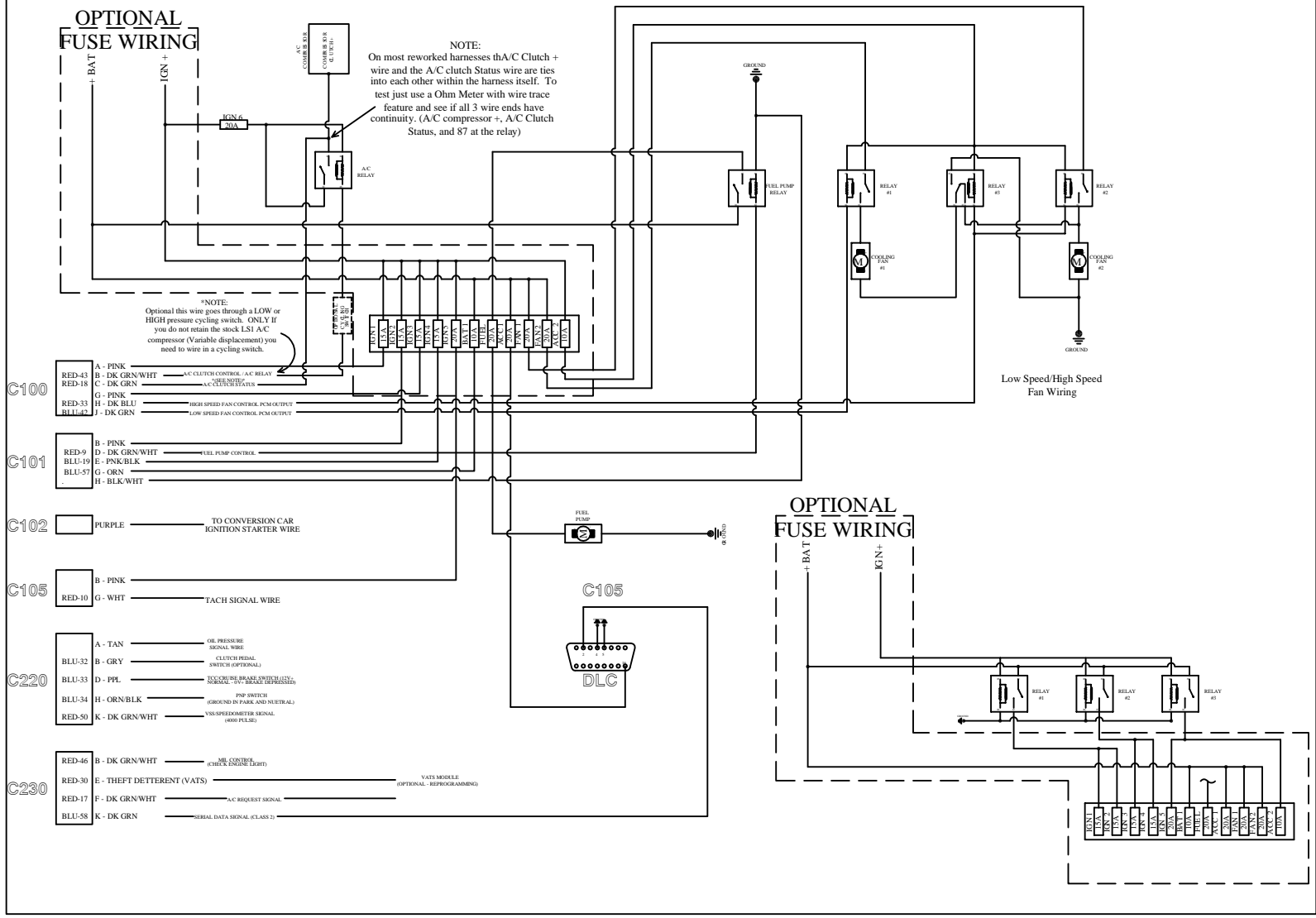


OPTIONAL FUSE WIRING

NOTE:
On most reworked harnesses the A/C Clutch + wire and the A/C clutch Status wire are tied into each other within the harness itself. To test just use a Ohm Meter with wire trace feature and see if all 3 wire ends have continuity. (A/C compressor +, A/C Clutch Status, and 87 at the relay)

***NOTE:**
Optional this wire goes through a LOW or HIGH pressure cycling switch. ONLY if you do not retain the stock LS1 A/C compressor (Variable displacement) you need to wire in a cycling switch.



C100

C101

C102

C105

C220

C230

- RED-43 A - PINK ——— A/C CLUTCH CONTROL, A/C RELAY
- RED-18 B - DK GRN/WHT ——— A/C CLUTCH STATUS
- C - DK GRN ——— A/C CLUTCH STATUS
- G - PINK ——— HIGH SPEED FAN CONTROL, PCM OUTPUT1
- RED-33 H - DK BLU ——— LOW SPEED FAN CONTROL, PCM OUTPUT2
- BLU-42 J - DK GRN ———

- RED-9 B - PINK ——— FUEL PUMP CONTROL
- BLU-19 D - DK GRN/WHT ———
- E - PNK/BLK ———
- BLU-57 G - ORN ———
- H - BLK/WHT ———

- PURPLE ——— TO CONVERSION CAR IGNITION STARTER WIRE

- RED-10 B - PINK ——— TACH SIGNAL WIRE
- G - WHT ———

- A - TAN ——— OIL PRESSURE SIGNAL WIRE
- BLU-32 B - GRY ——— CLUTCH PEDAL SWITCH (OPTIONAL)
- BLU-33 D - PPL ——— TDC/CRUISE BRASS SWITCH (LOW SPEED SERIAL "P" BRACKET DEPRESSION)
- BLU-34 H - ORN/BLK ——— PNP SWITCH (GROUND IN PARK AND NEUTRAL)
- RED-50 K - DK GRN/WHT ——— VSS SPEEDOMETER SIGNAL (4000 PLS/SE)

- RED-46 B - DK GRN/WHT ——— MSB CONTACT (CHECK ENGINE LIGHT)
- RED-30 E - THEFT DETTERENT (VATS) ——— VATS MIDDLE (OPTIONAL - REPROGRAMMING)
- RED-17 F - DK GRN/WHT ——— A/C REQUEST SIGNAL
- BLU-58 K - DK GRN ——— SERIAL DATA SIGNAL (CLASS 2)

OPTIONAL FUSE WIRING

