

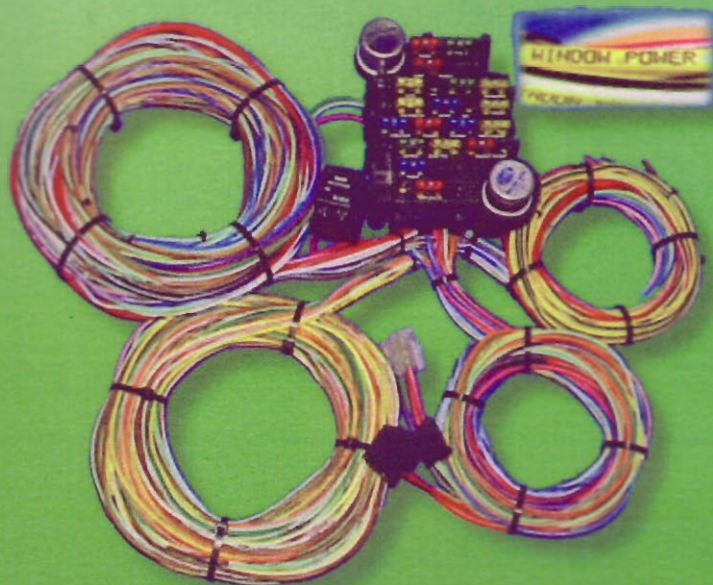


Hot Rod. Street Machine. Custom Car. Race Car
Wiring Loom Kits

UNIVERSAL

18 Fuse / 21 Circuit wiring loom

The one kit that suits all



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AUSSIE AUTO LOOM

THIS KIT CONTAINS THE FOLLOWING: -

- ◆ 1 PRE-WIRED FUSE PANEL WITH 17 FUSES & 1 BREAKER
- ◆ 2 SIGNAL FLASHERS & 1 PRE-WIRED RELAY CONNECTOR WITH HORN RELAY
- ◆ 2 PRE-WIRED HEADLIGHT PLUGS
- ◆ 1 PRE-WIRED ALTERNATOR PLUG
- ◆ 1 PRE-WIRED HEADLIGHT RELAY
- ◆ 1 PRE-WIRED DIMMER SWITCH PLUG
- ◆ 1 FUSIBLE LINK (5" BLUE) WIRE WITH RING TERMINAL
- ◆ 1 ROLL OF BLACK INSULATION TAPE & 1 LARGE GROMMET
- ◆ 20 PLUS MISCELLANEOUS INSULATED TERMINALS & SOME SMALL CABLE TIES
- ◆ 5 LOOSE WIRE (NEUTRAL SAFETY SWITCH WIRE, PANEL LIGHT WIRE, PANEL LIGHT POWER, ALTERNATOR TO STARTER BYPASS WIRE & HANDBRAKE INDICATION)

1 INTRODUCTION

Starting your installation.

The first important step is to sit down and read thru this book to get a good understanding of what you are about to do.

These instructions were developed to aid you and give you general diagrams for Ford, GM Holden and Chrysler. Because this is a universal Auto Loom all instructions are of a general application so if you are using after market of speciality equipment always use the diagrams provided for the application.

This installation manual is designed for our 21 Circuit colour-coded and Labelled Auto Loom.

Ground wires are not included and we recommend you use black wire for these applications.

The Auto Loom has been designed to be in four sections: - Front Section, Dash Section, Column Section and Rear Section.

This manual is for your application so write in it where you have changed wires and keep it to help you in later years.

2

We have a section checklist at the back of this manual, it is for you to look at your application and tick off which wires you will need in each section.

For each section compare the list of your wires to your application and note if 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 use it for something not provided in this loom. The design of your vehicle may require some wires to be moved from one section to another. If you have to move a wire from the front section to the rear section for example always remember to write the wire moved into the space provided in the new section.

It is always a good idea to be looking at your vehicle when filling out your checklist.

3

Layout your Auto Loom alongside your vehicle and you will have the four sections all cable tied in their groups. Start with the Front Section and uncoil them forward as if you were installing in your vehicle. Then the Rear Section uncoil to the back. The two remaining are the Column and Dash Sections: you can uncoil these two keeping them apart in the middle. Now using your checklist you completed in Section 2, start by removing any unused wires one section at a time, one wire at a time – always **DOUBLE CHECK**. 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. **CAUTION** – only cut wires that you are sure you will never need. After removing all unused from all sections, move onto the wires that you want to move from one section to another.

Next you can add any extra wires you have noted you will need into the sections, which were not included with this loom.

Note – if using wires that were removed always write in the checklist wire name and colour so as not to get confused later.

Last step now is to check all sections with your checklist, if you're happy everything is completed recoil each section up again into the four groups.

4

Time to mount the Fuse Panel: we suggest the panel to be mounted under the dash with easy access in case you need to replace a blown fuse. Care should be taken when mounting to keep all wires away from sharp edges and any moving parts such as steering columns, brake pedals, wipers as such not to damage your Auto Loom. Once you fuse panel is mounted you will need to mount the horn relay and find a good entry point to access the engine compartment thru the firewall. At this point a 1 1/4" hole and install the grommet provided with your kit.

5

Terminating the wires at their final destination is nearing the completion of the job.

Start with the Rear Section and run on the floor to the rear components, try to keep the wires away from where they can be damaged from seats and other objects.

Fit the wires off as per the Rear Section diagram. The Front Section would be next to fit off. Separate the engine wires from the lighting wires as per diagram. A lighting relay has been included with your loom as an extra, it comes as an optional item to be used if you would like one installed. When installing the engine wiring use the appropriate diagram for your installation – Ford, Holden, Chrysler.

Remember when connecting the solenoid power wire to use the fusible link provided in your kit. **FAILURE TO INSTALL THE FUSIBLE LINK WILL VOID ANY AND ALL WARRANTY ON THIS AUTO LOOM.** If you are using an Amp meter please follow the Amp meter section on the Dash diagram. The steering column section has the wires for your turn signals, ignition switch and dimmer switch. The dimmer switch plug will fit a floor dimmer or the GM column mounted dimmer.

Depending on which column you have depends on which diagram you use. Because there are so many different makes out there we have got the best universal loom for you to adapt to your needs. If for some reason something match you may need to use an Ohm meter to sort out the turn signals, most switches are marked on the back.

The Dash Section has all the wires needed for your gauges, headlight switch, radio, heater, wiper and cooling fan. Just start from one side of dash and work you way across to the other side wiring components as you go.

REMEMBER to use cable ties at all times as you go to keep everything tidy. Make sure all of your vehicle has good earth connected (not included in kit)

Start up procedure

Start by turning off all accessories

Have ignition switch in off position

Connect the positive battery cable

Do not connect the negative cable yet

Check the current draw, this can be done by using a test light between the negative post on battery and the negative cable, if you have no light or a very dim light it is safe to connect the negative battery cable.

Check the rest of your system.

Congratulations! You should have completed your wiring now and I hope you found the instructions and the Aussie Auto Loom user friendly and easy to work with.

HELPFUL HINTS

What to do

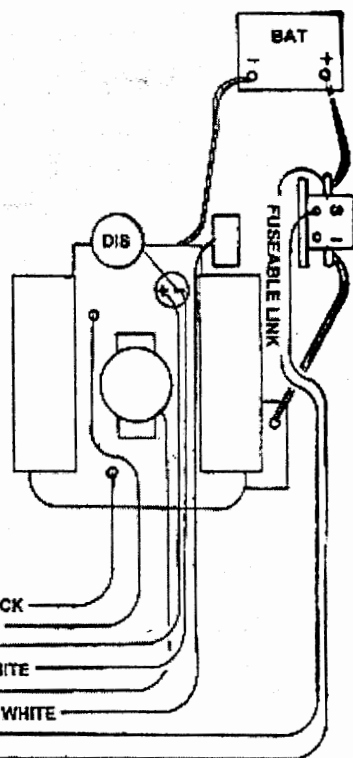
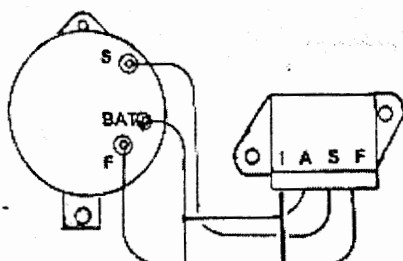
- ◆ Always use grommets when passing wires thru holes
- ◆ Try to always fasten down loom with ties or clamps
- ◆ Make sure you run the wires thru holes before terminating
- ◆ Remember to ground all accessories
- ◆ When installing main ground cables from motor to frame and body make them the same size as the Battery Cable
- ◆ Use the cable ties supplied to tie the loom together
- ◆ Use insulated terminals, heat shrinks or tape over connections
- ◆ Use correct size terminals for wire used
- ◆ When after market diagram are suggested – use them

What NOT to do

- ◆ Don't be afraid of doing it yourself
- ◆ Don't run wires over sharp edges or near exhaust
- ◆ Don't start the job without filling the checklist
- ◆ Don't forget when doing ground wires to clean the area of rust and paint to make clean earth
- ◆ Don't throw away your checklist; keep it safe; you may need reference at a later date

FORD DIAGRAMS

CHARGING SYSTEM



ALT PWR = RED
 ALT EXCITOR = WHITE
 OIL SENDING = LT BLUE/BLACK
 TEMP SENDING = LT GREEN
 COIL POS = PINK
 TACHOMETER = PURPLE/WHITE
 CHOKE = RED
 AC COMPRESSOR = BLACK/WHITE
 SOLENOID PWR = RED
 IGN SW START = PURPLE

IGNITION SWITCH CONVERSION

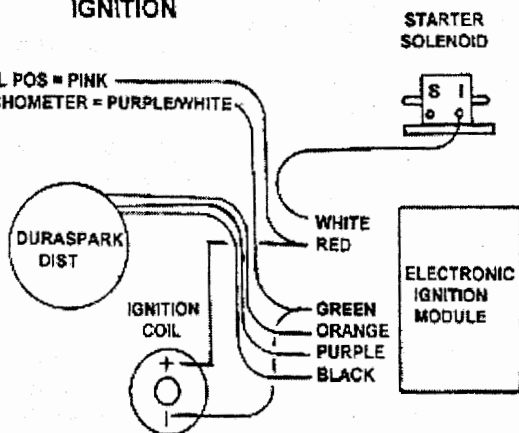
IGN SW PWR = RED	TO	YELLOW
IGN SW IGN = PINK	TO	RED/GREEN
IGN SW ACC = ORANGE	TO	BLACK
IGN SW START = PURPLE	TO	WHITE/BLUE

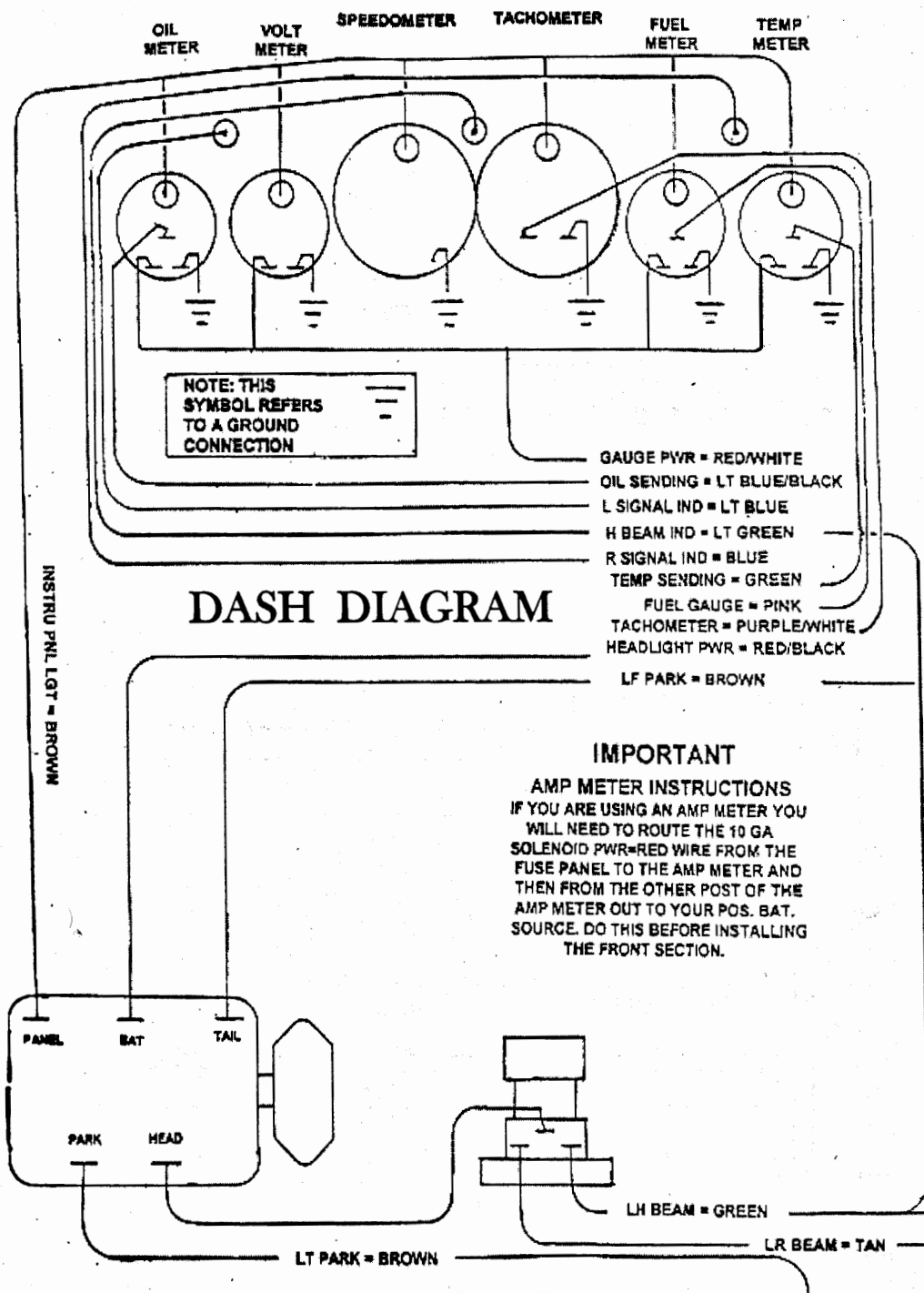
STEERING COLUMN CONVERSION

LF SIGNAL = LT BLUE	TO	GREEN/WHITE
RF SIGNAL = BLUE	TO	WHITE/BLUE
LR TURN = YELLOW	TO	GREEN/ORANGE
RR TURN = GREEN	TO	ORANGE/BLUE
HORN SW = LT GREEN	TO	YELLOW
BRAKE SW = WHITE	TO	GREEN
TURN FLASHER = PURPLE	TO	BLUE
HAZZARD = DK BROWN	TO	WHITE/RED

FORD ELECTRONIC IGNITION

COIL POS = PINK
 TACHOMETER = PURPLE/WHITE





Accessories	Gauge	Label = colour	Use	Move	Remove
TAIL SECTION					
R TAIL LIGHT	14	RT PARK=BROWN			
L TAIL LIGHT	14	LT PARK=BROWN			
LICENSE PLT LIGHT	14	LICENSE PLT=BROWN			
R TURN	14	RR TURN=GREEN			
L TURN	14	LR TURN=YELLOW			
L BACKUP LIGHT	18	L BACKUP=LT GREEN			
R BACKUP LIGHT	18	R BACKUP=LT GREEN			
TRUNK LIGHT	18	TRK LIGHT=GREEN/BLACK			
DOMELIGHT	18	DOMELIGHT=WHITE			
3 RD STOP LIGHT	18	THIRD BRAKE=ORANGE			
FUEL GAUGE SENDOR	18	FUEL GAUGE=PINK			
ELEC FUEL PUMP	14	EL FUEL PUMP=YEL/WHITE			
STOP LIGHT	14	STOP LIGHT=RED			
DASH SECTION					
HEADLIGHT BAT	12	HLIGHT PWR=RED/BLACK			
HEADLIGHTS	12	DIM PWR=BLUE/YELLOW			
TAIL LIGHTS	14	LT PARK=BROWN			
PARK LIGHTS	18	LF PARK=BROWN			
INST PANEL LIGHTS	14	INST PANEL LGT=BROWN			
DOOR LOCK	12	DOOR LK=YELLOW/BLACK			
WINDOWS	14	WINDOW=YELLOW			
BACKUP LIGHTS	18	L BACKUP=LT GREEN			
BACKUP LTS POWER	18	BACKUP PWR=LT GREEN			
GAUGE POWER	18	GAUGE PWR=RED/WHITE			
OIL GAUGE	18	OIL SEND=LT BLUE/BLACK			
TEMP GAUGE	18	TEMP SENDING=GREEN			
TACHOMETER	18	TACHO=PURPLE/WHITE			
FUEL GAUGE	18	FUEL GAUGE=PINK			
L TURN IND	18	L SIGNAL IND=LT BLUE			
HIGH BEAM IND	14	H BEAM IND= LT GREEN			
R TURN IND	18	R SIGNAL IND=BLUE			
RADIO BAT	18	RADIO CONS=RED			
RADIO IGN	18	RADIO IGN=RED/BLACK			
PWR ANTENNA	18	PWR ANT=PURPLE/BLACK			
COOLING FAN	14	FAN=GRAY/WHITE			
COOLING FAN POWER	14	FAN PWR=GRAY/WHITE			
STOP LIGHT POWER	14	BRAKE SW PWR=WHITE			
STOP LIGHTS	18	BRAKE SWITCH=WHITE			
AC COMPRESSOR	14	AC COMP=BLACK/WHITE			
AC HEAT POWER	14	AC HEAT PWR=BLACK/WHITE			
ALTERNATOR IND	18	ALT IND=BROWN			
CIG LIGHTER	14	CIG LIGHTER=TAN			
WIPER POWER	14	WIPER PWR=DK BLUE			
CRUISE POWER	18	CRUISE=PINK			

WIRING CHART

Accessories	Gauge	Label = colour	Use	Move	Remove
FRONT SECTION					
LEFT LOW BEAM	14	LL BEAM=TAN			
LEFT HIGH BEAM	14	LH BEAM=LT GREEN			
LEFT PARK LIGHT	18	LF PARK=BROWN			
LEFT TURN	18	LF SIGNAL=LT BLUE			
RIGHT LOW BEAM	14	LR BEAM=TAN			
RIGHT HIGH BEAM	14	RH BEAM=LT GREEN			
RIGHT PARK LIGHT	18	RF PARK=BROWN			
RIGHT TURN	18	RF SIGNAL=BLUE			
HORN	14	HORN=GREEN			
COOLING FAN	14	FAN=GREY/WHITE			
POWER ANTENNA	18	PWR ANT=PURPLE/BLACK			
ENG COMPARTMENT					
BAT. POWER	10	SOLENOID PWR=RED			
ALTERNATOR POWER	12	ALT PWR=RED			
ALTERNATOR EXCITOR	14	ALT EXCITOR=WHITE			
COIL POSITIVE	14	COIL POS=PINK			
TACHOMETER	18	TACHO=PURPLE/WHITE			
OIL SONTOR	18	OIL SEND=LT BLUE/BLACK			
WATER TEMP SONTOR	18	TEMP SENDING=LT GREEN			
STARTER SOLENOID	12	IGN SW START=PURPLE			
ELEC. CHOKE	18	CHOKE=RED			
A/C COMPRESSOR	14	AC COMP=BLACK/WHITE			
ALTERNATOR IND.	18	ALT IND=BROWN			
COLUMN SECTION					
IGN SW BAT	12	IGN SW PWR=RED			
IGN SW IGN	12	IGN SW IGN=PINK			
IGN SW ACC	12	IGN SW ACC=ORANGE			
IGN SW START	12	IGN SW START=PURPLE			
N SAFETY SW (extra)	12	N SAFETY SW PURPLE			
IGN SW COIL	12	IGN SW COIL=PURPLE			
STOP LIGHT	14	STOP LIGHT=RED			
LF TURN	18	LF SIGNAL=LT BLUE			
RF TURN	18	RF SIGNAL=BLUE			
LR TURN	14	LR TURN=YELLOW			
RR TURN	14	RR TURN=GREEN			
HORN SW	14	HORN SW=LY GREEN			
BRAKE SW	18	BRAKE SWITCH=WHITE			
TURN FLASHER	14	TURN FLASHER=PURPLE			
HAZZARD FLASHER	14	HAZZARD=DK BROWN			
3 RD BRAKE	18	3 RD BRAKE=ORANGE			
LEFT SIGNAL IND	18	LEFT SIGNAL IND=LT BLUE			
RIGHT SIGNAL IND	18	RIGHT SIGNAL IND=BLUE			
LOW BEAM	14	LR BEAM=TAN			
HIGH BEAM	14	LH BEAM=LT GREEN			
HIGH BEAM IND	14	HIGH BEAM IND=LT GREEN			
DIMMER PWR	12	DIMR PWR=BLUE/YELLOW			