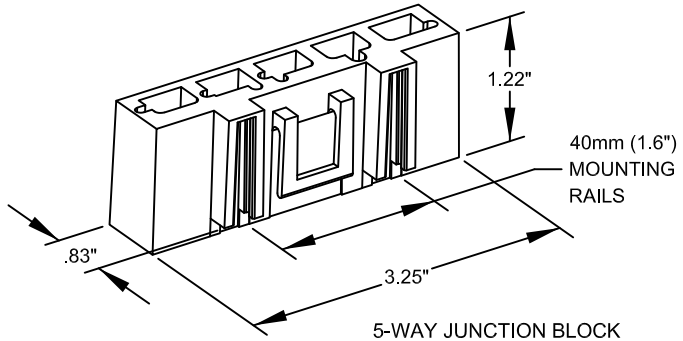
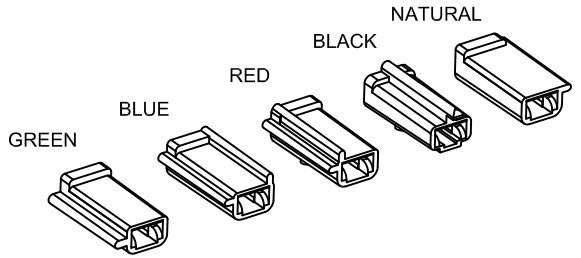
5-WAY INDEXED ACCESSORY JUNCTION BLOCK KIT

THIS KIT IS USED TO CONNECT MULTIPLE ACCESSORIES WITH INDEXED CONNECTORS FOR EACH ACCESSORY TO AVOID CROSS WIRING.

CONTENTS



5-WAY JUNCTION BLOCK
WITH 40mm MOUNTING RAILS
QTY - 1



JUNCTION BLOCK INDEXED &
COLOR-CODED CONNECTORS
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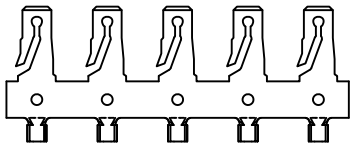
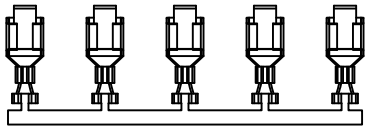


5-WAY BUS BAR (14-16-18 GAUGE)



FEMALE TERMINALS (14-16-18 GAUGE)
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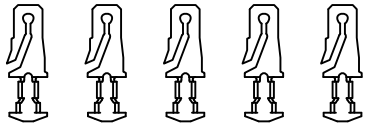

MALE TERMINAL (14-16-18 GAUGE)
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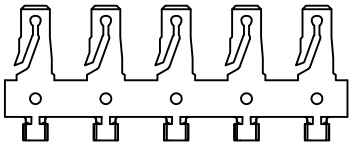
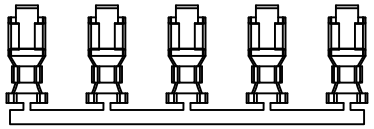


5-WAY BUS BAR (10-12 GAUGE)



FEMALE TERMINALS (10-12 GAUGE)
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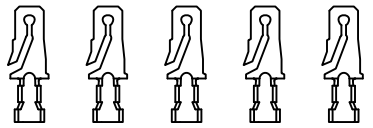

MALE TERMINALS (10-12 GAUGE)
QTY - 5

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TITLE

INSTRUCTION SHEET
5-WAY CONNECTOR JUNCTION BLOCK
WITH 40MM MOUNTING RAILS

DWG NO. 92974225

SHEET NO. 1 OF 14

5-WAY ACCESSORY JUNCTION BLOCK INSTRUCTIONS

READ ALL INSTRUCTIONS CAREFULLY BEFORE PROCEEDING.

THIS ACCESSORY JUNCTION BLOCK KIT IS DESIGNED TO BE ATTACHED TO ALL CLASSIC AUTOFUSE SERIES FUSE BLOCKS WITH 40MM MOUNTING RAILS. SEE SPECIFIC APPLICATIONS FOR FOR RAIL LOCATIONS. IT CAN ALSO BE ATTACHED TO 1970 & UP FACTORY GM GLASS FUSE SERIES FUSE BLOCKS WITH 40MM MOUNTING RAILS. IT MAY ALSO BE USED AS A STAND-ALONE APPLICATION FOR IN-LINE USE.

THE CUSTOMER MUST DETERMINE IF THERE IS SUFFICIENT CLEARANCE TO ATTACH THIS 5-WAY JUNCTION BLOCK TO THE CLASSIC AUTOFUSE SERIES OR FACTORY GLASS FUSE SERIES FUSE BLOCKS WITH 40MM RAILS, OR VERIFY CLEARANCE FOR USE IN A STAND-ALONE IN-LINE APPLICATION. SEE PAGE 3. THIS ACCESSORY JUNCTION BLOCK MAY NOT FIT IN SOME VEHICLE APPLICATIONS BECAUSE OF STRUCTURAL DEVICES SUCH AS AN EMERGENCY BRAKE PEDAL BRACKET, ETC. SEE THE CLASSIC AUTOFUSE SERIES DASH HARNESS INSTRUCTIONS FOR MORE INFORMATION AND LINE DRAWINGS SHOWING MOUNTING RAIL LOCATIONS AND POSITIONS ON THE NEW CLASSIC AUTOFUSE SERIES FUSE BLOCKS FOR THE SPECIFIC APPLICATION.

THE CUSTOMER IS RESPONSIBLE FOR DETERMINING THE AMPERAGE LOAD NEEDED TO ENSURE THE APPROPRIATE TERMINALS AND/OR BUS BAR IS SELECTED FOR HANDLING THE CONNECTED DEVISE AMPERAGE LOADS. SEE PAGE 4 & 5 FOR GUIDELINES.

THESE INSTRUCTIONS ARE ARRANGED AS FOLLOWS:

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TITLE
INSTRUCTION SHEET
5-WAY CONNECTOR JUNCTION BLOCK WITH 40MM MOUNTING RAILS

DWG NO. **92974225**

SHEET NO. 2 OF 14

VERIFY JUNCTION BLOCK CLEARANCE

BEFORE PROCEEDING, VERIFY FUSE BLOCK HAS ENOUGH CLEARANCE IN THE VEHICLE TO ATTACH THE JUNCTION BLOCK. SEE FIGURE 1 & 2. ALSO VERIFY JUNCTION BLOCK WILL HAVE ENOUGH SPACE WHEN FULLY POPULATED. SEE FIGURE 3.

IF JUNCTION BLOCK WILL BE USED IN A STAND-ALONE APPLICATION, VERIFY THERE IS ENOUGH CLEARANCE IN YOUR DESIRED LOCATION. SEE FIGURE 4. TYPICAL LOCATION FOR MOUNTING IS NEAR FUSE BLOCK. HOWEVER, IT CAN BE LOCATED IN THE ENGINE COMPARTMENT OR PASSENGER COMPARTMENT.

NOTE: FUSE BLOCK SHOWN IS FOR REFERENCE ONLY. YOUR FUSE BLOCK MAY LOOK DIFFERENT BUT CLEARANCE WILL STILL NEED TO BE VERIFIED.

IF THERE IS ENOUGH CLEARANCE TO MOUNT A JUNCTION BLOCK ON ANY OF THE AVAILABLE 40MM RAILS, OR IN A STAND-ALONE APPLICATION, THEN PROCEED TO PAGE 3 OF THESE INSTRUCTIONS.

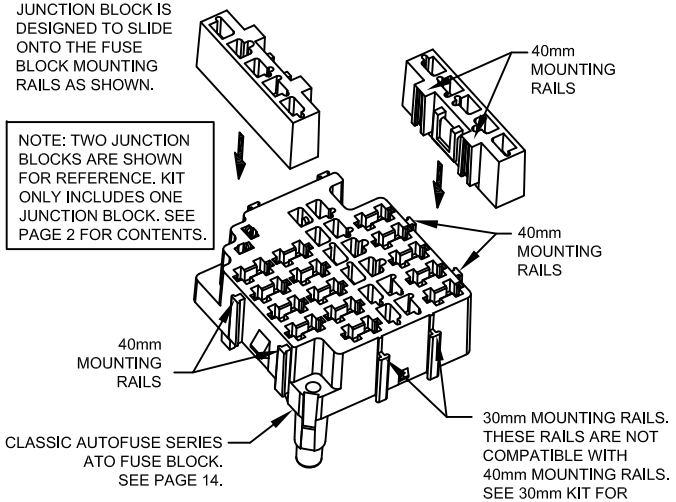
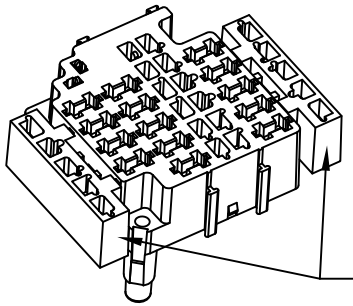


FIGURE 1



VERIFY FUSE BLOCK HAS ENOUGH CLEARANCE TO MOUNT JUNCTION BLOCK ON AVAILABLE 40mm MOUNTING RAILS AS SHOWN.
NOTE: THIS ATO FUSE BLOCK IS FOR REFERENCE ONLY. (GLASS FUSE BLOCK IS SIMILAR). YOUR FUSE BLOCK MAY LOOK DIFFERENT BUT CLEARANCE WILL STILL NEED TO BE VERIFIED.

FIGURE 2

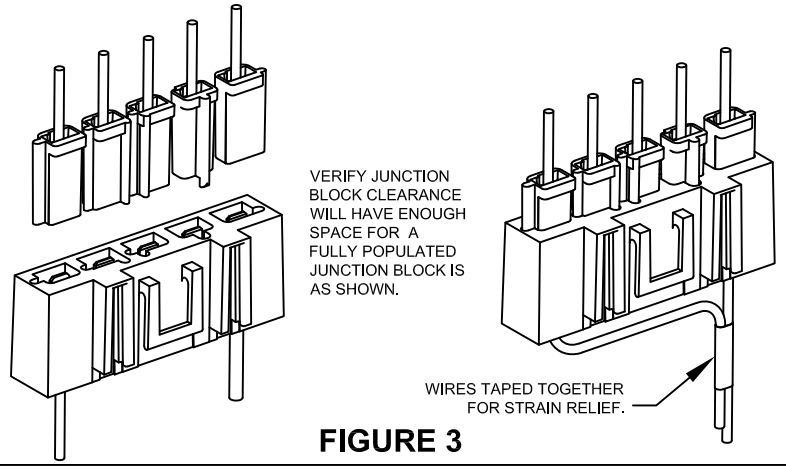
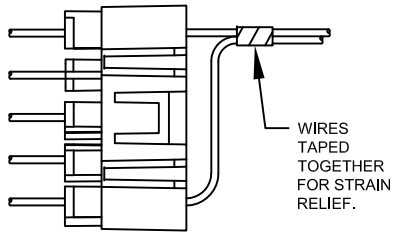


FIGURE 3



IF JUNCTION BLOCK WILL BE USED AS A STAND-ALONE IN-LINE APPLICATION, VERIFY THERE IS CLEARANCE AT YOUR DESIRED LOCATION.

FIGURE 4

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TITLE

INSTRUCTION SHEET
5-WAY CONNECTOR JUNCTION BLOCK
WITH 40MM MOUNTING RAILS

DWG NO. **92974225**

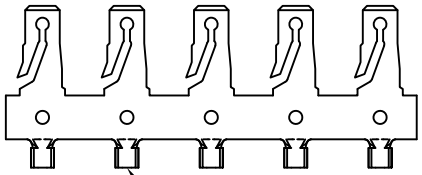
SHEET NO. 3 OF 14

GUIDELINES FOR DETERMINING TERMINAL & BUS BAR AMPERAGE REQUIREMENTS

THE CUSTOMER IS RESPONSIBLE FOR DETERMINING THE AMPERAGE LOAD NEEDED TO ENSURE THE APPROPRIATE TERMINALS AND/OR BUS BAR IS SELECTED FOR HANDLING THE CONNECTED DEVISE AMPERAGE LOADS.
THIS KIT INCLUDES THREE OPTIONS TO PROVIDE POWER TO THE JUNCTION BLOCK CAVITIES.

1. A BUS BAR OPTION WHICH ALLOWS 2 OR MORE CAVITIES TO BE CONNECTED TO THE SAME FEED SOURCE. SEE FIGURE 5 & 6.
2. SINGLE TERMINALS TO PROVIDE SEPARATE POWER OR GROUND TO EACH CAVITY. SEE FIGURE 7 & 8.
3. ANY COMBINATION OF THE ABOVE OPTIONS CAN BE DESIGNED.

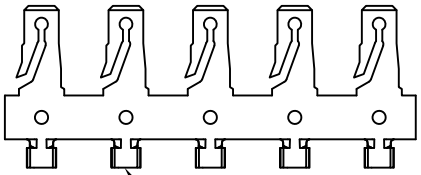
5-WAY MALE BUS BAR



GAUGE	MAXIMUM AMPS
18	13.5
16	16.6
14	21.7

FIGURE 5

5-WAY MALE BUS BAR



GAUGE	MAXIMUM AMPS
12	28.1
10	36.7

FIGURE 6

SINGLE MALE TERMINAL

GAUGE	MAXIMUM AMPS
18	13.5
16	16.6
14	21.7

FIGURE 7

SINGLE MALE TERMINAL

GAUGE	MAXIMUM AMPS
12	28.1
10	36.7

FIGURE 8

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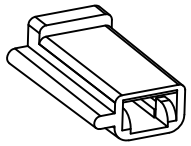
TITLE
INSTRUCTION SHEET
5-WAY CONNECTOR JUNCTION BLOCK
WITH 40MM MOUNTING RAILS

DWG NO. 92974225

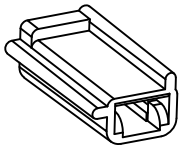
GUIDELINES FOR DETERMINING MATING TERMINAL AMPERAGE AND MATING CONNECTOR USAGE

GREEN



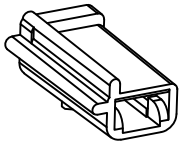
INSTRUMENT LAMPS FUSED.
ALTERNATE: IGNITION FUSED OR UNFUSED & ACCESSORY FUSED OR UNFUSED

BLUE



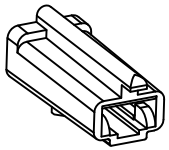
CONSTANT BATTERY FUSED

RED



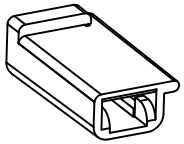
CONSTANT BATTERY FUSED OR UNFUSED

BLACK



ACCESSORY FUSED

NATURAL



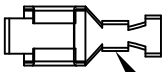
IGNITION FUSED

THIS KIT INCLUDES INDEXED, COLOR-CODED CONNECTORS WITH GENERAL POWER FEED RECOMMENDATIONS. THE LISTED RECOMMENDATIONS ARE FOR REFERENCE ONLY. YOU MAY USE THE CONNECTORS AS DESIRED INCLUDING GROUNDING OPTIONS INSTEAD OF POWER AS NEEDED.

NOTE: WIRE COLOR MATCHING CONNECTOR COLOR IS A GOOD OPTION TO HELP VISUALIZE CONNECTOR COLOR TO WIRE COLOR.

THIS KIT IS DESIGNED TO BE A JUNCTION BLOCK ONLY. THE CUSTOMER IS RESPONSIBLE FOR ENSURING PROPER FUSING OF EACH CIRCUIT & AMPERAGE LOAD DESIGN.

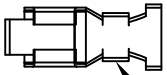
THESE CONNECTORS ARE COLOR-CODED AND INDEXED TO ENSURE THAT THEY CAN ONLY FIT INTO ONE CAVITY. THIS ALLOWS THE POWER FEED APPLICATIONS TO BE ISOLATED FROM EACH OTHER AND PREVENTS THE CONNECTOR FROM INSERTING INTO A WRONG CAVITY AND CAUSING A POTENTIAL FIRE HAZARD ON UNBALANCED LOADS. FOR INSTANCE: A DEVICE USING AN ACCESSORY FUSED CONNECTOR CANNOT PLUG INTO A BATTERY UNFUSED CAVITY.



SINGLE FEMALE TERMINAL

SMALL CRIMP WINGS ARE FOR 18, 16, & 14 GAUGE WIRES

GAUGE	MAXIMUM AMPS
18	13.5
16	16.6
14	21.7



SINGLE FEMALE TERMINAL

LARGE CRIMP WINGS ARE FOR 12 & 10 GAUGE WIRES OR TWO 14-16 GAUGE WIRES.

GAUGE	MAXIMUM AMPS
12	28.1
10	36.7

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TITLE

INSTRUCTION SHEET
5-WAY CONNECTOR JUNCTION BLOCK
WITH 40MM MOUNTING RAILS

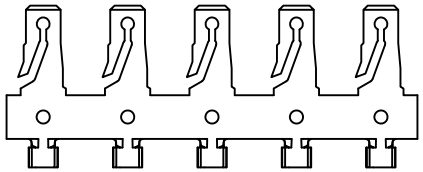
DWG NO. **92974225**

PREPARING THE DESIRED BUS BAR

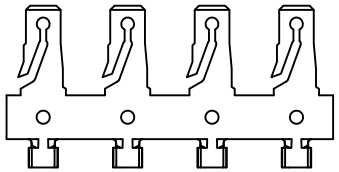
THE BUS BAR MAY BE TRIMMED TO THE DESIRED BUS SIZE IN FOUR DIFFERENT CONFIGURATIONS AS SHOWN. THE BUS BAR IS MADE OF HARD METAL AND REQUIRES SUFFICIENT DIAGONAL CUTTERS OR EQUIVALENT TO CUT THE BUS BAR TO DESIRED SIZE.

THE USER SHOULD FIRST LAYOUT ALL COMPONENTS BEING CONNECTED BEFORE CUTTING THE 5-WAY BUS BAR. SEE PAGE 4 & 5.

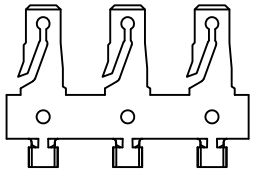
5-WAY



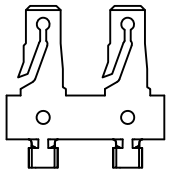
4-WAY

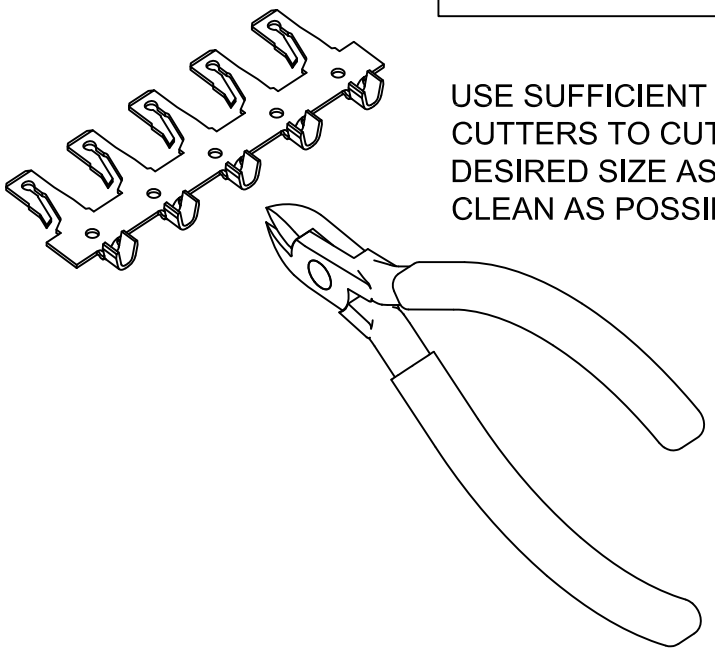


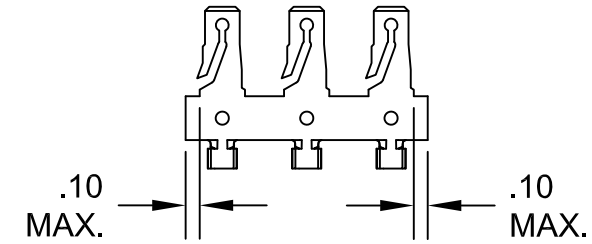
3-WAY



2-WAY







OUTER EDGES OF BUS BAR REGARDLESS OF 2, 3, 4, OR 5 BLADES MUST BE TRIMMED TO .10 INCHES OR LESS AS SHOWN TO PREVENT CONTACT WITH ADJACENT CAVITIES.

USE SUFFICIENT DIAGONAL CUTTERS TO CUT THE BUS BAR TO DESIRED SIZE AS STRAIGHT AND CLEAN AS POSSIBLE.

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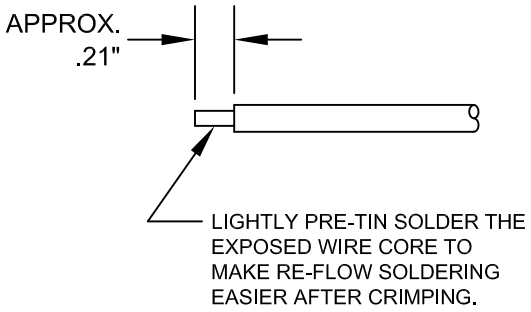
TITLE

INSTRUCTION SHEET
5-WAY CONNECTOR JUNCTION BLOCK
WITH 40MM MOUNTING RAILS

DWG NO. **92974225**

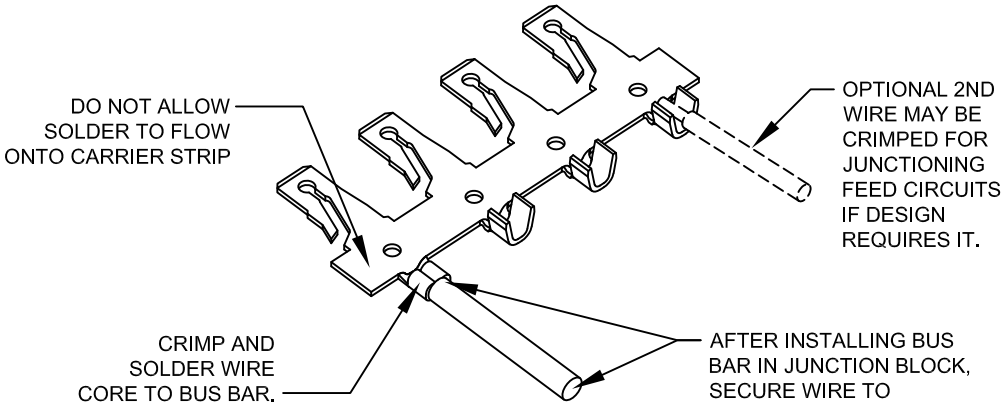
CRIMP, SOLDER & TRIM OR BEND DOWN UNUSED CRIMP WINGS

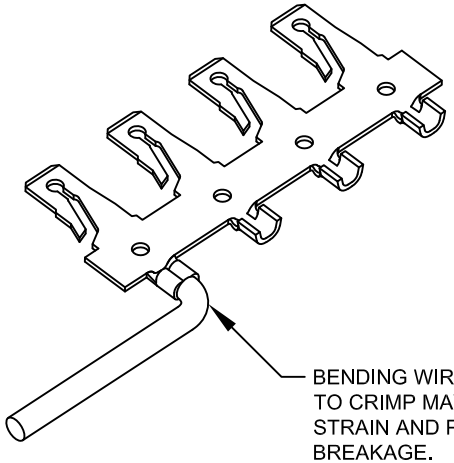
SEE PAGE 8 FOR SINGLE WIRE CRIMP TERMINATION DETAILS.

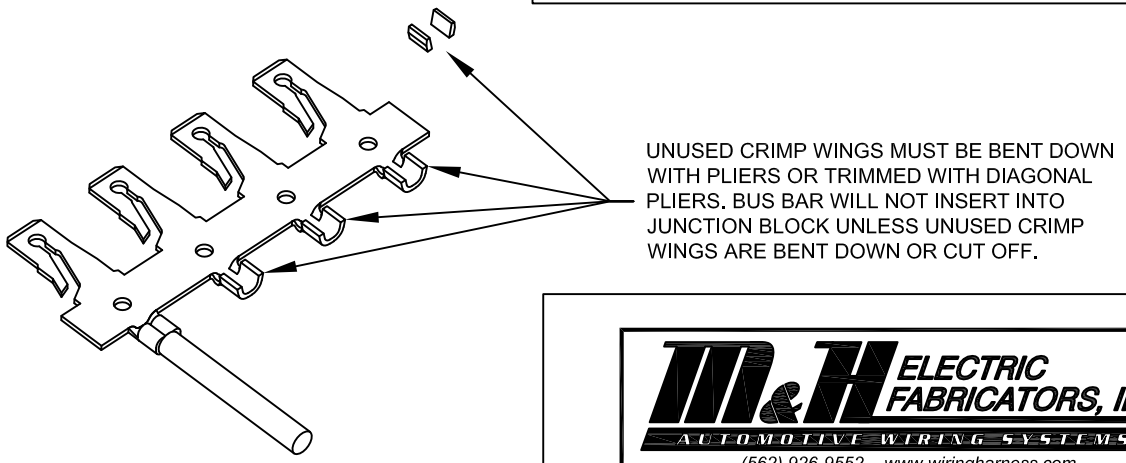


STRIP & PRE-TIN WIRE AS SHOWN.

CRIMP WIRE CORE TO BUS BAR AND SOLDER.
NOTE: WIRE CORE MUST BE SOLDERED TO ENSURE GOOD CONTACT.
CAUTION: USING WIRE CORE CRIMP WINGS ONLY CAN CREATE STRAIN RELIEF PROBLEMS. AFTER SOLDERING. SECURE WIRES TO PROTECT CIRCUITS. SEE PAGE 9.







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TITLE

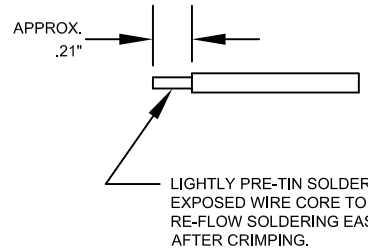
INSTRUCTION SHEET
5-WAY CONNECTOR JUNCTION BLOCK
WITH 40MM MOUNTING RAILS

DWG NO. 92974225

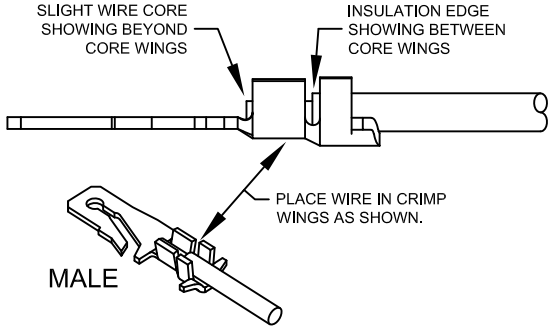
SHEET NO. 7 OF 14

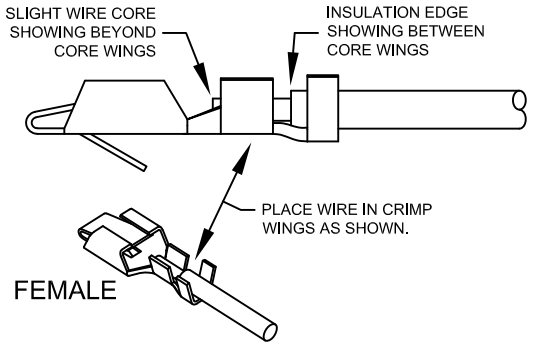
CRIMP & SOLDER SINGLE MALE OR FEMALE TERMINAL

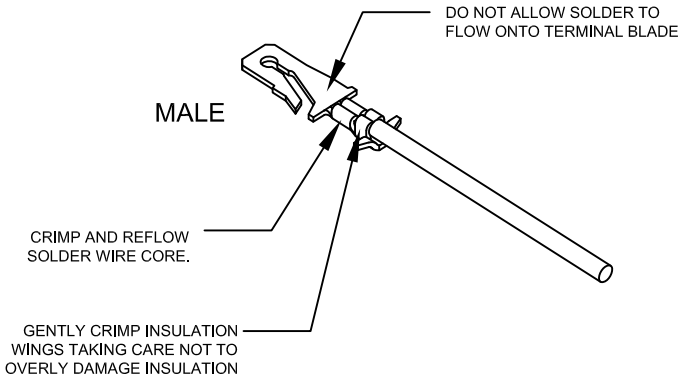
CRIMP WIRE TO TERMINALS AS SHOWN.

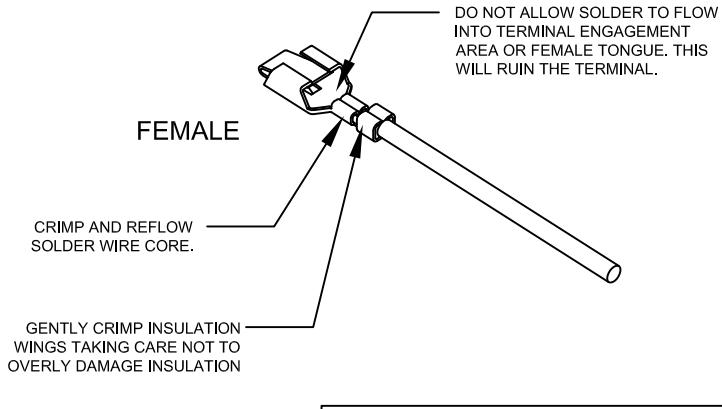


STRIP & PRE-TIN WIRE AS SHOWN.









NOTE:

COMMERCIAL CRIMPERS FOR "B" CRIMPING ARE VERY COMMON AND SHOULD BE USED ON SINGLE TERMINALS. HOWEVER, THEY DO NOT FULLY MEET FACTORY CRIMP SPECIFICATIONS SO SOLDERING IS RECOMMENDED.

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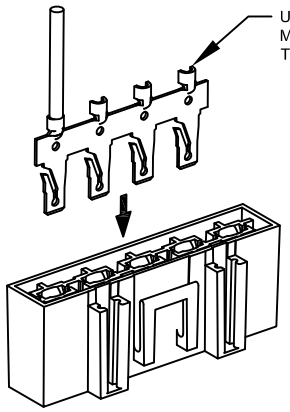
TITLE

INSTRUCTION SHEET
5-WAY CONNECTOR JUNCTION BLOCK
WITH 40MM MOUNTING RAILS

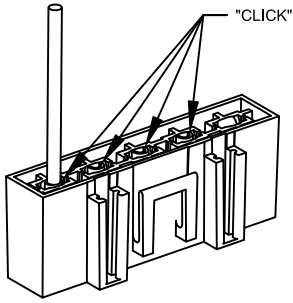
DWG NO. **92974225**

SHEET NO. 8 OF 14

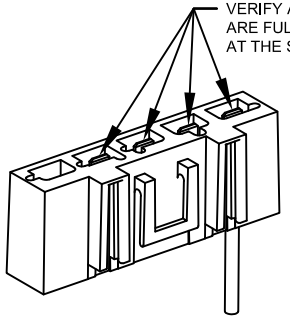
JUNCTION BLOCK ASSEMBLY



INSERT BUS BAR INTO
DESIRED CAVITIES

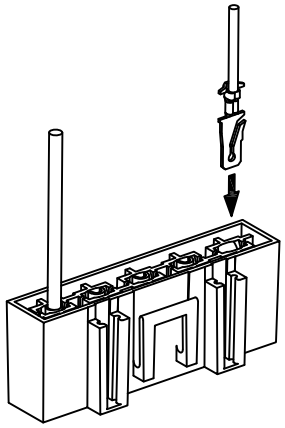


PUSH BUS BAR ALL THE WAY IN
UNTIL EACH TERMINAL "CLICKS" IN
THE LOCKED POSITION

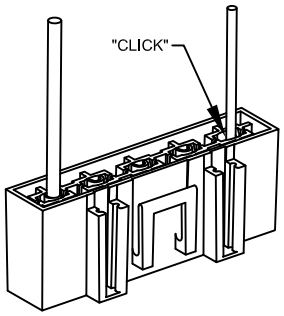


VERIFY ALL TERMINALS ARE
FULLY INSTALLED TO THE
SAME HEIGHT AS SHOWN.

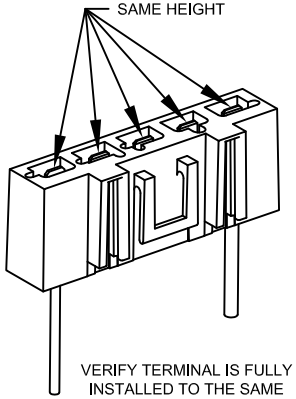
ASSEMBLE SINGLE TERMINAL IN
JUNCTION BLOCK AS SHOWN



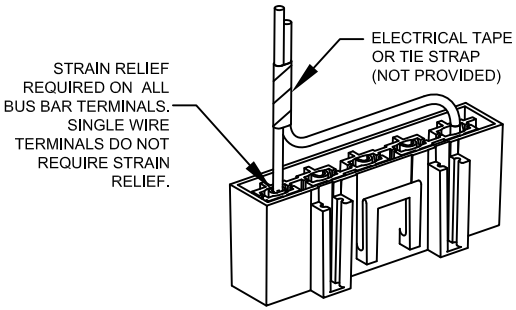
INSERT SINGLE TERMINAL
INTO OPEN CAVITY IF USED



PUSH SINGLE TERMINAL ALL THE
WAY IN UNTIL IT "CLICKS" IN THE
LOCKED POSITION



VERIFY TERMINAL IS FULLY
INSTALLED TO THE SAME
HEIGHT AS THE BUS BAR
TERMINALS AS SHOWN.



PROVIDE STRAIN RELIEF FOR ALL BUS BAR
CRIMPED TERMINALS.
SEE PAGE 7 FOR WIRE STRAIN EXAMPLE.

SECURE WIRES TOGETHER WITH
ELECTRICAL TAPE TO PROVIDE STRAIN
RELIEF TO THE BUS BAR TERMINAL.
IF ONLY THE BUS BAR IS USED WITH NO
OTHER WIRES, SECURE WIRE TO AND
OBJECT TO PROVIDE STRAIN RELIEF.

ATTENTION
PAY CLOSE ATTENTION TO FEED BUS
BARS AND SPECIFIC CONNECTOR
INDEXING DESIRED.
SEE PAGES 4 & 5.

NOTE: A 4-WAY BUS BAR AND SINGLE
TERMINAL IS SHOWN FOR REFERENCE
ONLY. ANY COMBINATION OF THE BUS
BAR AND SINGLE TERMINALS MAY BE
USED DEPENDING ON DESIGN NEEDS.

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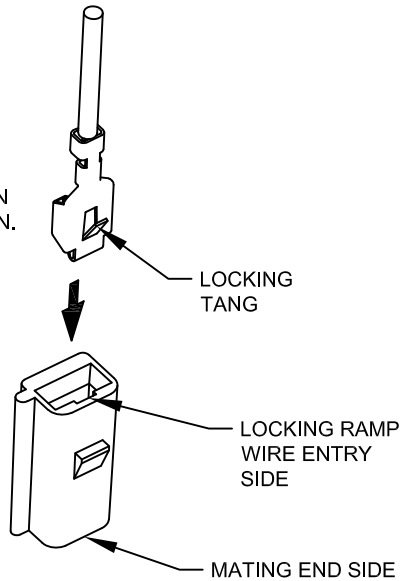
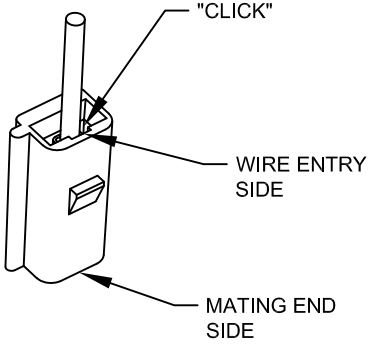
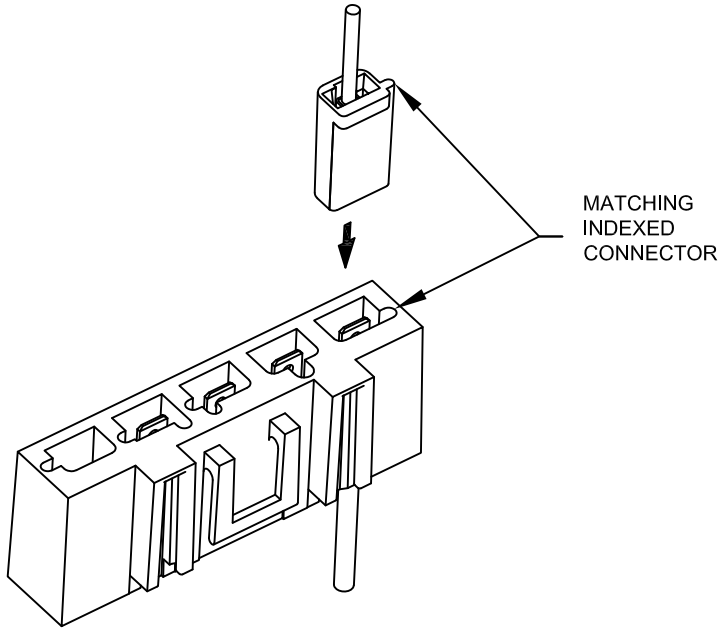
ASSEMBLE INDEXED, COLOR-CODED CONNECTOR

INSERT TERMINAL INTO CONNECTOR CAVITY WITH LOCKING TANG LOCATED ON LOCKING RAMP SIDE OF CAVITY AS SHOWN.





INSERT TERMINAL UNTIL A "CLICK" SOUND IS HEARD TO ENSURE TERMINAL IS IN THE LOCKED POSITION.



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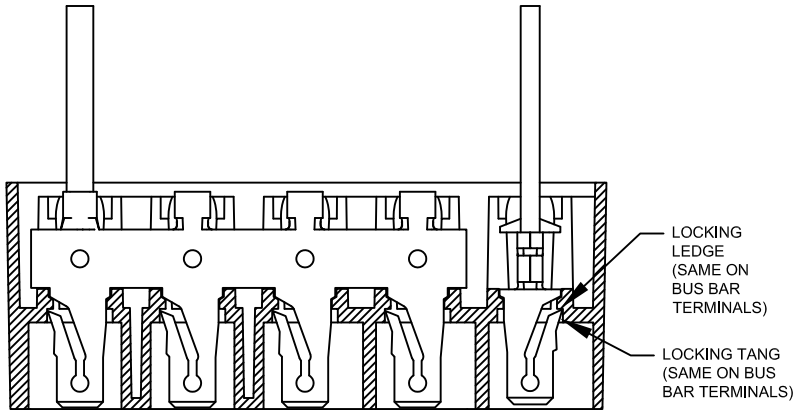
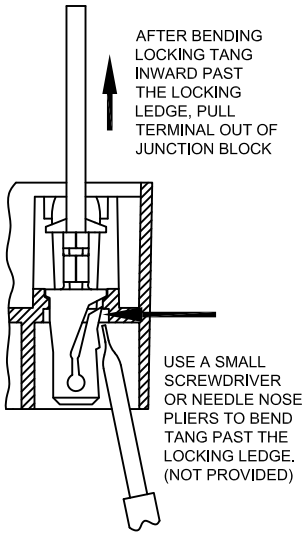
TERMINAL REMOVAL

THIS PAGE SHOWS HOW TO REMOVE THE BUS BAR AND SINGLE TERMINALS

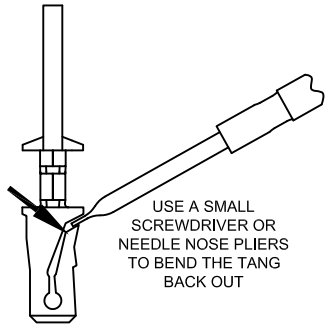


THESE INSTRUCTIONS ARE FOR A SINGLE TERMINAL. TO REMOVE BUS BAR, TERMINAL REMOVAL MUST BE APPLIED TO ALL LOCKED TERMINALS ON BUS BAR.

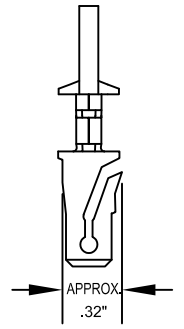
LOCKED BUS BAR & SINGLE TERMINAL SECTION VIEW



BEND LOCKING TANG INWARD TO REMOVE TERMINAL

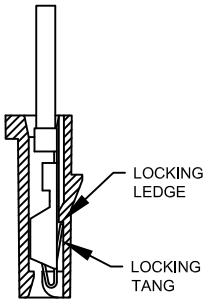


BEND LOCKING TANG BACK OUT TO RE-USE TERMINAL

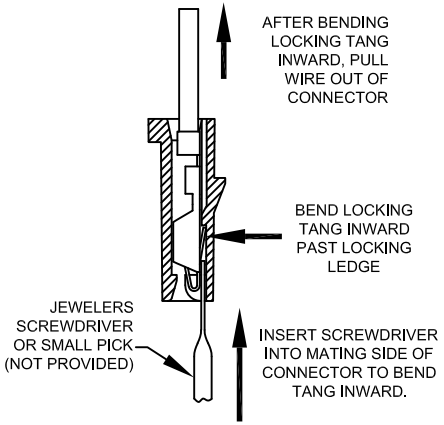


TERMINAL IS READY TO BE RE-USED AS SHOWN.

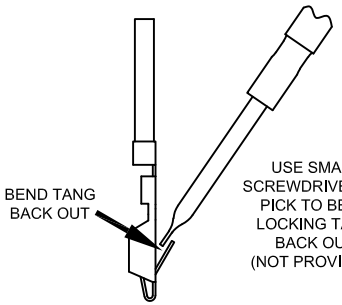
CORRECTED LOCKING TANG



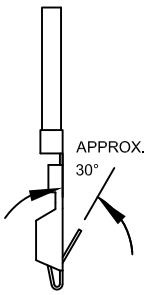
LOCKED TERMINAL SECTION VIEW



BEND LOCKING TANG INWARD TO REMOVE TERMINAL



BEND LOCKING TANG BACK OUT TO RE-USE TERMINAL



TERMINAL IS READY TO BE RE-USED AS SHOWN.

CORRECT LOCKING TANG

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TYPCIAL JUNCTION BLOCK APPLICATION EXAMPLES

THERE ARE MANY USES FOR THIS JUNCTION BLOCK. IT PROVIDES INDEXED CONNECTIONS TO PREVENT CROSS WIRING OF VARIOUS DEVICES. HERE ARE SOME OF THE POSSIBLE USES FOR LOW TO HIGH AMPERAGE CAPACITY:

- ELECTRIC FUEL PUMP WITH OR WITHOUT RELAY.
- DUAL ELECTRIC FUEL PUMPS WITH OR WITHOUT RELAYS
- TACHOMETER (AFTER MARKET STEERING COLUMN OR DASH PAD MOUNTED)
- TACHOMETER LAMP (AFTER MARKET STEERING COLUMN OR DASH PAD MOUNTED)
- SHIFT LAMPS (DASH TOP OR STEERING COLUMN MOUNTED)
- SINGLE OR DUAL ELECTRIC FANS WITH RELAY & TEMPERATURE SENDER GROUND.
- ELECTRICAL GAUGES MOUNTED BELOW DASH (OIL PRESSURE, TEMPERATURE, VOLTAGE, ETC.)
- STEREO EQUALIZER
- STEREO AMPLIFIER WITH RELAY
- FRONT FOG OR DRIVING LAMPS WITH OR WITHOUT RELAY
- HIGH INTENSITY LAMPS WITH RELAYS (MOUNT ON ROOF OR ROLL BARS)
- RPM ACTIVATED SWITCHES, ELECTRIC SHIFTERS, & NOS SYSTEMS.
- TOW TRAILER POWER LEADS & CAMPER BATTERY JUNCTION CIRCUITS
- POWER WINDOWS, POWER SEATS, POWER DOOR LOCKS, POWER TOP

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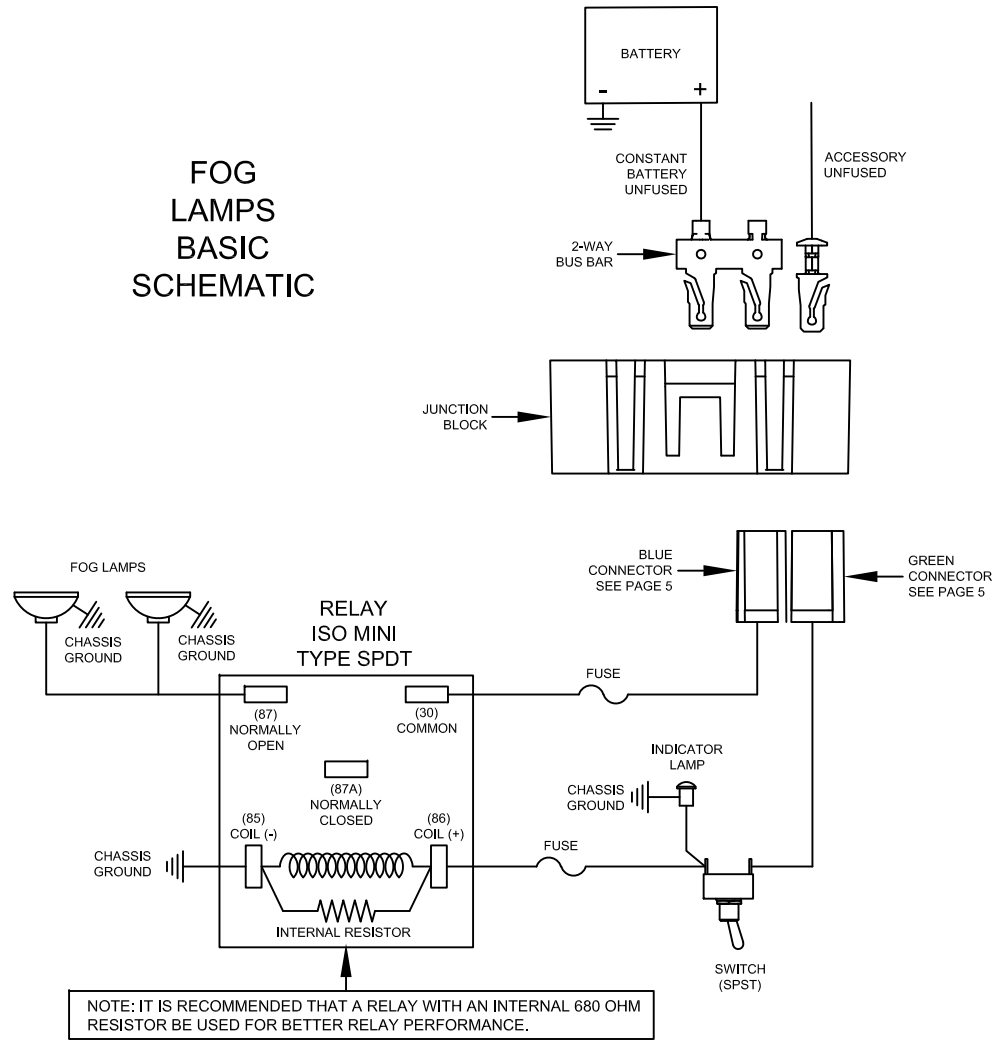
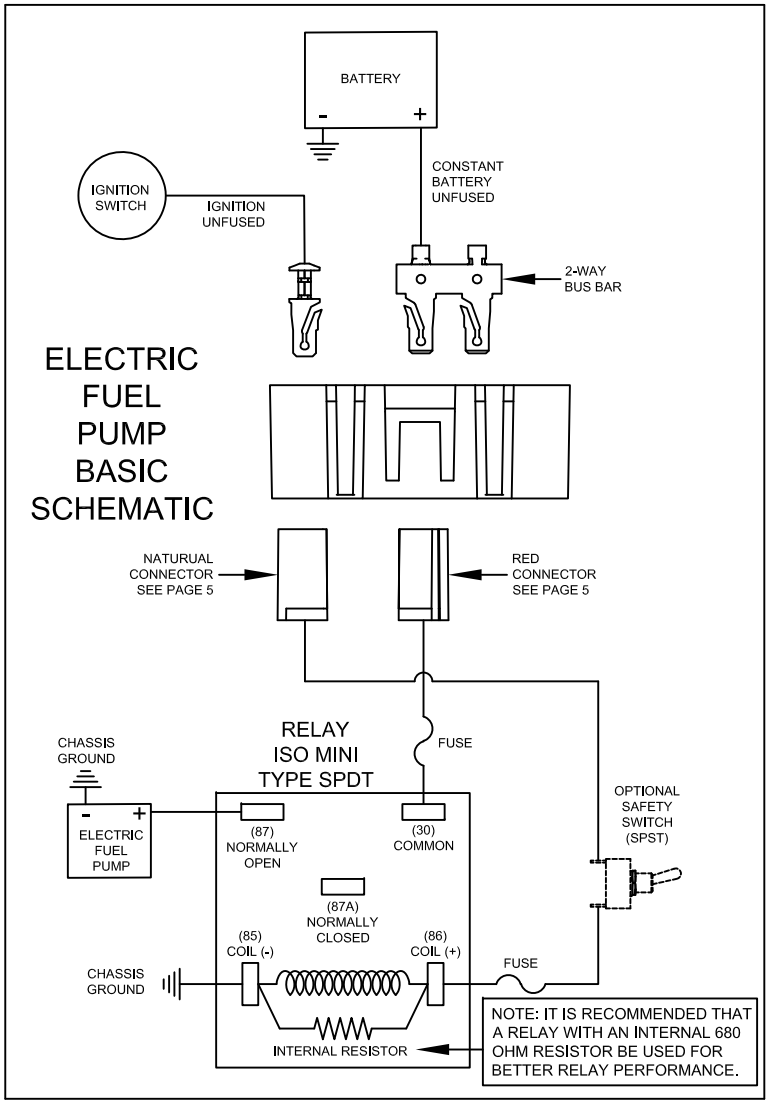
TYPICAL JUNCTION BLOCK SCHEMATICS

THESE SCHEMATICS ARE FOR REFERENCE ONLY.
FOLLOW DEVICE RECOMMENDATIONS AS REQUIRED.

FOG LAMPS BASIC SCHEMATIC



ELECTRIC FUEL PUMP BASIC SCHEMATIC



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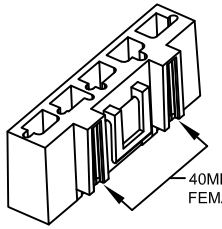
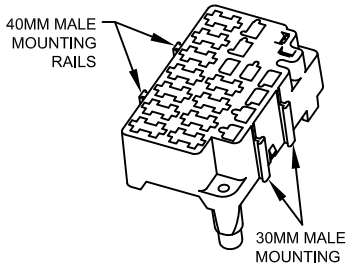
5-WAY JUNCTION BLOCK ATTACHMENT OPTIONS TO CLASSIC AUTOFUSE SERIES DASH HARNESSES

(SEE CATALOG APPLICATIONS FOR SPECIFIC DASH HARNESS PART NUMBERS USING THESE FUSE BLOCKS)



THE 5-WAY JUNCTION BLOCK CAN BE ATTACHED TO THESE ATO SERIES FUSE BLOCKS USED ON CLASSIC AUTOFUSE SERIES DASH HARNESSES

THIS ATO SERIES FUSE BLOCK IS USED ON THE FOLLOWING CAR LINES:



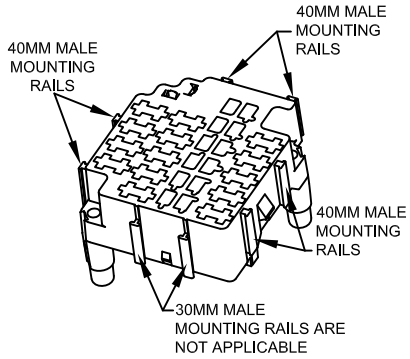
1964-67 GM "A" BODY:
- CHEVELLE / EL CAMINO
- SKYLARK / GS
- GTO / LEMANS
- CUTLASS / 442

1963-67 GM "B" BODY:
- IMPALA
- CAPRICE
- BISCAYNE
- BEL AIR
- AND OTHER CHEVY PASSENGER MODELS

1967 GM "F" BODY:
- CAMARO
- FIREBIRD

1967-69 "Z" BODY:
- CORVAIR

THIS ATO SERIES FUSE BLOCK IS USED ON THE FOLLOWING CAR LINES:



1968-77 GM "A" BODY:
- CHEVELLE / EL CAMINO
- MONTE CARLO
- SKYLARK /GS
- GTO / LEMANS
- CUTLASS / 442

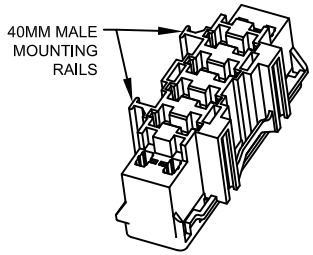
1968-71 GM "B" BODY:
- IMPALA
- CAPRICE
- BISCAYNE
- BEL AIR
- AND OTHER CHEVY PASSENGER MODELS

1968-79 GM "F" BODY:
- CAMARO
- FIREBIRD
- 68 & 69 ALREADY COMPLETE

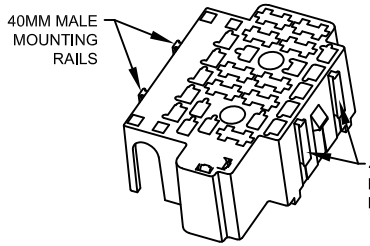
1968-74 GM "X" BODY:
- CHEVY II / NOVA

1968-78 GM "Y" BODY:
- CORVETTE

6-WAY FUSE BLOCK KIT
PART # 41359



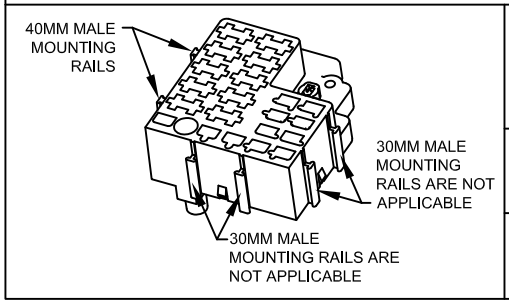
THIS ATO SERIES FUSE BLOCK IS USED ON THE FOLLOWING CAR LINES:



1960-66 GM "Z" BODY:
- CORVAIR CAR & TRUCK

1960-66 CHEVY TRUCK:
- C & K MODEL

THIS ATO SERIES FUSE BLOCK IS USED ON THE FOLLOWING CAR LINES:



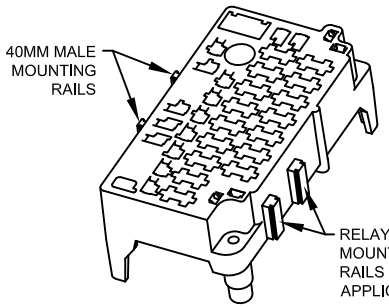
1958-62 GM "B" BODY:
- IMPALA
- BEL AIR
- BISCAYNE
- CAPRICE

1962-67 GM "X" BODY:
- CHEVY II / NOVA

1958-67 GM "Y" BODY:
- CORVETTE

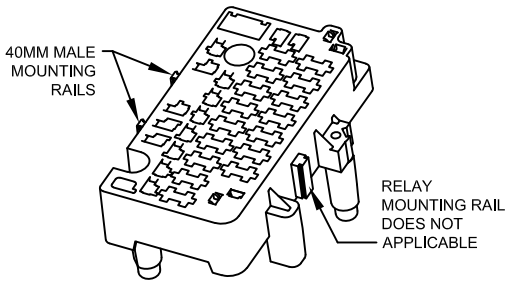
THIS ATO SERIES FUSE BLOCK IS USED ON THE FOLLOWING CAR LINES:

1967-72 CHEVY TRUCK



THIS ATO SERIES FUSE BLOCK IS USED ON THE FOLLOWING CAR LINES:

1973-78 CHEVY TRUCK



NOTE: CUSTOMER MUST DETERMINE IF THERE IS SUFFICIENT SPACE TO ATTACHED 5-WAY JUNCTION BLOCK TO ATO FUSE BLOCK AFTER DASH HARNESS HAS BEEN INSTALLED IN VEHICLE.

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