. Inspect all packages in the presence of the delivery driver. The driver must note any damage. Ask the driver the Carrier's procedures for handling damage claims. You must hold the original box, packing material and damaged merchandise for inspection or the carrier will not honor the claim. Notify Speedway Motors customer service department for instructions on returning damaged goods. Speedway is not responsible if no notification is given within 5 days of receipt.

## **SHORTAGES**

Always check the contents of your delivery to insure all the parts that you ordered were received. Please read the invoice. Double check all packing materials, small items may be wrapped inside with these products. Shortages may occur from damage to the box, so save all packing materials. Inspect the box for holes that would allow parts to fall out. If you are missing any item(s) be sure to check your invoice for back orders or canceled items before calling the customer service department. If Speedway has to split a shipment into multiple boxes, packages may be delivered on different days. You need to contact the customer service department within 5 days of delivery to assure the prompt replacement. Speedway Motors assumes no liability after this period.

## **REFUSALS**

All refused COD customers will be billed a 15% restocking charge plus freight to and from the destination! If you have questions please contact Speedway's customer service department.

## **WARRANTY CLAIMS**

If an item has a manufacturer's warranty as being free from defects we will exchange only. If the item has been used and you are requesting warranty work, this may take up to 30 days as warranty work is done by the manufacturer NOT Speedway Motors. If you have any questions please contact customer service.

## **RETURNS**

Speedway wants you to be satisfied with your purchase. If within 30 days after you receive your shipment you are not satisfied, you may return the item for refund or exchange. All exchanged or returned merchandise must be in original factory condition with no modifications or alterations. Returned merchandise must include all packaging materials, warranty cards, manuals, and accessories. If the items being returned need to be repackaged there will be a re-packing charge. Re-pack the item in a sturdy box and include a copy of your invoice and complete the form on the back of the invoice. You must ship orders back **PRE-PAID. WE DO NOT ACCEPT COD SHIPMENTS.** All exchanges need to have reshipping charges included. Items that are returned after 30 days are subject to 15% restocking charges. All fiberglass returned will have 15% restocking charge. No returns on electrical parts, video tapes, and books. Absolutely no returns on special order or close out merchandise.

## **FREE CATALOGS**

Speedway Motors offers FREE catalogs for Race, Street, Sprint and Midget, Sport Compact and Pedal Car Restoration.

Some items are not legal for sale or use in California on pollution controlled motor vehicles. These items are legal in California for racing vehicles only which may never be used upon a highway.

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