

BLUEWIRE AUTOMOTIVE

GM HOLDEN 21 CIRCUIT WIRE HARNESS

INSTRUCTIONS

Please Read Instructions Completely Before Starting Your Installation



Part No: BWAHGM21C

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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 GM Holden 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 GM Holden. 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** GM vehicle and you may need to modify them for your application.

Also, whenever using aftermarket or speciality equipment, always use the diagrams provided with that equipment.

This **WORKBOOK** is designed for both our labelled and color-coded harnesses. Whenever a specific wire is referred to, it will be displayed with its label and colour. If a diagram shows only a colour 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 loom 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. If your ignition plug is different then the one provided, refer to step 5 for more details. plug 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 drivers 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 do's 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 drivers 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**.

Remember when connecting the **10 gauge SOLENOID PWR=RED** wire to use the **FUSIBLE LINK** wire provided in the 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 Holden **STEERING COLUMN** that has a column mounted ignition switch. If you are using that type of column, plug the black and white plugs into the ignition switch. There are two types of GM Holden white steering column ignition plugs, (1. Bosh) & (2. Lucas) if the white plug supplied does not match the pin on your steering column it is best you keep your original ignition white plug and remove the pins out of the plug supplied and refit in your original white plug.

The dimmer switch plug will fit a floor mounted dimmer or GM Holden 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 Holden 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 the colours 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 drivers 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.

FRONT SECTION—

USE THE FRONT SECTION DIAGRAM FOR THE FOLLOWING CONNECTIONS:

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

RIGHT FRONT SIGNAL - DARK 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 - LIGHT 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 - LIGHT GREEN Connect this wire to the headlight high beam on both headlights.

HORN - DARK 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. (one wire alternators do not use wire)

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

OIL SENDING - LIGHT 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. (if no electric choke, do not use wire)

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

STARTER MOTOR SWITCH - THICK 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 fusible 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 - LIGHT BLUE Connect this wire to "S" terminal on the oil pressure gauge.

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

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

RIGHT SIGNAL IND - DARK 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 - THIN 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 - DARK BLUE Connect to wiper motor power wire.

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 Holden turn signal switches. The 3-7/8" long connector was used on GM Holden 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.

HORN SWITCH - LT. GREEN	G	Horn button ground to the horn trigger relay.
LEFT FRONT SIGNAL - LT. BLUE LEFT SIGNAL IND – DR. BLUE	H H	Feeds the high filament of the bulb on the left turn signal lamp and the dash indicator lamp.
RIGHT FRONT SIGNAL – BLUE RIGHT SIGNAL IND - DR BLUE	J J	Feeds the high filament of the bulb on right turn signal lamp and the dash indicator lamp.
HAZARD - BROWN	K	Four way hazard power feed.
TURN FLASHER - PURPLE	L	Turn signal power feed from flasher relay.
LEFT REAR TURN – YELLOW	M	Feeds the left rear turn signal and brake lamp high filament bulb.
RIGHT REAR TURN – GREEN	N	Feeds the right rear turn signal and brake lamp high filament bulb.
BRAKE SWITCH – WHITE THIRD BRAKE LIGHT - ORANGE	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 - LIGHT GREEN From headlight high beam connect to dimmer switch .

HIGH BEAM IND - LIGHT 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 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.

LEFT REAR TURN – YELLOW 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.

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.

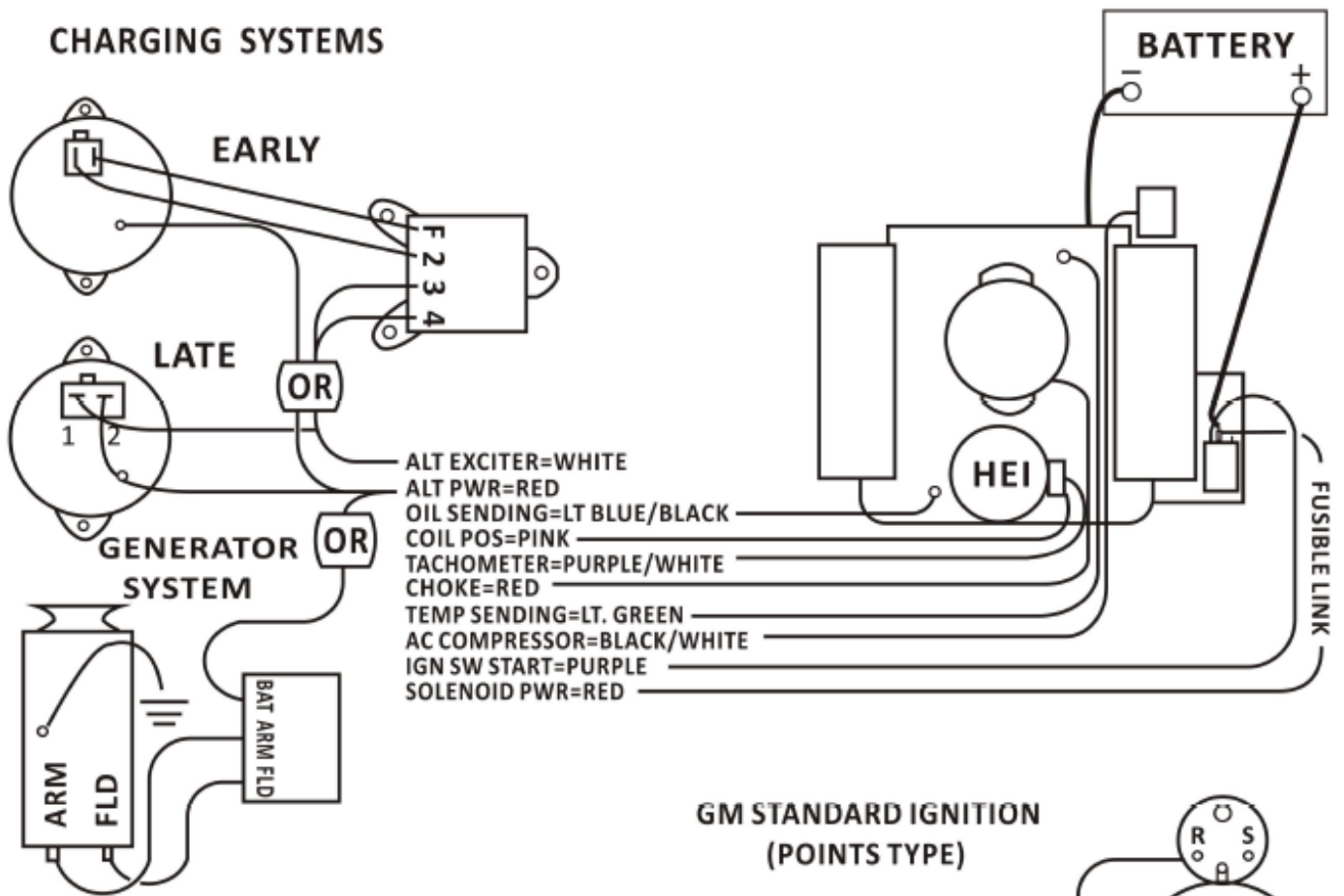
Don't forget to do the **WORKSHEET**. It will save you a lot of time.

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.

GM HOLDEN ENGINE DIAGRAMS

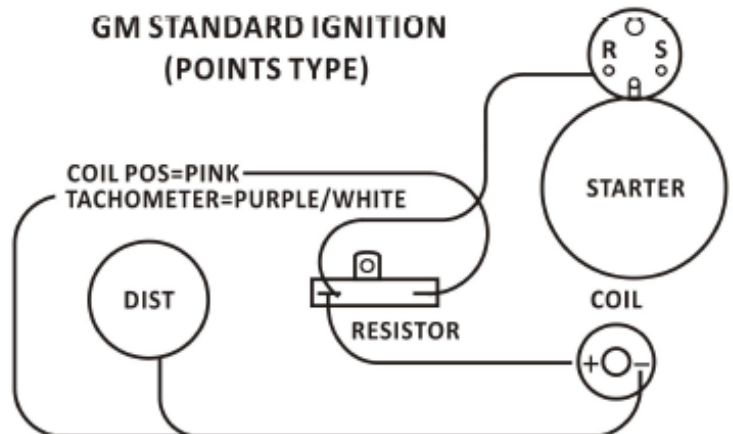
CHARGING SYSTEMS



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 EXCITER=WHITE WIRE IN THE HARNESS IN CASE YOU NEED IT LATER.

GM STANDARD IGNITION (POINTS TYPE)



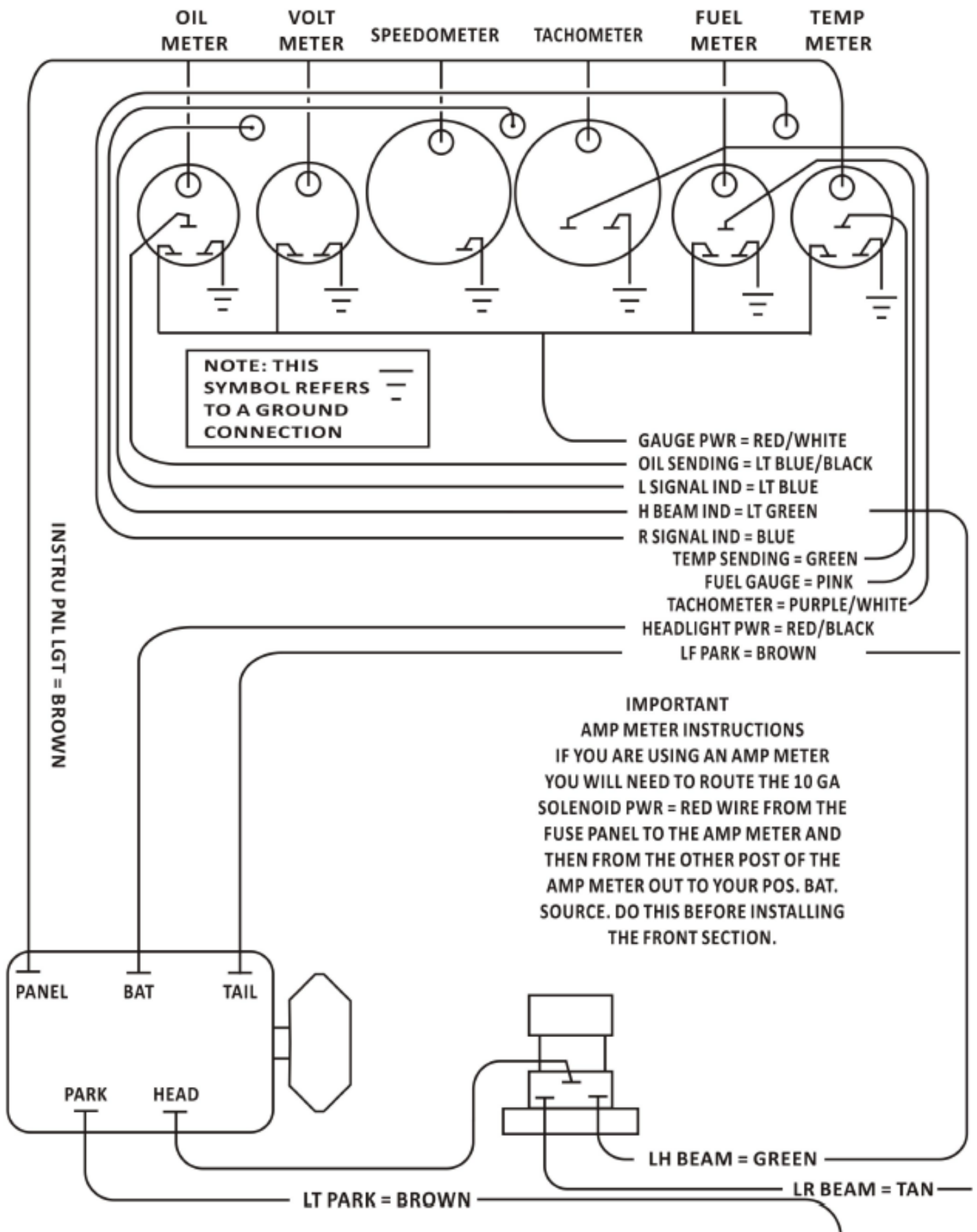
GM TURN SIGNAL CONNECTIONS

YOUR TURN SIGNAL WIRES ARE TERMINATED FOR THE CONNECTORS THAT FIT GM COLUMNS. MEASURE THE PLUG ON YOUR COLUMN. IF IT IS 3 7/8" USE THE FLAT CONNECTOR IN YOUR KIT. IF IT IS 4 1/4" USE THE CONNECTOR WITH THE FLAP.

WIRE	CODE	GM COLOR
HORN SW=LT GREEN	G	BLACK
LF SIGNAL=LT BLUE	H	LT BLUE
FR SIGNAL=BLUE	J	BLUE
HAZARD=DK BROWN	K	BROWN
TURN FLASHER=PURPLE	L	PURPLE
LR TURN=YELLOW	M	YELLOW
RR TURN=GREEN	N	GREEN
BRAKE SWITCH=WHITE	P	WHITE

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. MOPAR RUNS THE BY-PASS WIRE FROM THE STARTER RELAY TERMINALS IGN.

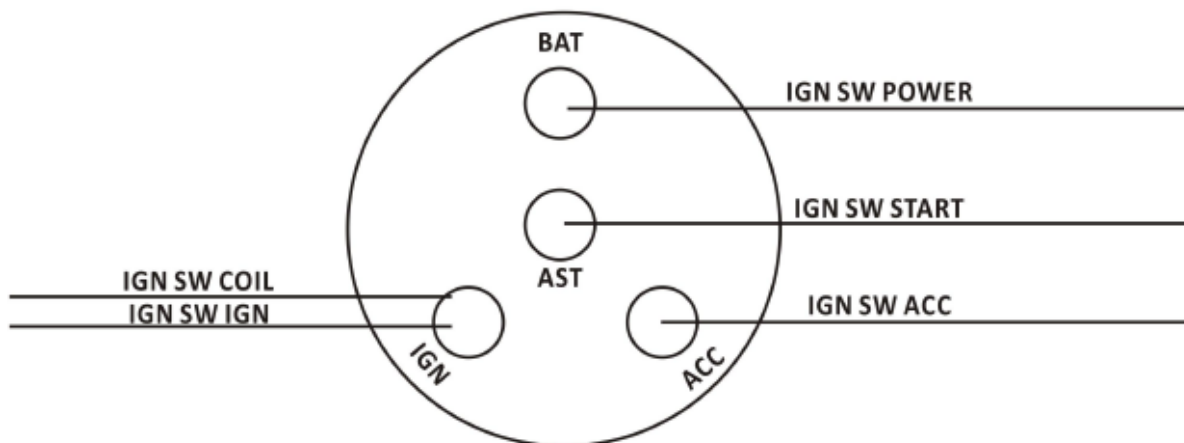
DASH SECTION DIAGRAMS



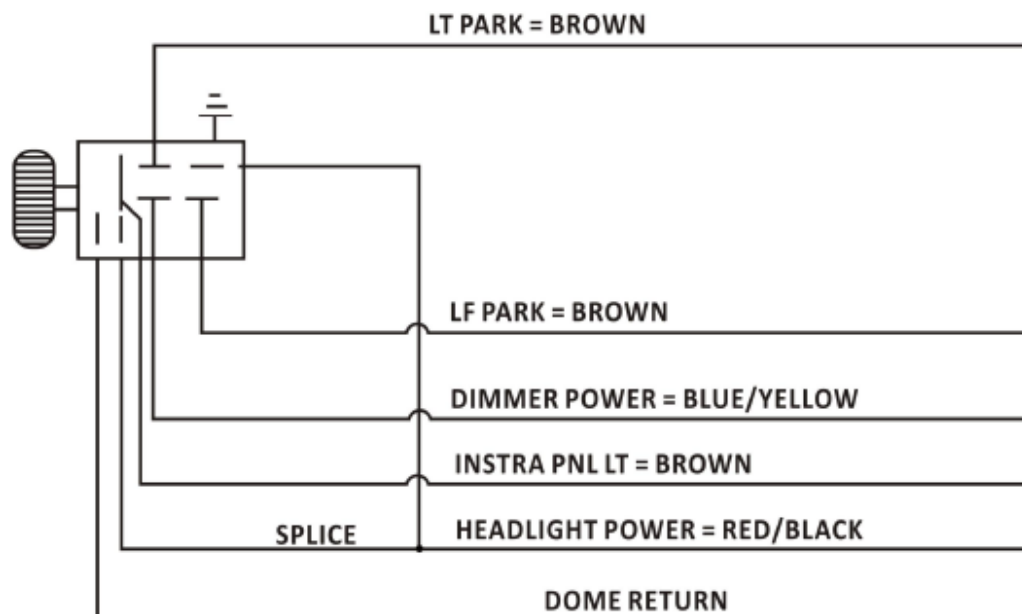
GM HOLDEN COLUMN SECTION DIAGRAMS

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	

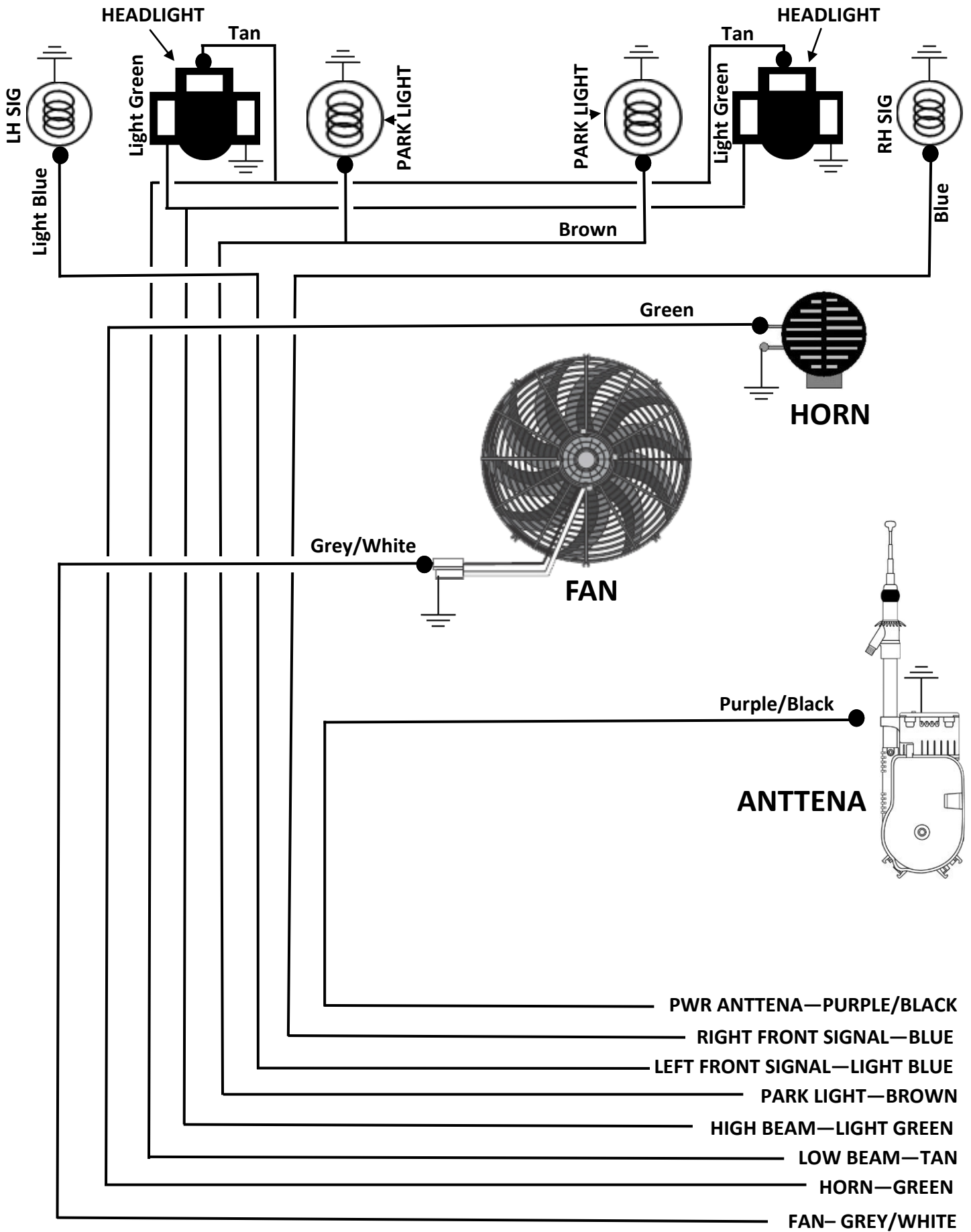
EARLY DASH IGNITION SWITCH



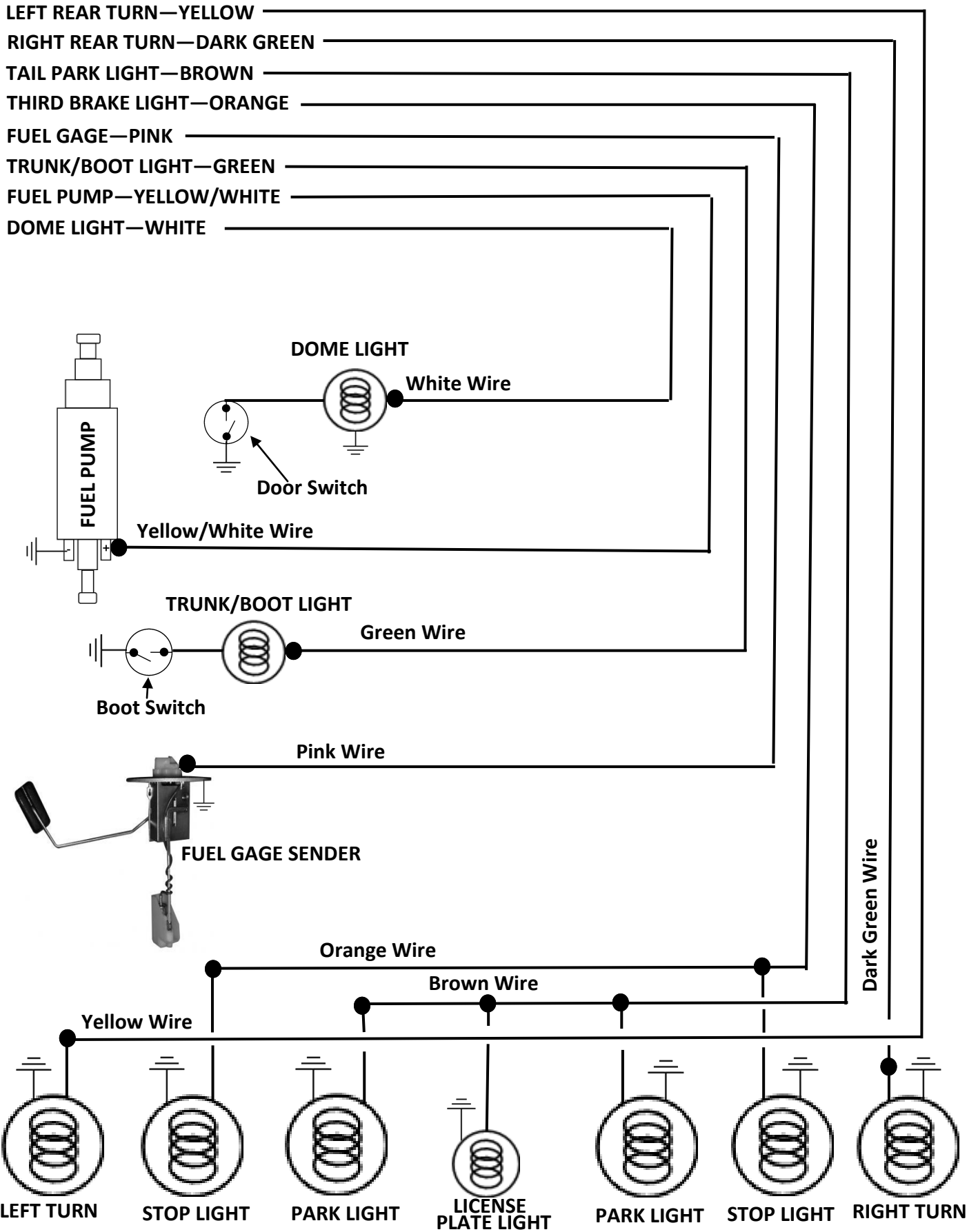
GM HOLDEN HEADLIGHT SWITCH DIAGRAM



FRONT SECTION DIAGRAMS

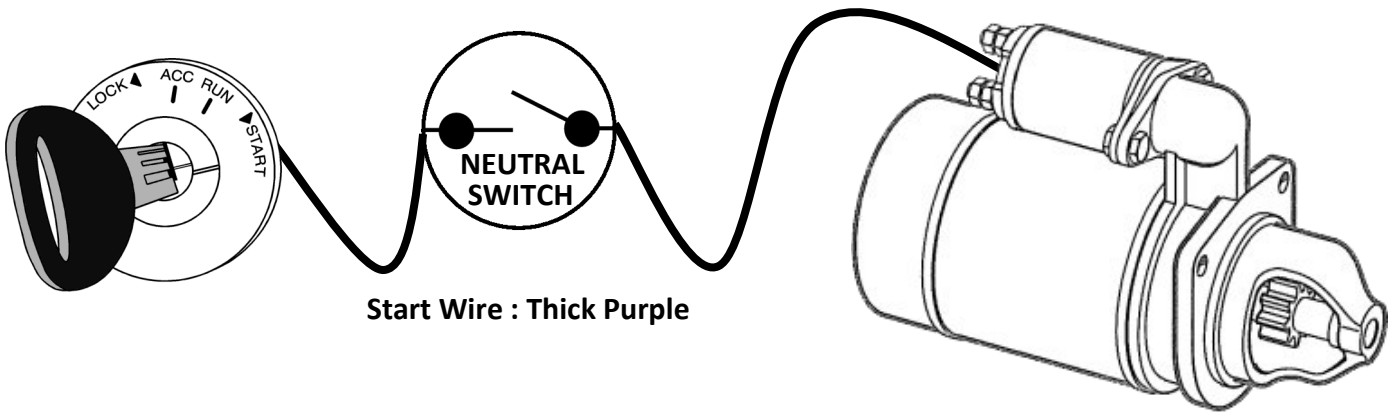


REAR TAIL SECTION DIAGRAMS



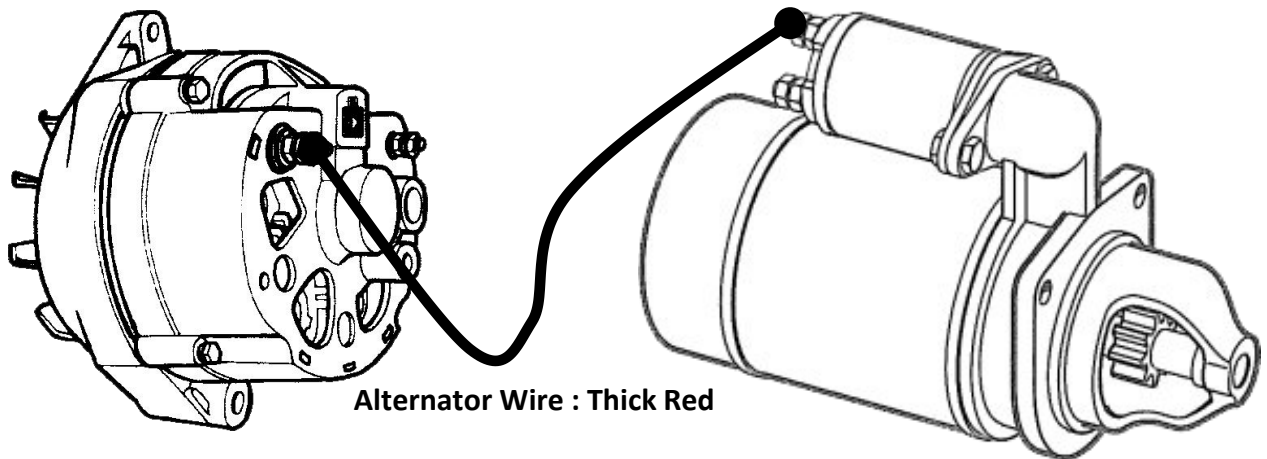
NEUTRAL SAFTY SWITCH

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

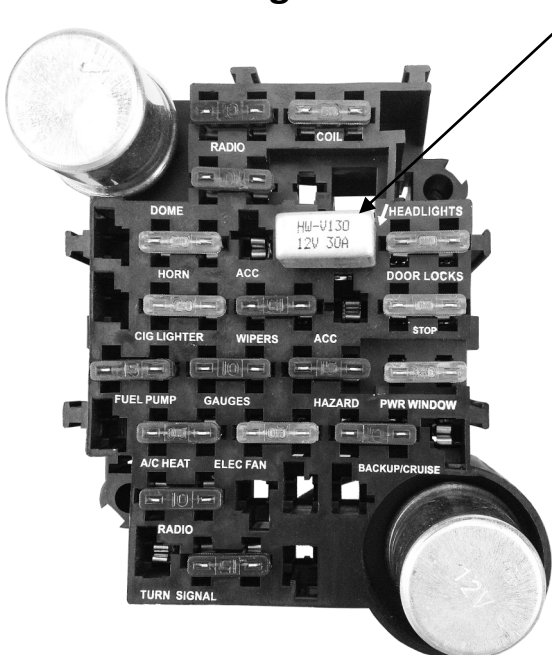


ALTERNATOR BYPASS CIRCUIT

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



Headlight Circuit breaker is plugged in here. Located in plastic bag



CIRCUITS & FUSES

Hazard - 15amps	Stop - 20amps	Radio - 10amps
Fan - 20amps	Wipers - 15amps	Back Up -10amps
Radio - 10amps	Coil - 30amps	
Horn - 20amps	Turn - 15amps	
Gauges - 10amps	AC/Heater - 30amps	
Headlight - Circuit Breaker	Fuel Pump -15amps	
Door Locks -10amps	Power Windows -20amps	
Dome -10amps	Acc -10amps	
Cig Lighter -20amps	Electric Fan -20apms	

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			

