IMPORTANT!!! PLEASE READ INSTRUCTIONS CAREFULLY BEFORE ATTEMPTING TO INSTALL THIS HARNESS.

1966-67 T.I. HARNESS INSTALLATION INSTRUCTIONS

Originally, every car on the factory assembly line had a Dash Harness & Engine Harnesses installed for a non-transistor ignition (TI) application. If applicable, when the car reached a point on the assembly line where TI was to be installed, the existing Dash & Engine Harnesses were modified (refer to enclosed page from factory assembly manual).

To install your TI Harness and modify your Dash & Engine Harness, as done at the factory, follow the steps below. Your Transistor Ignition Harness has (1) connector that you must connect to your Dash Harness and (1) connector that you must connect to your Engine Harness. **DISCONNECT YOUR BATTERY FIRST!**

1. The WHITE wire with the side-fork terminal (part of the TI Harness) attaches to the POSITIVE post of your coil.
2. The BLACK wire with the side-fork terminal (part of the TI Harness) attaches to the NEGATIVE post of your coil.
3. The PINK & GRAY wires in the 2-position "T" syle connector (part of the TI Harness) connects to the wires from the distributor.
4. The WHITE wire with the plastic male connector (part of the TI Harness) must be connected to the PINK wire coming through the firewall (part of the Dash Harness). *NOTE: This wire would have been attached to the ballast resistor (on the firewall) of a non TI car.*
5. To accomplish the connection of the WHITE wire to the PINK wire, you must cut-off the existing terminal (Side-fork terminal used on 1966. Straight-fork terminal used on 1967) from the PINK wire.
6. Attach the terminal (pictured below) to the PINK wire (replacing the fork terminal that you just cut-off). Insert this new terminal into the plastic connector (pictured below).

7. You can now connect the WHITE wire (part of the TI Harness) to the PINK wire (part of the Dash Harness).

8. The PINK wire in the 1-position connector (part of the TI Harness), must be connected to the PINK wire (part of the Engine Harness). *Note: This wire would have been attached to the coil of a non-TI Ignition car.* ***IMPORTANT!!!*** *This connection to the coil incorporates (2) PINK wires going into 1 side-fork terminal . Wires will be identified later.)*
9. To accomplish the connection of the PINK wire (part of TI Harness) to the proper PINK wire (part of Engine Harness), you must cut-off the existing side-fork terminal from the (2) PINK wires (part of Engine Harness).
10. You will need to identify the PINK wire (part of the Engine Harness) that runs to the starter solenoid. Using a continuity tester, the PINK wire that establishes continuity with the starter solenoid is the proper wire that will be used. The other PINK wire should be rolled and taped to the trunk of the Engine Harness with black vinyl tape. The opposite end of this wire (that would have been attached to the ballast resistor of a non-TI Ignition car) can also be rolled and taped to the trunk of the engine harness.
11. Attach the terminal (pictured below) to the proper PINK wire (part of Engine Harness) Insert this new terminal into the plastic connector (pictured below).

12. You can now connect the PINK wire (part of the TI Harness) to the proper PINK wire (part of the Engine Harness).
13. If you have a ballast resistor you can remove it from the firewall.
14. Re-connect your battery.

CHEVROLET **ASSEMBLY INSTRUCTIONS**

3891772 CORVETTE 19000 SERIES

△ 20 9414192 SCREW

21 1115207 COIL (9)
1115263 RPO L71 & L36 / L88 (10)

22 2962793 CONNECTOR-L79
2977253 RPO L71, L88

23 2962544 TERMINAL

24 2973378 CONNECTOR-L79
2964828 RPO L71, L88

25 2965027 TERMINAL

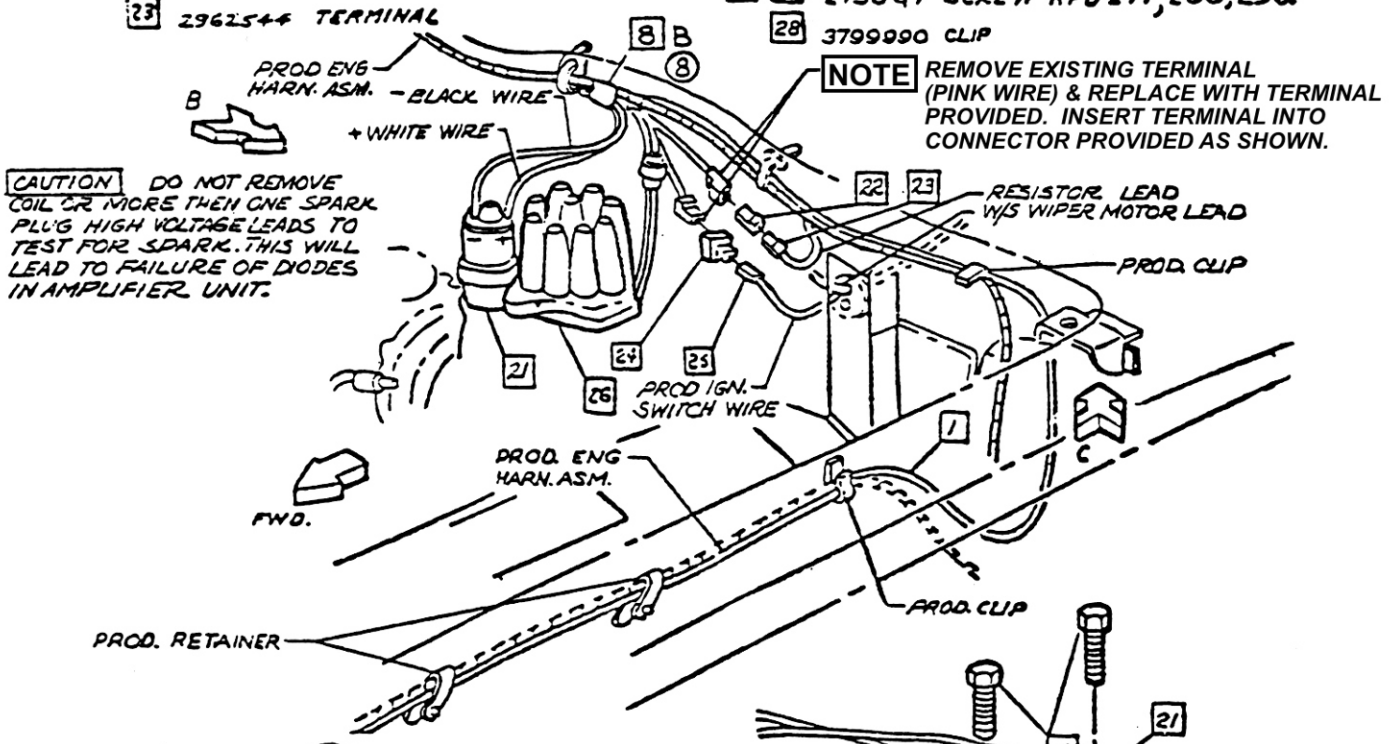
26 1111157 DISTRIBUTOR RPO L79
1111248 RPO L36

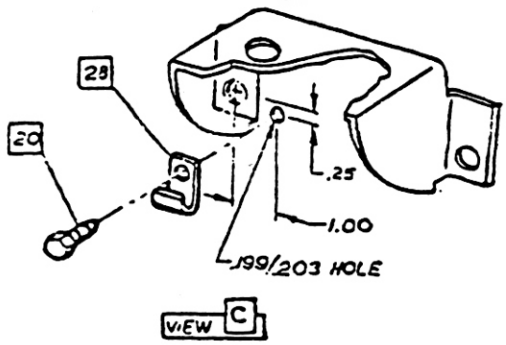
△5 27 273867 SCREW RPO L71, L88, L36.

28 3799990 CLIP

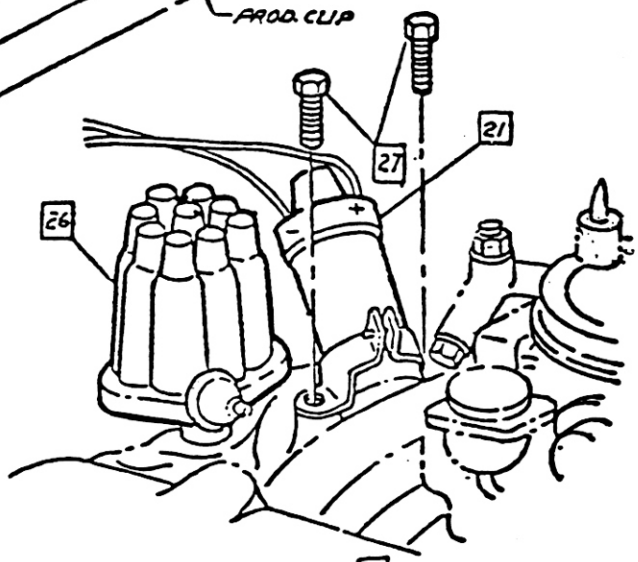
NOTE REMOVE EXISTING TERMINAL (PINK WIRE) & REPLACE WITH TERMINAL PROVIDED. INSERT TERMINAL INTO CONNECTOR PROVIDED AS SHOWN.

CAUTION DO NOT REMOVE COIL OR MORE THEN ONE SPARK PLUG HIGH VOLTAGE LEADS TO TEST FOR SPARK. THIS WILL LEAD TO FAILURE OF DIODES IN AMPLIFIER UNIT.





VIEW C



VIEW B L-71, L36, L88

△3 120-168 LBS. IN.
△4 25-35 LBS. IN.

CHEVROLET MOTOR DIVISION G.M.C.

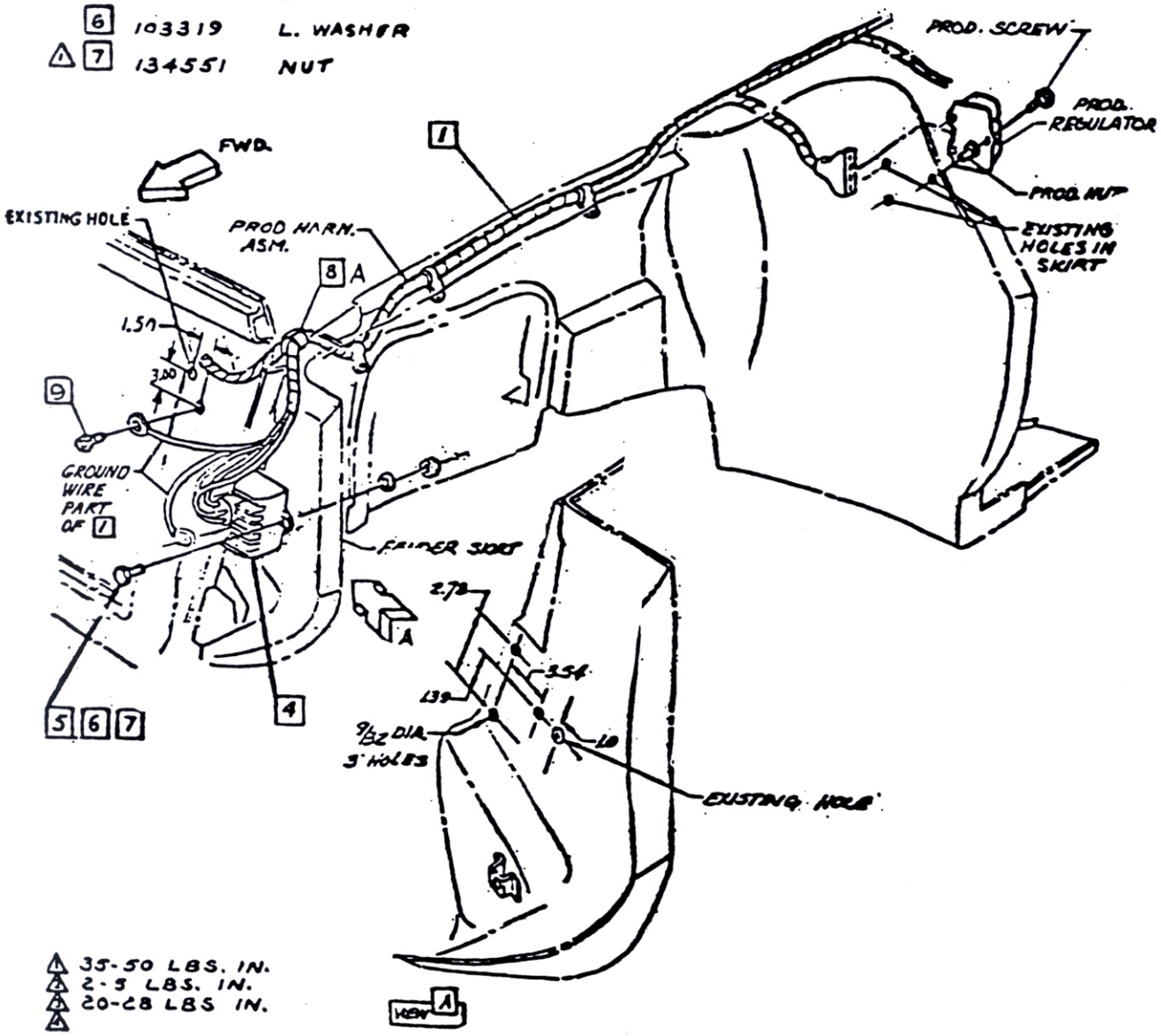
TITLE	UPC	DATE	SYM	REVISION RECORD	AUTH	DR	CK
TRANSISTOR IGNITION SYSTEM	K66	1-9-67	8	TAPE DWG RELOCATED	83647	RA	CI
		3-3-67	9	1115263 WAS 1115261 COIL	15962	RA	
			10	1115232 OPT. REMOVED			CI
MODEL 19000	REF. A2 A3						
DWG 5-19-66 J B REF: A3 L-78254 L-							
DATE REL. 6/1 C.I. L- L- L-							

VTR6667AX & VTR6667CK

CHEVROLET ASSEMBLY INSTRUCTIONS

3891772 CORVETTE 19000 SERIES

1	6299482	HARNESS ASM.	
2			
3			
4	1115005	AMPLIFIER	
5	121900	BOLT	
6	103319	L. WASHER	
△ 7	134551	NUT	
8	3724851	TAPE	A. 12 IN. B. 6 IN.
△ 9	3848320	SCREW ASM.	



△ 35-50 LBS. IN.
△△ 2-5 LBS. IN.
△△△ 20-28 LBS IN.

CHEVROLET MOTOR DIVISION, G.M.C.

TITLE: TRANSISTOR IGNITION SYSTEM

ADD: 19000

UPC: K66

REF. A3 A2

SHEET

DATE	SYM	REVISION RECORD	AUTH.	DR	CK
1-9-67	1	9423672 SCREW (2.5 LBS. IN.) REMOVED	—	JR	
	2	1116268 & 1119515 REG. REMOVED			CT

VTR6667AX & VTR6667CK