Kwik Wire Would Like To Thank You for Your Purchase

— Terms and Conditions of Your Purchase —

Buyer’s sole and exclusive remedy and Saint Wire & Cable Inc. sole and exclusive liability to buyer here under is limited to repair or replacement, at Kwik Wire option, of the product, sold hereby. Kwik Wire liability, whether based upon warranty, contract, tort or negligence, shall not in any case exceed the cost of correcting defects in the goods as herein provided. Saint Wire & Cable Inc. shall in no event be liable in contract or in tort (including negligence) for special indirect, incidental or consequential damages, such as, but not limited to, loss of property damage, or any other damage, cost or expenses which might be claimed as the result of the use or failure of repair or replacement as above described.

— Return Policy —

To insure the highest quality products, we must ask that you order only what you need. We do not accept harness returns that have been cut, stripped, crimped, soldered, partially installed, damaged or tampered with while in your possession. Claims for shortages and returns must be made within 30 days of purchase or shipping date. You will need to call Kwik Wire to obtain a return authorization number (RAN) on all returned goods.

Special orders are not returnable. No cash refunds. Items Returned for Credit subject to 20% handling plus repacking charges. This includes products purchased from the company at events. Shipping and handling charges are non refundable.

The need for returns could be eliminated with a phone call to Kwik Wire. Please call toll free 1-888-994-9913 or local 920-921-2637

Absolutely NO Returns after 30 Days
Delayed installations do not extend return privileges.

Absolutely NO RETURNS will be accepted at any event after the 30 day period has ended. Switches, Light bulbs, LED lights, special orders, and any item that was previously installed are not eligible for a refund.

Thanks Again!
• Please read the entire instruction manual before beginning installation. This will save you time on the phone.

• This manual is meant as a general guide to install our kits. You may need to refer to shop manuals, your local library, or the internet for vehicle specific wiring colors and functions.

• This manual applies to all standard and budget kits. Certain wires and connectors may not apply to your installation.

• Not all wires originate at the fuse panel. Several are placed loose within the harness such as #7 Dimmer and #19 Neutral Safety wires. Please refer to wire index pages.

• Please install whole harness before testing as all wires need to be hooked up before proper component operation.

• Disassembling of fuse panel voids your warranty.
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Proudly Designed, Engineered & Manufactured in the USA

All of our restoration harnesses are manufactured in the USA with components sourced from US suppliers. We strongly believe in the value of supporting and maintaining American jobs and firmly believe the quality of American made products can’t be matched. We have been providing restoration wiring with this mentality since 1991.

We have put together two harness options to fit your project and your wallet which are Budget and Standard. Our budget series is our basic harness with the same quality and workmanship as standard line but do not include some parts or features including: Coil Kill Switch, Stainless Steel Fuse Cover, Tumbled Aluminum Base Plate, Speaker Wire, and Maxi Fuse.

Please inspect your harness upon purchase to be sure you have received all of the supporting components that are intended to come with the kit you purchased. Below is a list of components that are included with your wire harness.

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>6” Jumper Red #34 Wire (1)</td>
</tr>
<tr>
<td>2</td>
<td>Late Model Column Plug—F (1)</td>
</tr>
<tr>
<td>3</td>
<td>Alternator connector (1)</td>
</tr>
<tr>
<td>4</td>
<td>Splices 10-12 (2) 14-16 (8)</td>
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<td>5</td>
<td>Ring Terminals (4)</td>
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<td>6</td>
<td>Early Model Column Plug -F (1)</td>
</tr>
<tr>
<td>7</td>
<td>Zip Ties</td>
</tr>
<tr>
<td>8</td>
<td>Push-on Terminals (4) sets</td>
</tr>
<tr>
<td>9</td>
<td>Instruction Manual (1)</td>
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<tr>
<td>10</td>
<td>Ignition Switch Connector (1)</td>
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<td>11</td>
<td>Ignition Switch Connector (1)</td>
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<tr>
<td>12</td>
<td>1” Firewall Grommet (1)</td>
</tr>
<tr>
<td>13</td>
<td>Grommets (2)</td>
</tr>
<tr>
<td>14</td>
<td>Dimmer Switch Connector (1)</td>
</tr>
<tr>
<td>A</td>
<td>1/4” Terminals (12)</td>
</tr>
<tr>
<td>B</td>
<td>Headlight Plug (2) Terminals (6)</td>
</tr>
<tr>
<td>C</td>
<td>50A MaxiFuse/Conn. (1) TTerm (2)</td>
</tr>
<tr>
<td>D</td>
<td>Column Plug Terminals—F (11)</td>
</tr>
</tbody>
</table>
Ford Kit Parts Included

1. 6" Jumper Red #34 Wire
2. Alternate Connector (1)
3. Splices 10-12 (2) 14-16 (6)
4. Ring Terminals (4)
5. Early Model Column Plug - F (1)
6. Zip Ties

8. Push On Terminals (4) Sets
10. 1" Firewall Grommet (1)
11. Small Grommets (2)
12. Dimmer Switch Connector (1)
13. Early Model Column Plug - M (1)
14. 1/4" Terminals (12)
15. Headlight Plugs (2) Terminals (6)
16. 50A Maxi Fuse /Conn (1) Terminals (2)
17. Column Plug Terminals—F (11)
18. Column Plug Terminals—M (11)

Budget Kit Parts Included

1. 6" Jumper Red #34 Wire (1)
2. Alternate Connector (1)
3. Splices 10-12 (2) 14-16 (6)
4. Ring Terminals (4)
5. Early Model Column Plug - F (1)
6. Zip Ties

8. Push On Terminals (4) Sets
10. Ignition Switch Connector (1)
11. Ignition Switch Connector (1)
12. 1" Firewall Grommet (1)
13. Small Grommets (2)
14. Dimmer Switch Connector (1)
15. Mounting Spacers (4)
16. Mounting Bolts (4) Nuts (4)
17. Fusible Link
18. 1/4" Terminals (12)
19. Headlight Plugs (2) Terminals (6)
20. Column Plug Terminals—F (11)
— Step by Step Instructions to Wire Your Car —

**First Disconnect Battery**
- Read the instruction book and look at all diagrams before starting installation.
- This instruction book is used for all Kwik Wire harnesses.
- Some wire in the instruction book may not apply to your kit.
- Check your kit to make sure everything is included.
- Lay the harness out on the floor.
- Plan the path to which way your wires will be routed.
- Only remove the ties holding the bundles together.
- Leave all labels on until you have completely installed your kit.
- Kwik Wire kits have been designed to mount according to the instructions found on Page 9. Not following this procedure may result in wires that do not reach the desired destination.

**YOU MUST SUPPLY ALL GROUND WIRES / STRAPS**

Grounding kits and straps are available at Kwik Wire.

All Fiberglass Body projects should require a grounding kit.

3 Ground Straps Minimum Required for proper grounding
1. Battery to Frame
2. Engine to Cowl/Body
3. Engine to Frame

4 GA. ALTERNATOR TO STARTER JUMPER REQUIRED FOR HIGH OUTPUT ALTERNATOR

— Testing —

Test for any problems that may occur upon installation completion with a 10 amp or small battery charger to ensure safety.

Proceed with installation of your Kwik Wire Universal Street Rod Wiring Harness only after you have read and understand all of the above steps and guidelines.
Mounting Fuse Panel

Kits are designed for driver side mounting to firewall as shown below.

*Alternate mounting locations could be passenger side, glove box, or under a seat but the wire lengths will be too short or too long in certain areas. All wire is available for sale per foot for extensions.

**Standard Harness**
Fasten mounting plate using hardware (not included) of your choice to mount snugly to firewall as shown above.

**Budget Harness**
Use included 4 bolts, nuts, and spacers (Part #’s 16 & 17) to attach snugly to a fabricated mounting plate that you will attach to the fire wall as shown above. Be careful not to pinch any wires between spacers and firewall while tightening bolts.

*Fuse panel pictured is our standard kit*
Factory wiring diagrams are available for an extra cost and are in color and laminated. Order via KwikWire.com for correct year, make, and model selection.

- 11" x 17" $30
- 18" x 24" $40

Note: The diagrams are year, make, and model specific and are used for your vehicle wire identification and Kwik Wire cross referencing purposes. They do not include Kwik Wire specific information of which is already included in this manual.
Motor Group

#14 White 16 Ga. (Alternator Exciter)
Originates from the fuse panel and connects to the alternator.

"4 GAUGE JUMPER REQUIRED FROM STARTER SOLENOID BATTERY POST TO ALTERNATOR BATTERY POST (NOT INCLUDED IN KIT)"

#16 Red 10 Ga. (Starter Battery Lug)
Originates from the fuse panel and connects to the starter battery lug.

**50A Maxi Fuse (Standard Kits Only)
Budg. kits have fusible link Part 17 Part C

#16 Red 10 Ga. (Starter Battery Lug)

Battery Cable to Battery

#19 Purple 12 Ga. (Neutral Safety Switch)
1) #19 purple originates from the ignition switch and connects to the neutral safety switch (cut wire here).
2) Remaining length of #19 purple runs from other side of neutral safety switch and connects to the start lug on the starter. See Motor Group Wiring Diagram on page 12.

# 56 Green 18 Ga. (Back-Up lights) and # 58 Lt Green 18 Ga. (Back-Up Light Switch Power) will often be integrated as 2 of 4 terminals on a Neutral Safety Switch (I.E. Fords)

#20 Pink 14 Ga. (+ Side of Coil or HEI)
Originates from the fuse panel and connects to the positive side of the coil.
"When HEI distributor is used the ignition resistor is not used and the #20 + side of coil is connected to the distributor B+. Not normally used."

Fuel Injection systems will use # 20 since it is HOT in RUN and START positions.

**Switch on the side of the fuse panel will shut off power to the coil**

#21 Green 18 Ga. (Temperature Sender)
Originates from the temp gauge and connects to the temperature sending unit.

#22 Light Blue 18 Ga. (Oil Pressure Sender)
Originates from the oil gauge and connects to the oil pressure sending unit.

#23 Purple 18 Ga. (Tachometer)
Originates from the tachometer gauge and connects to negative side of the coil.

#54 Red 18 Ga. (Electric Choke)
Originates from the fuse panel and connects to the positive side of the electric choke.

**Included in 20 and 22 Circuit Kits Only**

#2 Black 14 Ga. (A/C Compressor)
Originates from the heater fan switch battery negative and connects to the A/C compressor.
Motor Group Wiring Diagram

*Fuse panel pictured is our standard kit

AMMETER GAUGE:
Cut #16 Starter Battery Lug (Red)—From fuse panel to length to run to ammeter gauge and use remaining wire to continue circuit from gauge to starter.

4 GAUGE JUMPER TO BATTERY LUG ON STARTER SOLOENOID (NOT INCLUDED)

● = Splice

4 GAUGE JUMPER TO BATTERY LUG ON STARTER SOLOENOID (NOT INCLUDED)

4 GA. ALTERNATOR TO STARTER JUMPER REQUIRED FOR HIGH OUTPUT ALTERNATOR
G.M. Charging Systems

4 GA CABLE FROM ST. SOL. (NOT INCLUDED)

— Generator Charging System —

14 Ga.

— External Voltage Regulator —

Wire # 14 Alt. Exciter (White)

4 GA CABLE FROM ST. SOL. (NOT INCLUDED)

— CS-130 Alternator —

Wire # 14 Alternator Exciter (White) → Resistor 75Ω 3W → 4 GA CABLE FROM ST. SOL. (NOT INCLUDED)

NOTE:
CANNOT BE ON THE SAME CIRCUIT WITH THE COIL OR THE ALTERNATOR WILL BACKFEED POWER TO THE COIL CAUSING THE ENGINE TO NOT SHUT OFF.

4 GA. ALTERNATOR TO STARTER JUMPER REQUIRED FOR HIGH OUTPUT ALTERNATOR

CS-130D Alternator — 2 Splice Option

Wire # 14 Alternator Exciter (White)

= Resistor 75Ω 3W

= Splice

KwikWire.com
CS-130D Alternator—3 Splice Option

*Alternator Plug Not Included

Plug Wire (Pink)

Wire # 14 Alternator Exciter (White)

Plug Wire (Brown)

Solid Line = Resistor (75Ω) 3W

Gray Line = Splice

4 GA CABLE FROM ST. SOL. (NOT INCLUDED)

Note: Wire #14 Alt. Exciter (White) NOT USED

— 1 Wire Alternator —

4 GA. ALTERNATOR TO STARTER JUMPER REQUIRED FOR HIGH OUTPUT ALTERNATOR

Diode

4 GA CABLE FROM ST. SOL. (NOT INCLUDED)

Wire # 14 Alt. Exciter (White)

— 10 -SL Alternator —

Solid Line = Resistor (75Ω 3W)

Please Note: Some foreign or inexpensively made alternators may not have diodes in them and will cause ignition/starting issues.
Ford Charging System

External Voltage Regulator

Generator Charging System

3G Alternator - Internal Voltage Regulator
**Ignition Group**

### #31 Pink 14 Ga. (Ignition Coil)
Originates from the fuse panel and connects to the ignition switch terminal marked "IGN."

### #32 Brown 12 Ga. (Ignition Accessory)
Originates from the fuse panel and connects to the ignition switch terminal marked "ACC" - (22 Circuit Only).

### #33 Orange 12 Ga. (Ignition Accessory)
Originates from the fuse panel and connects to the ignition switch terminal marked "ACC."

### #34 Red 12 Ga. (Ignition Power)
Originates from the fuse panel and connects to the ignition switch terminal marked "BAT."

### #19 Purple 12 Ga. (Neutral Safety Switch)
Originates from the ignition switch "ST" and connects to the neutral safety switch. Use extra wire for connection of neutral safety to starter.

---

**Dash Mounted Ignition Switch — KW Universal # 70702B**

**Neutral Safety Switch**

- **#19 Neutral Safety Switch (Purple)**
- **#33 Ign. Acc. (Orange)**
- **#32 Ign. Acc. / #32 is ONLY in 22 Kits**
- **#34 Ignition Power (Red)**
- **Fuse Panel**
- **Starter Solenoid**

---

**Key on the Column**

- **#34 wire must go to both terminal blocks ( Included in the bag of parts — 6" red wire)**

---

**KwikWire.com**
GM Truck Dash Mount Ignition Switch

Ford Dash Mount Ignition Switch

--- Mid 50's Ignition Switch ---
Ignition Group
— Dash Mounted Ignition Switches —

1955 to 1957 GM

NOTE:
In the original ’55 to ’57 vehicles the harness power went out to the ignition resistor and then returned back to the ignition switch for coil output. The jumper wire shown above replaces that circuit and is required to make the ignition switch function correctly. The stock ignition switches had a high failure rate and we recommend replacing the switch if any electrical issues arise.
HEI ON COIL CONNECTIONS

HEI on Coil

Tachometer

Fuse Panel

*Fuse panel pictured is our standard kit
— HEI Ignition Hook Up —

Hook # 20 (Pink-Coil) from Fuse Panel to Battery side of HEI

Hook # 23 (Purple-Tachometer) from negative side of the HEI Coil to Tachometer Gauge

Orange (To Distributor Plug)

Black (To Distributor Plug)

Brown (To Distributor Plug)

— MSD Ignition Hook Up —

Small (Red) Wire From MSD

Connect to #20 (Coil-Pink) From Fuse Panel

Purple from MSD to tachometer

Black from MSD to (-) side of Coil

Orange from MSD to (+) side of Coil

— Coil With Ballast Hook Up —

# 23 Tachometer Gauge (Purple)

***NOTE***
-Mount Maxi Fuse as close to the starter solenoid as possible
-Fusible Link hooks to starter solenoid

#20 Coil (Pink) From Fuse Panel

#16 Starter Battery Lug (Red) From Fuse panel

Batt. Cable From + Side of Batt. (Not Included)

#19 Neutral Safety (Purple) From Ignition

KwikWire.com
—Coil Without Ballast Hook Up—

Tachometer

Fuse Panel

—GM Starter Connections—

Battery Cables (Not Included)

From Neutral Safety/Ignition Switch

#19 Neutral Safety Switch (Purple)

To Ballast Resistor

Ballast Resistor Bypass (Not Provided)

—Ford Starter Solenoid—

Battery Cables (Not Included)

#19 Neutral Safety Switch (Purple)

To Ballast Resistor

Ballast Resistor Bypass (Not Provided)
Points Ignition

- Starter
- Wire #20 + Side of Coil/HEI (Pink)
- Battery Cable
- St. Sol.
- Wire #20 From Fuse Panel (Pink)
- Maxi Fuse
- Wire #16 Starter Batt. Lug (Red)
- Ballast Resistor

Note: The "I" terminal on the Starter solenoid may be an "R".

= Splice

Ignition with Duraspark II

- Starter Solenoid
- #20 + Side of Coil (Pink)
- #19 Neutral Safety Switch (Purple)
- Ignition Resistor
- Motorcroft Distributor
- DuraSpark Ignition Module
- Ignition Coil
- Green, Orange, Pink, Red, Purple, Blue

= Splice
**Mopar Ignition**

**Mopar Start and Run Version 1**
- Battery
- Neutral Safety Switch
- #58 Back-Up Lights Switch Power (Green)
- #19 Neutral Safety Switch (Purple)
- #16 Starter Battery Lug (Red)

**Mopar Start and Run Version 2**
- Battery
- Starter Relay
- #19 Neutral Safety/Ignition Switch (Purple)
- Diode
- #20 + Side of Coil or HEI (Pink)
- #23 Tachometer (Purple)
- #16 Starter Battery Lug (Red)
Ignition System

Push Start Ignition

<table>
<thead>
<tr>
<th>Wire</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>#19 Neutral Safety (Purple)</td>
<td>Hook to neutral safety switch (if you are not using a neutral safety switch hook directly to start side of the starter)</td>
</tr>
<tr>
<td>#31 Ignition Coil (Pink)</td>
<td>From Fuse Panel</td>
</tr>
<tr>
<td>#32 Ignition Coil (Pink)</td>
<td>#33 Ignition Acc. (Orange) #32 is also in 24 Kits Ign. Acc. (Brown)</td>
</tr>
<tr>
<td>#34 From Fuse Panel (Red)</td>
<td></td>
</tr>
</tbody>
</table>

KwikWire.com
**Headlight Group H-1**

**# 27 Brown 16 Ga. (Front Parking Lights)**
Originates from the headlight switch and connects to the parking lights.

**# 26 Light Blue 16 Ga. (Front Left Turn Signal)**
Originates from the turn signal plug (Position H) and connects to the front left turn signal light.

**# 25 Blue 16 Ga. (Front Right Turn Signal)**
Originates from the turn signal plug (Position J) and connects to the front right turn signal light.

**# 24 Green 14 Ga. (Horn)**
Originates from the horn relay on the fuse panel and connects to the horn speaker.
*(Relay is built into the fuse panel on all budget and standard harnesses)* *(Refer to page 27 for horn detail)*

**# 9 Tan 14 Ga. (Low Beam)**
Originates from the dimmer switch and connects to the left and right low beam headlights.

**# 8 Light Green 14 Ga. (High Beam)**
Originates from the dimmer switch and connects to the left and right high beam headlights.

**# 1 Gray 14 Ga. (Electric Cooling Fan)**
Originates from the accessory switch group and connects to the fan power wire.

---

**Headlight Plug Wiring (Rear View)**

Part **B**
2 Plugs 6 Terminals

---

**4 Headlight Configuration**
Requires only jumping **#8 High Beam Light (Lt. Green) Wire and Ground on Left & Right Plugs**
Horn Wiring

FUSE PANEL

HORN RELAY BOTTOM VIEW
(FLIPPED 180° AWAY FROM PANEL)

#24 HORN (GREEN)

NOTE
When horn button is pressed it completes the grounding circuit for the RELAY GROUND HORN (#53) WIRE which trips relay and sounds horn via fused wire HORN (#24)

#63 RELAY GROUND FOR HORN (BLACK)

Part 6

Part 15

Ford Horn Tip
You will have 2 horn wires coming from your horn button but only 1 harness horn wire is included in kit. Install a post in for the horn wire on the harness to one of the horn wires to the button, run a ground wire from a ground screw under the dash to a post to connect to the other horn wire coming from the button to complete the ground.

*Fuse panel pictured is our standard kit

MALE COLUMN CONNECTOR (EXISTING ON CAR FOR GM COLUMNS. PART 15 INCLUDED IN FORD PARTS BAG ONLY

KwikWire.com
Electric Fan

# 1 Gray 14 Ga. (Electric Cooling Fan)
Originates from the fan switch or relay and connects to the electric fan.
(This wire is located in the Accessory group switches)
Relay is built into the system on Standard 14, 20, and 22 circuit harnesses only.
Connect wire #1 electric fan to power lead on fan.

# 6 Gray 14 Ga. (Cooling Fan Switch Power) - WIRE IS IN BUDGET KITS ONLY
Originates from the fuse panel and powers the trigger wire on the electric fan relay
(This wire is located in the Accessory switches group Battery Positive)
Relay is built into the system on Standard harnesses only this wire is connected in the fuse panel from the factory.

# 62 Black 14 Ga. (Relay Ground or Thermostat)
Relay is built into the system on 14, 20, and 22 circuit STANDARD harnesses only.
Connect this wire to a toggle switch for manual operation or connect to the thermostat switch.

**Electric Fan Relay Kit can be purchased for 8 circuit as an add on:**
Kwik Wire Pre-wired Relay Kit Part # 2078
Kwik Wire Relay Kit Part # 6060
Kwik Wire Thermostat Switch Part # 2079
Kwik Wire Adjustable Thermostat switch Part # 50801

--- Electric Fan Relay ---

## Diagram:
- Relay
- #6 Gray (Cooling Fan Switch Power) to 12V Fused Battery or Ignition Power
- Toggle Switch
- Hook # 1 Gray Wire (Electric Cooling Fan) to power lead on electric fan
- Electric Fan
- = Splice

KwikWire.com
**Dome Light**

**# 45 White 16 Ga. (Dome Light Power)**
Originates from the fuse panel and hooks to the positive side of all interior lighting. Run a ground wire on the negative side of all interior lighting to all door jam switches as well as the headlight switch.

**All door jam switches and headlight switch must be grounded**

**#45 Wire Not Used in Ford D1 and D2 Style switch**

---

**GM Dome**

- Ground from dome light connects to the dome light terminal on the headlight switch.
- **# 45 White (Dome Light)** Originates from the fuse panel and connects to the positive side of the dome light
- **Ground From Dome Light**
- **Blue** = Wire not included in kit
- **Splice**

---

**Ford Dome**

- **D1 Headlight Pin**
- **D2 Headlight Pin**
- **#45 wire not used with this setup**
- **Light**
- **Door Jam Switch**
- **KwikWire.com**
Accessory Group & Battery Positive  
— Accessory Switch Group —

# 2 Black 14 Ga. (A/C Compressor)
Connect to thermostat switch power.

# 1 Gray 14 Ga. (Electric Cooling Fan)
Originates from the relay or switch and connects to electric fan power lead.

— Accessory Group Battery Positive —

# 3 Tan 14 Ga. (Cigarette Lighter Power)
Originates from the fuse panel and connects to cigarette lighter battery positive terminal on the back of the lighter. This circuit is included in 20 and 22 circuit harnesses only.

# 4 Black 14 Ga. (A/C—Heat Switch Power)
Originates from the fuse panel and connects to the heater fan switch battery positive.

# 5 Blue 16 Ga. (Wiper Switch Power)
Originates from the fuse panel and connects to windshield wiper switch battery terminal.

GM Wiper
KW — 99002 Wiper Switch

KW — 9991 Wiper Motor

On - Off Switch (Not Included)
Fuse (1 – 2A) Or Circuit Breaker (Not Included)
12V Battery
Ford Wiper Switch

WIPER MOTOR SWITCH

- RED
- BLACK
- GREEN

WIPER MOTOR

#5 WIPER SWITCH POWER (BLUE)

Chrysler Wiper Switch

Wire #5 Wiper (Blue)
Instrument Group

# 35 Red 16 Ga. (Power for Gauges)
Originates from the fuse panel and connects to the positive side of each gauge.

# 30 Red 14 Ga. (Power for Gauge Lights)
Originates from the headlight switch and connects to the positive side of all dash lights.

# 21 Green 18 Ga. (Temperature Sender)
Originates from the temp gauge and connects to the temperature sending unit.

# 22 Light Blue 18 Ga. (Oil Pressure Sender)
Originates from the oil gauge and connects to the oil pressure sending unit.

# 23 Purple 18 Ga. (Tachometer)
Originates from the tachometer gauge and connects to the negative side of the coil.

# 53 Black 18 Ga. (Relay Ground for Horn)
Originates from the relay on fuse panel and connects through column plug position “G”
to the horn button surround (Do not ground at another location. See page 27 for details)

# 36 Green 18 Ga. (High Beam Indicator)
Originates from the High Beam wire # 8 and connects to the high beam indicator light.

# 37 Light Blue 18 Ga. (Left Turn Indicator)
Originates from the Column Group and connects to the left turn indicator light on the
dash.

# 38 Blue 18 Ga. (Right Turn Indicator)
Originates from the Column Group and connects to the right turn indicator light on the
dash.

# 39 Pink 16 Ga. (Fuel Sending Unit)
Originates from the fuel sender and connects to the fuel gauge “S” terminal.

“Be sure to ground all gauges to a clean ground**

Instrument Group Wiring Diagram on Page 34
Instrument Group Wiring Diagram

- **#7 DIMMER (BLUE)**
- **#17 BRAKE SWITCH POWER (ORANGE)**
- **#18 Brake Switch to Turn Switch (White) - Wires to column terminal P**
- **#19 SPARE 12V**
- **#20 SPARE 12V**
- **#21 TEMPERATURE SENSOR (LIGHT GREEN)**
- **#22 OIL SENSOR (LIGHT BLUE)**
- **#23 TACHOMETER (PURPLE)**
- **#24 HORN POWER (GREEN)**
- **#25 HEADLIGHT SWITCH POWER (RED)**
- **#26 FUSE PANEL**
- **#27 PARKING LIGHTS (BROWN)**
- **#28 HEADLIGHT SWITCH (RED)**
- **#29 TAIL LIGHTS (BROWN)**
- **#30 GAUGE LIGHTS (RED)**
- **#31 LIGHTS (RED)**
- **#32 LIGHTS (RED)**
- **#33 LIGHTS (RED)**
- **#34 LIGHTS (RED)**
- **#35 POWER FOR GAUGES (RED)**

Additional Notes:

- G stands for Gauge Ground (Not included in kit)
- *Fuse panel pictured is our standard kit
- If using original 6 Volt gauges in a 12 Volt system, a voltage reducer must be used in line with #35 for each gauge.
G.M. Column/Turn Signal Group

# 53 Black 18 Ga. (Relay Ground for Horn)
Originates from the horn relay located on the fuse panel and connects to the “G” terminal on the GM turn signal plug.
(Horn button is self grounded through column. Only attach #53 to horn button) (Refer to page 27 for horn detail)

# 52 Purple 14 Ga. (Turn Signal Flasher)
Originates from the turn flasher located on the fuse panel and connects to the “L” terminal on the GM turn signal plug.

# 51 Brown 14 Ga. (Emergency Flasher)
Originates from the turn flasher located on the fuse panel and connects to the “K” terminal on the GM turn signal plug.

# 49 Yellow 14 Ga. (Left Rear Turn Signal)
Originates from the “M” terminal of the GM turn signal plug and connects to the left rear turn signal.

# 48 Light Green 14 Ga. (Right Rear Turn Signal)
Originates from the “N” terminal of the GM turn signal plug and connects to the right rear turn signal.

**WHEN INSTALLING LED LIGHTS YOU NEED TO INSTALL AN ELECTRONIC LED FLASHER OR 1 LOAD RESISTOR WITH #48 AND 1 WITH #49 WIRE FOR PROPER FLASHING. ONE WIRE GETS SPLICED IN LINE AND THE OTHER GETS GROUNDED**

LOAD RESISTOR KIT—PART SKU-115 SOLD SEPARATELY (2 RESISTORS INCLUDED IN KIT)
ELECTRONIC LED FLASHER—PART SKU-12ANL

# 26 Light Blue 16 Ga. (Front Left Turn Signal)
Originates from the “H” terminal of the GM turn signal plug and connects to the left front turn signal.

# 25 Blue 16 Ga. (Front Right Turn Signal)
Originates from the “J” terminal of the GM turn signal plug and connects to the right front turn signal.

# 18 White 14 Ga. (Brake Switch to Turn Switch)
Originates from the brake switch and connects to the turn signal switch terminal “P” and is main power for column.

---

Factory wiring diagrams are available for an extra cost and come in color and are laminated. Order via Kwik-Wire.com for correct year, make, and model selection.

11” x 17” $30
18” x 24” $40
**Ford Column/Turn Signal Group**

# 53 Black 18 Ga. (Relay Ground for Horn)
Originate from the horn relay located on the fuse panel and connects to the “G” terminal on the GM turn signal plug. (Horn button is self grounded through column. Only attach #53 to horn button) (Refer to page 26 for horn detail)

# 52 Purple 14 Ga. (Turn Signal Flasher)
Originate from the turn flasher located on the fuse panel and connects to the “L” terminal on the GM turn signal plug.

# 51 Brown 14 Ga. (Emergency Flasher)
Originate from the turn flasher located on the fuse panel and connects to the “K” terminal on the GM turn signal plug.

# 49 Yellow 14 Ga. (Left Rear Turn Signal)
Originate from the “M” terminal of the GM turn signal plug and connects to the left rear turn signal.

# 48 Light Green 14 Ga. (Right Rear Turn Signal)
Originate from the “N” terminal of the GM turn signal plug and connects to the right rear turn signal.

**WHEN INSTALLING LED LIGHTS YOU NEED TO INSTALL AN ELECTRONIC LED FLASHER OR 1 LOAD RESISTOR WITH #48 AND 1 WITH #49 WIRE FOR PROPER FLASHING. ONE WIRE GETS SPLICED IN LINE AND THE OTHER GETS GROUNDED**

LOAD RESISTOR KIT—PART SKU-115 SOLD SEPARATELY (2 RESISTORS INCLUDED IN KIT)

ELECTRONIC LED FLASHER—PART SKU-12ANL

# 26 Light Blue 16 Ga. (Front Left Turn Signal)
Originate from the “H” terminal of the GM turn signal plug and connects to the left front turn signal.

# 25 Blue 16 Ga. (Front Right Turn Signal)
Originate from the “J” terminal of the GM turn signal plug and connects to the right front turn signal.

# 18 White 14 Ga. (Brake Switch to Turn Switch)
Originate from the brake switch and connects to the turn signal switch terminal “P” and is main column power.

***You must cut terminals from existing column and use included mating GM plugs and terminals.***

![Diagram of Ford Column/Turn Signal Group](image)

**70-75 Ford Column/Turn Signal Group**

<table>
<thead>
<tr>
<th>Color Combination</th>
<th>Description</th>
<th>Color Combination</th>
<th>Description</th>
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<tbody>
<tr>
<td>White/Blue</td>
<td>Right Front Turn</td>
<td>Black/Green</td>
<td>Ignition Accessory</td>
</tr>
<tr>
<td>White/Red</td>
<td>Emergency Flasher</td>
<td>Black</td>
<td>Ignition Coil</td>
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<td>Green/White</td>
<td>Left Front Turn</td>
<td>Brown/Purple</td>
<td>Starter</td>
</tr>
<tr>
<td>Green/Orange</td>
<td>Left Rear Turn</td>
<td>Yellow</td>
<td>Ignition Power</td>
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<td>Orange/Blue</td>
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<tr>
<td>Green</td>
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<td></td>
</tr>
<tr>
<td>Blue</td>
<td>Power for turn signals</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**See Pg 37 for additional Ford Column Connections.**

**Cross-referenced For General Purposes Only**
Full factory wiring diagrams are available for an extra cost and come in color and are laminated. Order via KwikWire.com for correct year, make, and model selection.

<table>
<thead>
<tr>
<th>Size</th>
<th>Price</th>
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<tbody>
<tr>
<td>11” x 17”</td>
<td>$30</td>
</tr>
<tr>
<td>18” x 24”</td>
<td>$40</td>
</tr>
</tbody>
</table>
Ford Turn Signal Plugs

With Hazards

*Only connect # 30 wire if using a column mounted gear indicator.

Without Hazards

KWkWIRE.COM
Chrysler Column/Turn Signal Group

# 53 Black 18 Ga. (Relay Ground for Horn)
Originates from the horn relay located on the fuse panel and connects to the “G” terminal on the GM turn signal plug. (Horn button is self grounded through column. Only attach #53 to horn button) (Refer to page 27 for horn detail)

# 52 Purple 14 Ga. (Turn Signal Flasher)
Originates from the turn flasher located on the fuse panel and connects to the “L” terminal on the GM turn signal plug.

# 51 Brown 14 Ga. (Emergency Flasher)
Originates from the turn flasher located on the fuse panel and connects to the “K” terminal on the GM turn signal plug.

# 49 Yellow 14 Ga. (Left Rear Turn Signal)
Originates from the “M” terminal of the GM turn signal plug and connects to the left rear turn signal.

# 48 Light Green 14 Ga. (Right Rear Turn Signal)
Originates from the “N” terminal of the GM turn signal plug and connects to the right rear turn signal.

** WHEN INSTALLING LED LIGHTS YOU NEED TO INSTALL AN ELECTRONIC LED FLASHER OR 1 LOAD RESISTOR WITH #48 AND 1 WITH #49 WIRE FOR PROPER FLASHING. ONE WIRE GETS SPLICED IN LINE AND THE OTHER GETS GROUNDED**

LOAD RESISTOR KIT – PART SKU-115 SOLD SEPARATELY (2 RESISTORS INCLUDED IN KIT)

ELECTRONIC LED FLASHER – PART SKU-12ANL

# 26 Light Blue 16 Ga. (Front Left Turn Signal)
Originates from the “H” terminal of the GM turn signal plug and connects to the left front turn signal.

# 25 Blue 16 Ga. (Front Right Turn Signal)
Originates from the “J” terminal of the GM turn signal plug and connects to the right front turn signal.

# 18 White 14 Ga. (Brake Switch to Turn Switch)
Originates from the brake switch and connects to the turn signal switch terminal “P”.

Use connectors if aftermarket GM column is being used. Otherwise use another mating solution.

Tan
Right Front Turn

Pink
Emergency Flasher

Green
Left Front Turn

Green
Left Rear Turn

Brown
Right Rear Turn

White
Brake Light

Red
Power for turn signals

**Cross-referenced For General Purposes Only**

Full factory wiring diagrams are available for an extra cost and come in color and are laminated. Order via web for correct year, make, and model selection.

11” x 17” $30

18” x 24” $40

KwikWire.com
Turn Signal Connector Alignment

Late Model

From Column

Early Model

From Column

*Early connectors included in Ford Kits
After Market Turn Signal w/ Hazards
Kwik Wire Part # 6020

Note: # 51 Hazard Flashers (Brown Wire)
Please disregard the hazard flasher wire. Hazards will flash using turn signal wire. We recommend removing fuse, capping and tucking wire for potential future use.

● = Splice

KwikWire.com
After Market Turn Signal w/o Hazards
Kwik Wire Part # 6020G

#26 Front Left Turn Signal (Lt. Blue)
#49 Left Rear Turn Signal (Yellow)
#52 Turn Signal Flasher (Purple)
#48 Right Rear Turn Signal (Green)
#18 Brake Switch to Turn Switch (White)

Note: # 51 Hazard Flashers (Brown Wire)
Is not needed with this switch since it does not support hazard flashers.

= Splice
After Market Turn Signal Options (Continued)

#18 Brake Switch to Turn Switch (White)
#26 Front Left Turn Signal (Lt. Blue)
#52 Turn Signal Flasher (Purple)

Underside of Switch

#48 Right Rear Turn Signal (Green)
#49 Left Rear Turn Signal (Yellow)
#25 Front Right Turn Signal (Blue)

Toggle Turn Signal Switch w/o Harness KW# 6022

Toggle Turn Signal Switch w/ Harness KW# 6021
Headlight Switches

Early Style GM
KW Part # 70701 & 70701A

Late Style GM

*To have parking lights remain on when headlights are switched
#27 and #29 will need to be Connected to same terminal

1947 to 1957
KW Part# KW475901

If installing HID headlights we HIGHLY recommend relaying to prevent headlight switch burnout.

2 light kit - Part #74

Wire Functions and connections for headlight switches are listed on page
Ford

- B - Battery Feed
- R - Tail Lamps
- I - Dash Indicators
- P - Front Park Lamps
- H - Headlights (Dimmer)
- A - Brake Switch Feed

Kit — Red #28 Ford — Black/Orange
Kit — Brown #29 Ford — Black
Kit — Red #30 Ford — Blue/Red
Kit — Brown #27 Ford — Black/Yellow
Kit — Blue #7 Ford — Red/Yellow
Kit — Not Used Ford — Green/Red

No kit wires are supplied for D1 and D2 connections. Please refer to page 29 for wiring Ford dome lights with this switch.

DO NOT USE #45 for this switch since the headlight switch gives power

Mopar

To have park lamps function as factory (parking lights turn off when headlights are on) hook the #27 wire to the "P" Terminal

#30 Red 14 Ga. (Power for Gauge Lights)
Originates from the headlight switch and connects to the dash lights. Jump wires from light to light.

#29 Brown 14 Ga. (Tail Lights)
Originates from the headlight switch to the rear tail lights.

#28 Red 12 Ga. (Headlight Switch Power)
Originates from the fuse panel and connects to the battery post on headlight switch.

#27 Brown 16 Ga. (Front Parking Lights)
Originates from the headlight switch and connects to the front parking lights.

#7 Blue 12 Ga. (Dimmer Switch)
Originates from the headlight switch and connects to the floor mounted or column dimmer switch.

*To have parking lights remain on when headlights are switched #27 and #29 will need to be
Connected to same terminal

Note: See page 29 for dome light diagram.
Toggle/Rocker Headlight Switches

Non-Lighted SPST Switch

Lighted SPST Switch

*All unmarked wires should be 14 Ga.

\(\bullet\) = Splice
Dimmer Switch

# 7 Blue 12 Ga (Dimmer Switch) Originates from the headlight switch and connects to the dimmer switch.
# 8 Lt Green 14 Ga (High Beam) Originates from the dimmer switch and connects to the high beam headlights.
# 9 Tan 14 Ga (Low Beam) Originates from the dimmer switch and connects to the low beam headlights.

Dimmer Switch KW P/N 70705

GM Column Mounted

Dimmer switch connectors not included for Ford and Chrysler style switches

KwikWire.com
Radio Group

# 40 Red 18 Ga. (Radio Constant)
Originates from the fuse panel and connects to the radio memory wire.

# 41 Red 18 Ga. (Radio Ignition)
Originates from the fuse panel and connects to the radio ignition hot wire.

# 42 Purple 18 Ga. (Power Antenna Signal) - 22 Circuit Harnesses Only
Originates from the radio group and connects to signal wire on your power antenna.

# 43 Red 18 Ga. (Power Antenna) - 22 Circuit Harnesses Only
Originates from fuse panel and connects to 12 volt power wire on your power antenna.

Clear +/- 16 Ga. Speaker Wire (No Print)
Originates from the radio group and connects to the rear speaker. *Budget harnesses do not include speaker wire.*
Cruise Control / Back-up / Accessories

**20 and 22 Circuit Kwik Wire Harness ONLY**

# 57 Pink 18 Ga. (Cruise Control Power)
Originates from the fuse panel and connects to the cruise control power wire.

**Included in all kits**

# 56 Green 18 Ga. (Back-up Lights)
Originates from the back up light switch and connects to the back up lights.

**14, 20, and 22 Circuit Kwik Wire Harness ONLY**

# 58 Light Green 18 Ga. (Back-up Light Switch Power)
Originates from the fuse panel and connects to the back up light switch power wire.

**20 and 22 Circuit Kwik Wire Harness ONLY**
— Power Door D-1 Group —

# 10 Yellow 14 Ga. (Right Door Lock)
Originates from fuse panel and connects to power wire on right power door locks.

# 11 Yellow 12 Ga. (Right Power Window)
Originates from fuse panel and connects to power wire on right power window switch.

**20 and 22 Circuit Kwik Wire Harness ONLY**
— Power Door D-2 Group —

# 12 Yellow 14 Ga. (Left Door Lock)
Originates from the fuse panel and connects to the power wire on the left power door locks.

# 13 Yellow 12 Ga. (Left Power Window)
Originates from the fuse panel and connects to power wire on the left power window switch.

**22 Circuit Kwik Wire Harness ONLY**
— Accessories—

#60 Orange 14 Ga. (Extra Constant Hot)
Originates from the fuse panel and connects to the power wire on desired component.

#61 Blue 14 Ga. (Extra Constant Hot)
Originates from the fuse panel and connects to the power wire on desired component.
**Brake Switch**

**Hydraulic Brake Switch**

- **#17 Brake Switch Power (Orange)**
  - From Fuse Panel

- **#18 Brake Switch to Turn Switch (White)**
  - Originates at the brake switch and connects to the turn signal switch (Position “P” on GM Plug). *This wire is main power for column.*

**Push Button Stop Switch**

- **#17 Brake Switch Power (Orange)**
  - From Fuse Panel

- **#18 Brake Switch to Turn Switch (White)**
  - Originates at the brake switch and connects to the turn signal switch (Position “P” on GM Plug). *This wire is main power for column.*

**# 17 Orange 14 Ga. (Brake Switch Power)**
Connect to battery side of brake switch.

**# 18 White 14 Ga. (Brake Switch to Turn Switch)**
Originates from the brake light switch and hook to turn signal switch. *This wire is main power for column.*
Tail Lights

#29 Brown 14 Ga. (Tail Light)
Originates from the headlight switch and connects to the tail lights and also the license plate light.

#48 Green 14 Ga. (Right Rear Turn Signal)
Originates from the turn signal switch and connects to the right rear turn lamp.

#49 Yellow 14 Ga. (Left Rear Turn Signal)
Originates from the turn signal switch and connects to the left rear turn lamp.

**WHEN INSTALLING LED LIGHTS YOU NEED TO INSTALL AN ELECTRONIC LED FLASHER OR 1 LOAD RESISTOR WITH #48 AND 1 WITH #49 WIRE FOR PROPER FLASHING. ONE WIRE GETS SPLICED IN LINE AND THE OTHER GETS GROUNDED**

**THIS CONNECTION WILL TAKE CARE OF FLASHING FRONT AND BACK LIGHTS**

**Note:** On most applications, the brake lights and turn signal wires are the same filament. In this situation you only need to hook up wires #48 & #49 the brake lights will work through the turn signal switch on the column.

#55 Orange 18 Ga. (Third Brake Light)
Originates from the brake light wire #18 and connects to the third brake light **ONLY.**
If not installing third brake light cap and tie up wire. (Wire not pictured below)

#56 Green 18 Ga. (Back up Lights)
Originates from the back up light switch and connects to the rear back up lights.

**Make sure fuel tank and all lights are grounded to a good clean ground**
Tail Group

# 39 Pink 16 Ga. (Fuel Sending Unit)
Originates from the fuel sender and connects to the fuel gauge “S” terminal.

# 47 Yellow 14 Ga. (Electric Fuel Pump Power)
Originates from the fuse panel and connects to the fuel pump.
***8 Circuit Harness has fuel pump relay installed***
Otherwise you may need to relay the fuel pump. Check the fuel pump instructions.

# 42 Purple 18 Ga. (Power Antenna Signal) (22 Circuit Kits Only) (See page 47)
Originates from the Radio Group and connects to the power antenna signal wire.

# 43 Red 18 Ga. (Power Antenna) (22 Circuit Kits Only) (See page 47)
Originates from the fuse panel and connects to the power antenna power wire.

# 46 Green 16 Ga. (Trunk Light Power)
Originates from the fuse panel and connects to the positive side of the trunk light.

— Fuel Pump Relay —

— Fuel Sending Unit —

KwikWire.com
# Fuse Charts

## 22 Circuit Harness

<table>
<thead>
<tr>
<th>Function</th>
<th>Amp Fuse</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hazard</td>
<td>25</td>
</tr>
<tr>
<td>Horn</td>
<td>20</td>
</tr>
<tr>
<td>Dome / Trunk Light</td>
<td>10</td>
</tr>
<tr>
<td>Cigarette Lighter</td>
<td>20</td>
</tr>
<tr>
<td>Fuel</td>
<td>15</td>
</tr>
<tr>
<td>Wiper / Electric Choke</td>
<td>15</td>
</tr>
<tr>
<td>Gauges</td>
<td>10</td>
</tr>
<tr>
<td>Electric Fan</td>
<td>25</td>
</tr>
<tr>
<td>Power Windows</td>
<td>30</td>
</tr>
<tr>
<td>Stop</td>
<td>20</td>
</tr>
<tr>
<td>Power Door Locks</td>
<td>20</td>
</tr>
<tr>
<td>Back-Up / Cruise</td>
<td>20</td>
</tr>
<tr>
<td>Headlights</td>
<td>25</td>
</tr>
<tr>
<td>Accessory</td>
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<td>Radio Const./Pwr. Ant.</td>
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<tr>
<td>Accessory</td>
<td>20</td>
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<tr>
<td>A/C Heat</td>
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<tr>
<td>Radio Ignition</td>
<td>10</td>
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<tr>
<td>Turn</td>
<td>15</td>
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<tr>
<td>Coil</td>
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## 14 Circuit Harness

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<th>Amp Fuse</th>
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<tbody>
<tr>
<td>Stop/ Radio Constant</td>
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<tr>
<td>Horn</td>
<td>20</td>
</tr>
<tr>
<td>Headlights</td>
<td>25</td>
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<tr>
<td>Dome/Hazard</td>
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<tr>
<td>Fuel Pump</td>
<td>15</td>
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<tr>
<td>Radio Ignition</td>
<td>10</td>
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<td>Gauges</td>
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<tr>
<td>Coil</td>
<td>30</td>
</tr>
<tr>
<td>Electric Fan</td>
<td>25</td>
</tr>
<tr>
<td>Wiper / Back-up</td>
<td>15</td>
</tr>
<tr>
<td>A/C Heat</td>
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<tr>
<td>Turn Signal</td>
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</table>

## 8 Circuit Harness

<table>
<thead>
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</tr>
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<tbody>
<tr>
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<tr>
<td>Radio Ignition</td>
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<tr>
<td>Gauges</td>
<td>10</td>
</tr>
<tr>
<td>Fuel Pump/Back-up</td>
<td>15</td>
</tr>
<tr>
<td>Hazard</td>
<td>25</td>
</tr>
<tr>
<td>Headlights</td>
<td>25</td>
</tr>
<tr>
<td>Stop / Horn</td>
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## 20 Circuit Harness

<table>
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<td>Dome/Trunk</td>
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<td>Cig Lighter</td>
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<td>Fuel Pump</td>
<td>25</td>
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<td>Wipers/Elec. Choke</td>
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<tr>
<td>Back-Up/Cruise</td>
<td>20</td>
</tr>
<tr>
<td>Electric Fan</td>
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<tr>
<td>Power Windows</td>
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</tr>
<tr>
<td>Stop/ Radio Const.</td>
<td>20</td>
</tr>
<tr>
<td>Power Door Locks</td>
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<tr>
<td>Headlights</td>
<td>25</td>
</tr>
<tr>
<td>A/C Heat</td>
<td>30</td>
</tr>
<tr>
<td>Radio Ign / Gauges</td>
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</tr>
<tr>
<td>Turn Signal</td>
<td>15</td>
</tr>
<tr>
<td>Coil</td>
<td>30</td>
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</tbody>
</table>

*Only Use Recommended Fuses*

Note: This Instruction book will cover all Kwik Wire harnesses. Not all wires listed in the instruction book will be in your harness depending on size fuse panel you purchased.
<table>
<thead>
<tr>
<th>#</th>
<th>Label</th>
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<tr>
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<td>Constant Hot Wire</td>
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<td>Ignition Hot Wire</td>
<td>Yellow</td>
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<td>X</td>
<td>X</td>
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<td>Left Door Lock</td>
<td>Constant Hot Wire</td>
<td>Yellow</td>
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<td></td>
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<tr>
<td>13</td>
<td>Left Power Window</td>
<td>Ignition Hot Wire</td>
<td>Yellow</td>
<td>12</td>
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<td>X</td>
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<tr>
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### Accessory Group Switches

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### Constant Hot

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### Headlight Group H-2

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### Brake Switch Group

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### Accessory Group B+

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<td>#58</td>
<td>Back-up Light Switch Power</td>
<td>Green</td>
<td>18 Ga</td>
</tr>
</tbody>
</table>
### Radio Group

<table>
<thead>
<tr>
<th>#</th>
<th>Description</th>
<th>Color</th>
<th>Ga</th>
</tr>
</thead>
<tbody>
<tr>
<td>#40</td>
<td>Radio Constant</td>
<td>Red</td>
<td>18</td>
</tr>
<tr>
<td>#41</td>
<td>Radio Ignition</td>
<td>Red</td>
<td>18</td>
</tr>
<tr>
<td>#42</td>
<td>Power Antenna Signal</td>
<td>Purple</td>
<td>18</td>
</tr>
<tr>
<td>N/A</td>
<td>Speaker Wire</td>
<td>Clear</td>
<td>16</td>
</tr>
<tr>
<td>N/A</td>
<td>Speaker Wire</td>
<td>Clear</td>
<td>16</td>
</tr>
</tbody>
</table>

### Power Door D - 1

<table>
<thead>
<tr>
<th>#</th>
<th>Description</th>
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<th>Ga</th>
</tr>
</thead>
<tbody>
<tr>
<td>#10</td>
<td>Right Door Lock</td>
<td>Yellow</td>
<td>14</td>
</tr>
<tr>
<td>#11</td>
<td>Right Power Window</td>
<td>Yellow</td>
<td>12</td>
</tr>
</tbody>
</table>

### Power Door D - 2

<table>
<thead>
<tr>
<th>#</th>
<th>Description</th>
<th>Color</th>
<th>Ga</th>
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</thead>
<tbody>
<tr>
<td>#12</td>
<td>Left Door Lock</td>
<td>Yellow</td>
<td>14</td>
</tr>
<tr>
<td>#13</td>
<td>Left Power Window</td>
<td>Yellow</td>
<td>12</td>
</tr>
</tbody>
</table>

### Motor Group

<table>
<thead>
<tr>
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<th>Description</th>
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<th>Ga</th>
</tr>
</thead>
<tbody>
<tr>
<td>#2</td>
<td>A/C Compressor</td>
<td>Black</td>
<td>14</td>
</tr>
<tr>
<td>#14</td>
<td>Alternator Exciter</td>
<td>White</td>
<td>16</td>
</tr>
<tr>
<td>#16</td>
<td>Starter Battery Lug</td>
<td>Red</td>
<td>10</td>
</tr>
<tr>
<td>#19</td>
<td>Neutral Safety Switch</td>
<td>Purple</td>
<td>12</td>
</tr>
<tr>
<td>#20</td>
<td>Positive Side of Coil or HEI</td>
<td>Pink</td>
<td>14</td>
</tr>
<tr>
<td>#21</td>
<td>Temperature Sender</td>
<td>Green</td>
<td>18</td>
</tr>
<tr>
<td>#22</td>
<td>Oil Pressure Sender</td>
<td>Light Blue</td>
<td>18</td>
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</table>

### Headlight Group H-1

<table>
<thead>
<tr>
<th>#</th>
<th>Description</th>
<th>Color</th>
<th>Ga</th>
</tr>
</thead>
<tbody>
<tr>
<td>#1</td>
<td>Electric Cooling Fan</td>
<td>Gray</td>
<td>14</td>
</tr>
<tr>
<td>#8</td>
<td>High Beam</td>
<td>Light Green</td>
<td>14</td>
</tr>
<tr>
<td>#9</td>
<td>Low Beam</td>
<td>Tan</td>
<td>14</td>
</tr>
<tr>
<td>#24</td>
<td>Horn</td>
<td>Green</td>
<td>14</td>
</tr>
<tr>
<td>#25</td>
<td>Front Right Turn Signal</td>
<td>Blue</td>
<td>16</td>
</tr>
<tr>
<td>#26</td>
<td>Front Left Turn Signal</td>
<td>Light Blue</td>
<td>16</td>
</tr>
<tr>
<td>#27</td>
<td>Front Parking Lights</td>
<td>Brown</td>
<td>16</td>
</tr>
</tbody>
</table>
8 Circuit Standard

Coil Kill Switch

14 Circuit Standard

KwikWire.com
20 Circuit Standard

22 Circuit Standard
**Recommended Tools**

**Removal Tool - 56 Series**
This tool is useful in removing 56 (GM) series or any female tanged terminal from connectors. You can also use a precision flat blade screwdriver.

This tool is specialized and can be ordered through our website. Part # 7025.

**Removal Tool - Weather Pack**
This tool is useful in removing male and female weather pack terminals from connectors. It has a precise diameter so there is no easy substitute for it.

This tool is specialized and can be ordered through our website. Part # 7024.

**Wire Cutter/Stripper**
This tool is useful in cutting and stripping wire for typical gauges including 10, 12, 14, 16, 18, and 20 AWG.
This tool is not specialized and can be purchased from a local home center or hardware store. Our tool pictured is Part # 7030.

**All In One Multitool**
This tool is useful for cutting and stripping wire from 10 to 22 AWG. It can also crimp insulated and non-insulated terminals and butt splices. This tool is not specialized and can be purchased from a local home center or ordered through our website. Part # 7026.

**U-Barrel Crimper**
This tool is used to perform a "B" style crimp on wire and insulation. This is useful in crimping 56 series male and female terminal sizes 10 to 20 AWG. This tool is specialized and can be ordered through our website. Part # 7027.
**Weather Pack Crimper**
This tool is used to perform a “B” style crimp on wire and insulation/seals. This is useful in crimping weather pack male and female terminal sizes 10 to 20 AWG and ratchets. This tool is specialized and can be ordered through our website. Part # 10201.

**3M Crimper**
This tool is useful in crimping insulated and non-insulated terminals and butt splices. The crimping capacity is 10 to 22 AWG and is ratcheting.

This tool is specialized and can be ordered through our website. Part # 10200

**Hammer Crimping Tool**
This tool is useful in crimping battery cable lugs, rings, and splices and handles 8 to 4/0 AWG. This tool is specialized and can be ordered through our website. Part # 7029.

**Other Recommended Tools**
- Heat Gun
- Soldering Gun
- Testing Light
- Battery Tester
Terminal Removal

56 Series

Female

Insert removal tool Part # 7025 or a flat blade precision screwdriver into keyway above terminal. The terminal tang seen underneath to the right will be bent up. Gently remove.

Male

Insert removal tool # 7025 or a flat blade precision screwdriver into connector and push terminal tang (pointed out by bottom arrow) into itself. Gently remove terminal. These male terminals are a heavier gauge than the female and will require more force.

Weather Pack Terminals

Female and Male

Insert removal tool # 7024 into terminal housing over the terminal and in as far as possible to bend opposing tangs inward and remove terminal. You may have to push wire towards tool for easier removal.
Terminal Crimping

U-Barrel Crimping

Use diagram to the left to match wire gauge with correct lettered jaw opening to crimp terminal to COPPER portion of wire.

The terminal base rests on curved portion of jaw with prongs facing towards “B” shaped crimp jaw.

Crimp slowly and firmly and repeat with insulation portion of terminal. For insulation crimp start with larger opening and finish with smaller to avoid breaking terminal.

Crimp Cross Section

Completed

Be sure that no insulation is crimped and that wires are not protruding from crimp as to interfere with terminal connection.

We recommend protecting all crimps with shrink tube.
Wire Splicing

Uninsulated Butt Splice (See Kit Page 69)

The uninsulated butt splice is the most durable splicing method. Using this method you can ensure you have stripped and crimped the wire correctly. Another advantage to this method is that you can solder the connection and there is less chance for moisture retention unlike insulated. The most common sizes are 10-12, 14-16, and 18-22 AWG.

Crimping uses a square punch that sets wires into connector (see below). Place shrink tube (twice length of splice) on wire. Be sure bare wire reaches all the way into half of splice and that insulation butts up to edge of splice. Crimp wires on both sides of connector, solder, and then center shrink tube over connection and shrink.

Insulated Butt Splice

The insulated butt splice is another durable splicing method. This method has the advantage of being a splice and covering built into one application without needing an additional shrink tube covering. Some but splices include an end flange that you can shrink.

These splices are more difficult as you cannot see the wire after it has been inserted and you must be careful not to crimp the wire insulation. A way to determine wire strip length would be to halve the distance from center of terminal to the flange.

Other drawbacks of this method are that you cannot solder splice and moisture can enter. The most common sizes are 10-12(Yellow), 14-16(Blue), and 18-22(Red) AWG.
Wire Splicing

Twist and Solder Method

The twist and solder method involves no mechanical fasteners to connect wires. This connection is held together by overlapping, twisting, and soldering wire (see below).

This method has many advantages including no moisture penetration after installing shrink tube and having small cross section size which reduces snagging/crowding of other splices in tight areas.

BEGIN by wrapping wires in opposite directions.

Continue by wrapping wire ends close together to form a neat splice.

Solder connection.

DO NOT USE:

• Wire Nuts
  Wire nuts are engineered for solid core wire and non-mobile applications. In motion or during vibrations a wire nut can loosen and loose connection.

• Parallel Twist w/ Electrical Tape
  Will loosen from either temperature fluctuations, age, or may not be wrapped tight because of fingertip oil on tape surface.

• Scotch Locks
  This connection relies on an aluminum blade being poked through both wires and insulation using a pliers and then locking a plastic cap. This is meant for an emergency and only temporary repair.
Catalog

Headlight Switch Part # 70701

Headlight Switch Part # 70701A

Dimmer Switch Part # 70705

Ignition Switch Part # 70702 B

Wiper Switch Part # 99002

Battery Disconnect Part # 1003

Turn Signal Switch Part # 6020

Fuel Injection Kits Now Available.
GM
MOPAR
FORD
And MORE
Please contact us for more info.

HEI Connector Power & Tach Part # 450

Mechanical Stop Switch Part # 70704

Halogen Relay Kit Part #1100

12V Power/USB Outlet Part # 675CB

30A Relay Kit Part # 2078

Dash Harness
**Magnetic Cable Tie - Part # 62411**
- Magnet pull strength 16 lbs
- Standard cable tie slot
- Will rotate 360°

**Magnetic Cable Holder**

**1” - Part # 62421**
- Magnet pull strength 26 lbs
- Wires can be easily added and removed
- Will rotate 360°

**3/4” - Part # 62419**
- Magnet pull strength 16 lbs
- Wires can be easily added and removed
- Will rotate 360°

**1/2” - Part # 62409**
- Magnet Pull Strength 16 lbs
- Wires can be easily added and removed
- Will rotate 360°

**Magnetic Cable Holder - Part # 62423**
- Pull strength 24 lbs
- Wires can be easily added and removed
- 1” X 7/16” base
- Will rotate 360°
- Designed for curved surface mounting

**Magnetic Plate - Part # 96702**
- Pull strength 26lbs
- Holes allow for glued and sewn attachment.
- 2” L X 1.2” W X 1/4” H
- Great for headliner installation
Tools

56 Series Removal Tool
Removes most GM terminals from the connector
Part # 7022

Weather Pack Removal Tool
Removes all weather pack terminals from the connector
Part # 7024

3M Ratcheting Crimper
Crimps
10 - 22 Gauge Wire
Part # 10200

Weather Pack Ratcheting Crimper
Crimps
16 - 12 Gauge Wire
Part # 10201

All In One Crimper
Crimps, Strips, and Cuts
10 - 22 Gauge Wire
Part # 7026

U-barrel Crimper
Crimps U-barrel terminals
14 - 24 Gauge Wire
Part # 7027

Precision Wire Strippers
10 - 20 Gauge Wire
Part # 7030
Connector and Terminal Kits

Standard Non-Insulated Butt Connectors Kit
Part # 177

50 Pcs-- 16-14 Ga.  3/16” and 1/4” Shrink Tube

Weather Pack Tray
1 Position 4 pcs
2 Position 4 pcs
3 Position 4 pcs
4 Position 4 pcs
6 Position 4 pcs
Male Terminals 75 pcs
Female Terminals 75 pcs
Green Seals 75 pcs
Gray Seals 75 pcs
Removal tool 1 pc
Part # 3019

56 Series Pack Tray
1 Position 4 pcs
2 Position 6 pcs
3 Position 4 pcs
4 Position 4 pcs
5 Position 4 pcs
6 Position 4 pcs
4 Sets HEI Connectors
1 Set Ignition GM Connectors
4 pcs of GM Alternator Connector
Male Terminals 95 pcs
Female Terminals 115 pcs
Removal tool 1 pc
Part # 3019-56
Wire Loom

Lightweight and durable, it maintains its flexibility for conforming to irregular shapes and bends during installation. The low-profile design is great for channeling and protecting wires that run under the carpet or in the headliner of automobiles.

**Wire Channel Loom**
1 3/4” self-wraprappable sleeve
Part # F6Z1.75BK

---

**Fabric Heatshrink Tubing**
Fabric heatshrink tubing, a unique mixture of polyolefin and polyester yarns, is the ideal way to form the only shrinkable fabric of its kind. The woven construction makes this product extremely flexible and resistant to trapping water, heat and humidity. Provides outstanding abrasion, chafing and cutthrough protection, even at high temperatures.

<table>
<thead>
<tr>
<th>Size</th>
<th>Part #</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/2”</td>
<td>H2F0.48BK</td>
</tr>
<tr>
<td>3/4”</td>
<td>H2F0.79BK</td>
</tr>
<tr>
<td>1 1/2”</td>
<td>H2F1.58BK</td>
</tr>
<tr>
<td>2 3/4”</td>
<td>H2F2.75BK</td>
</tr>
</tbody>
</table>

---

**Insultherm Loom** Available in a wide range of diameters. It cuts cleanly with scissors and installs easily over a variety of applications to either deflect or retain heat in environments up to 1,200°F.

<table>
<thead>
<tr>
<th>Size</th>
<th>Part #</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/4”</td>
<td>FGN0.25</td>
</tr>
<tr>
<td>3/8”</td>
<td>FGN0.38</td>
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<td>FGN0.50</td>
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<td>3/4”</td>
<td>FGN0.75</td>
</tr>
<tr>
<td>1”</td>
<td>FGN1.00</td>
</tr>
</tbody>
</table>

---

**Split Braided Loom**
Semi-rigid braided construction of this loom makes it the ideal solution for situations where ease of installation is of primary importance.

The lateral split allows the tube to open up to accommodate a wide variety of bundling requirements, and the semi-rigid braid configuration simply closes around the entire installation without the need for any additional fasteners (velcro, tape, etc.)

<table>
<thead>
<tr>
<th>Size</th>
<th>Part #</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/4”</td>
<td>SL14</td>
</tr>
<tr>
<td>3/8”</td>
<td>SL38</td>
</tr>
<tr>
<td>1/2”</td>
<td>SL12</td>
</tr>
<tr>
<td>3/4”</td>
<td>SL34</td>
</tr>
</tbody>
</table>
Polyolefin Heat Shrink Tubing 4 foot lengths

A high quality material which shrinks to 1/2 the expanded size. This material is vary stable and can be stored for extended periods without shrinking. Temperature rating of ~67°F to 275°F.

Without Sealant

<table>
<thead>
<tr>
<th>Size</th>
<th>Part #</th>
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</thead>
<tbody>
<tr>
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<tr>
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</tr>
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<td>3/8&quot;</td>
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<tr>
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<td>3/4&quot;</td>
<td>245</td>
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<tr>
<td>1&quot;</td>
<td>246</td>
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</table>

With Sealant

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<th>Part #</th>
</tr>
</thead>
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<tr>
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<td>248</td>
</tr>
<tr>
<td>1/2&quot;</td>
<td>249</td>
</tr>
<tr>
<td>3/4&quot;</td>
<td>250</td>
</tr>
</tbody>
</table>

Harness Registration Card or @ kwikwire.com/wire-harness-registration

Name/Company ____________________________________________

Address ________________________________________________

City_________ State_________ Zip_________

Phone ________________________________________________

Serial # ________________________________________________ (found on the back of fuse panel)

Don’t Forget to Complete Wire Harness Registration!

Kwik Wire
N4936 Hwy V
Fond Du Lac, WI 54937
Phone: 920-921-2637
Email: corey@kwikwire.com

Electrify Your Ride
2019 / 2020 Show Schedule

Run To The Sun Meet  
March 21-23/19-21  
Myrtle Beach , SC  
South End

Spring Carlisle  
April 24-28/22-26  
Carlisle, PA

Spring Jefferson Swap Meet  
April 26-28/24-26  
Jefferson, WI  
YJ 147-152 Yellow field

Fall Jefferson Swap Meet  
September 27-29/25-27  
Jefferson, WI  
YJ147-152 Yellow Field

GSX Tow & Custom Association  
Good Guys  
July 12 - 14/10-12  
Columbus, OH

Right Coast Nationals  
July 19-21/17 –19  
Syracuse, NY  
Center Progress Building

NSRA Street Rod Nationals  
August 1-4/2-5  
Louisville, KY  
Space 1219

Back To The 50’s  
June 21-23/19-21  
St Paul, MN  
Under The grandstand I4-5

Frog Follies  
August 23-25/21-23  
Evansville, IN  
Building A Front

Cajun Street Rod Nationals  
October 4-6/2-4  
Gonzales, LA

Cruizin The Coast  
October 10-12/8-10  
Biloxi, MS  
A101

Kwik Wire
Electrify Your Ride

Kwik Wire  
N4936 Hwy V  
Fond Du Lac, WI 54937