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

1968-71 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 Engine Harnesses was modified and a Transistor Ignition Extension Wire was added to the ignition switch connector on the Dash Harness (refer to enclosed page from factory assembly manual).

To install your TI Harness and modify your Engine Harness, as done at the factory, follow the steps below.
Your Transistor Ignition Harness has (1) connector that you must connect to your Transistor Ignition Extension Wire 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 Transistor Ignition Extension Wire). *NOTE: This extension wire was inserted into the ignition switch connector on the Dash Harness during installation of the TI system at the factory. This wire is a separate part and was never included as part of any other harness.*

5. The PINK wire in the 1-position connector (part of the TI Harness), must be connected to the YELLOW 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) 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 theYELLOW wire (part of Engine Harness), you must cut-off the existing side-fork terminal from the YELLOW & other wire (part of Engine Harness). The other wire should either be WHITE w/BLACK & RED stripes or BLACK.

10. You will need to identify the YELLOW wire (part of the Engine Harness) that runs to the starter solenoid. *NOTE: The YELLOW wire and/or the WHITE w/BLACK & RED stripe wires may be faded and unrecognizable.* Using a continuity tester, the YELLOW wire should establish continuity with the starter solenoid. This is the wire that will be used. The <u>other</u> wire should be rolled and taped to the trunk of the Engine Harness with black vinyl tape.

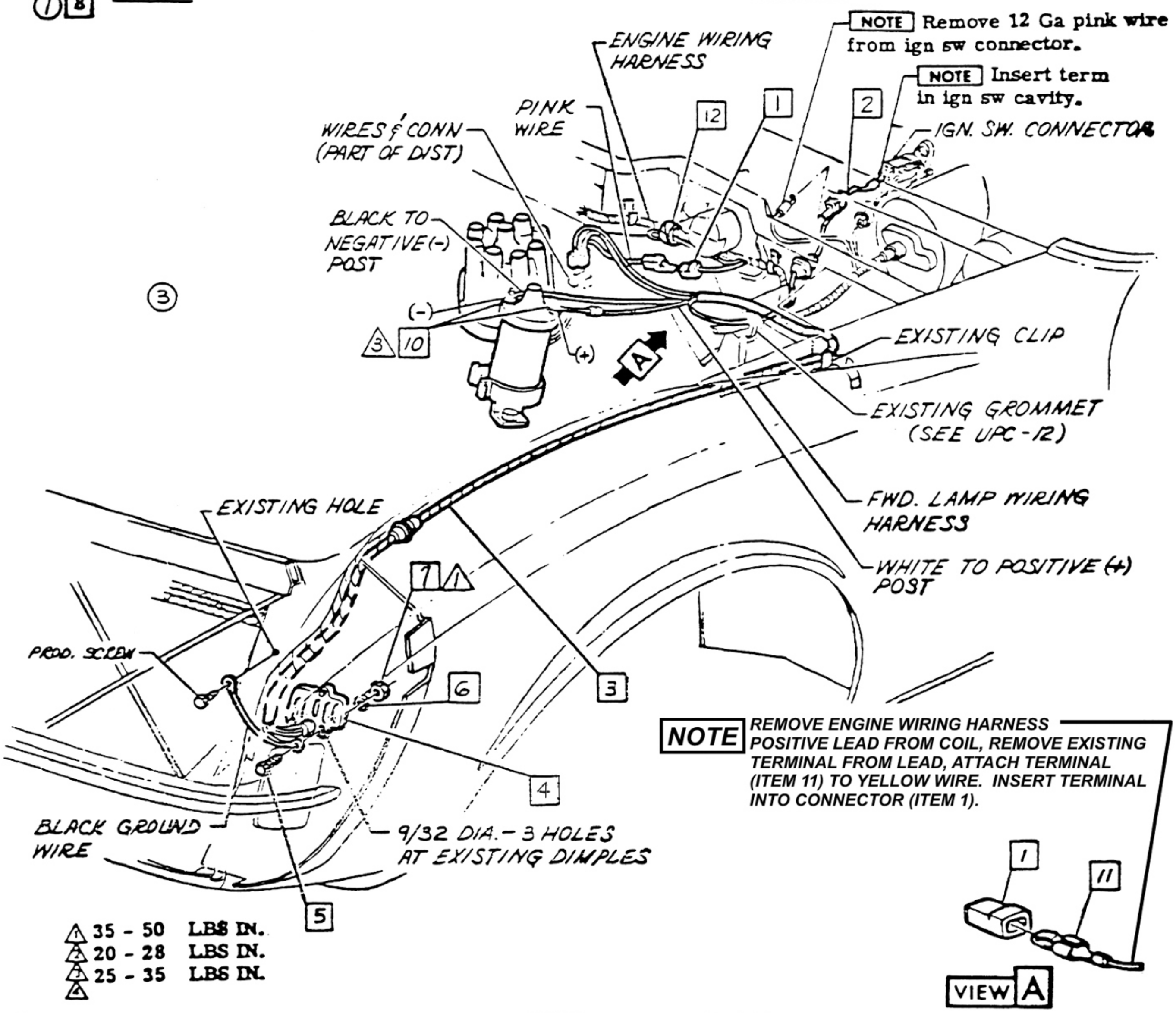
11. Attach the terminal (pictured below) to the YELLOW wire (part of Engine Harness). Insert this new terminal into the plastic connector (pictured below).

12. You can now connect the PINK wire (part of the TI Harness) to the YELLOW wire (part of the Engine Harness).

13. Re-connect your battery.

VTR6800AX1, VTR6971AX & VTR6871CK

1	2977253	CONNECTOR
2	6293398	WIRE ASM
3	6297596	HARNESS ASM
4	1115343	AMPLIFIER ASM
5	9419006	BOLT
6	103319	L. WASHER
7	9419912	NUT
(1) 8	———	
(2) 9		
10		NUT-POSITIVE (+) OR NEGATIVE (–) POST Loosen to allow terminal to be positioned between nut & clip.
11	2962572	TERMINAL
12	3747298	TAPE-5 INCHES A. Used to tape Red-White & Black positive coil wire to Engine Wiring Harness.



NOTE Remove 12 Ga pink wire from ign sw connector.
NOTE Insert term in ign sw cavity.
ENGINE WIRING HARNESS
PINK WIRE
WIRES & CONN (PART OF DIST)
IGN. SW. CONNECTOR
BLACK TO NEGATIVE (–) POST
(–)
(+)
3
10
A
EXISTING CLIP
EXISTING GROMMET (SEE UPC-12)
FWD. LAMP WIRING HARNESS
WHITE TO POSITIVE (+) POST
EXISTING HOLE
PROD. SCREW
BLACK GROUND WIRE
9/32 DIA. – 3 HOLES AT EXISTING DIMPLES
NOTE REMOVE ENGINE WIRING HARNESS POSITIVE LEAD FROM COIL, REMOVE EXISTING TERMINAL FROM LEAD, ATTACH TERMINAL (ITEM 11) TO YELLOW WIRE. INSERT TERMINAL INTO CONNECTOR (ITEM 1).
VIEW A

(1) 35 - 50 LBS IN.
(2) 20 - 28 LBS IN.
(3) 25 - 35 LBS IN.
(4)

• CHEVROLET MOTOR DIVISION, GMC •	UPC	DATE	SYM	REVISION RECORD	AUTH.	DR	CK
TITLE TRANSISTOR IGNITION SYSTEM-WIRING	K 66	6-19-68	1	3748320 ... (20-28 LBS IN) RMVD	5960		
MOD 19000	A3	10-4-68	2	1350657 GROMMET RMVD	—	EC	
DWG 5-14 WO REF: A3 L- L-	SHEET		3	VIEW B RMVD			C1
DATE REL 6-10 GALP + L- L- L-							