VCV Wiring Harness

1st Generation

Design philosophy

Intended as an easily installed, much improved replacement for original or existing wiring harness on 1964-1966 Chevy G10 vans. We use the original wiring harness as a starting point. The original color code for wires is used. Original wiring diagrams can be used but be aware that errors exist, many minor, some significant. An errata sheet will be provided. We have worked to make these harnesses to exceed automotive and marine standards using established best practices during parts selection and during assembly. Our goal is to provide you with a wiring harness that takes one of the weakest points in these vans and changes that to one of the strongest.

Features

Harness is complete from dash to engine bay. Harness to rear of van will be sold separately

Every wire and cable has been increased in size by at least one step. For example, an original 16-gauge wire is replaced by a 14-gauge wire.

All wires are Anchor brand (or similar) tinned marine boat wire for improved corrosion resistance.

Every wire connection is crimped, soldered and then double shrunk. Deluxe only. The standard harness is crimped only as the original.

Alternator output wire size is increased from 14 gauge to 4 gauge. This size cable will handle a 100

amp alternator. Larger output alternators will require larger gauge cable. (Extra charge)

Two long 4awg cables (positive and negative) have been added to supply the fuse panel. These are routed from the battery clamps to the fuse panel. Even at the maximum 100 amp fuse panel draw, voltage drop is less than 5%. This is suitable for high end stereos, electronics and critical systems. For lower voltage drop, a 2awg cable is required. (Extra charge) All cables are in loom and overwrap (see below for details). Positive cables have red overwrap and negative cables have black overwrap.

Instrument cluster wires have been lengthened 12’ to allow easy removal and installation of bulbs and cluster wiring. An additional ground has been added to the cluster frame for superior grounding and to allow easier troubleshooting.

Fuse panel slots increased from the original 6 circuits to 12. 6 circuits are wired the same as the original. The remaining 6 circuits are left open and is intended for add-on or accessories such as fans, stereo, air conditioning, whatever you can think of. Each circuit has 30 amp maximum capacity. Fuse panel maximum capacity is 100 ampsl. Panel includes negative buss so you can route all your greater area grounds to that buss. Fuse panel used is Blue Sea model 5026 ST. Uses ATO/ATC fuses

ATC “Easy ID” fuses use an LED to show that a fuse has been blown. Blue Sea part # 5298. Fuse panel is hinged to bottom of dashboard with two screws and an iridium magnet. Hinge allows fuse panel to be serviced from the driver’s seat. Storage position is horizontal and out of the way. Servising position is within easy reach from a seated position.

Battery and ground cables are 2-Gauge. Negative cable is two piece to allow a 3/8” bolt to be attached to the frame near the battery. This ties the negative cable to the frame and engine. Solid grounding is a must when using modern electronics or LS conversions.

Littlefuse brand MDB series 2 or optional 3-way Midi power distribution/fuse holder (waterproof). 125-amp Midi-Fuse protects the 100-amp fuse panel. Mounted near battery, this feature protects the fuse panel and allows for an additional one or two optional Midi-Fuse slots. This permits protected add-on circuit expansion options (100 amp max per additional circuit). This permits the additional circuit to be isolated from the main harness. An extra 125 amp fuse is included as a spare or for use on an additional circuit.

New Packard 56 connectors are used for easy plug in to existing electrical items. Some unavailable or discontinued 56 series connectors have been recycled from old harnesses. This allows for easy installation. No need to add or switch old connectors to the new harness.

Harness wired for HEI distributor. A separate 10 amp circuit breaker near the distributor protects the HEI. It is highly recommended that you use an HEI type distributor. Points style mini harness for points system is extra charge.

Weatherpack connectors have been added for a neutral safety switch and backup light if you are adding these systems. These two connectors are located at the rear of the engine compartment near the voltage regulator for easy installation to the transmission switch(es).

Wiring harness loom is asphalt impregnated fabric rated for 275F continuous operating temperature and is rated for high heat applications in accordance with industry standards. Overwrap is Scotch Super 33 tape. Rated to 291F.

Engine wiring loom is heat-reflective aluminum laminated fiberglass tube over asphalt impregnated fabric loom. Sealing tape is rated up to 1,200 F. and 491F continuous. (Thermashield T6 tube and tape)

Thank you for purchasing this wiring harness. It has been designed and built specifically for the 1964-1966 Chevy G10s.