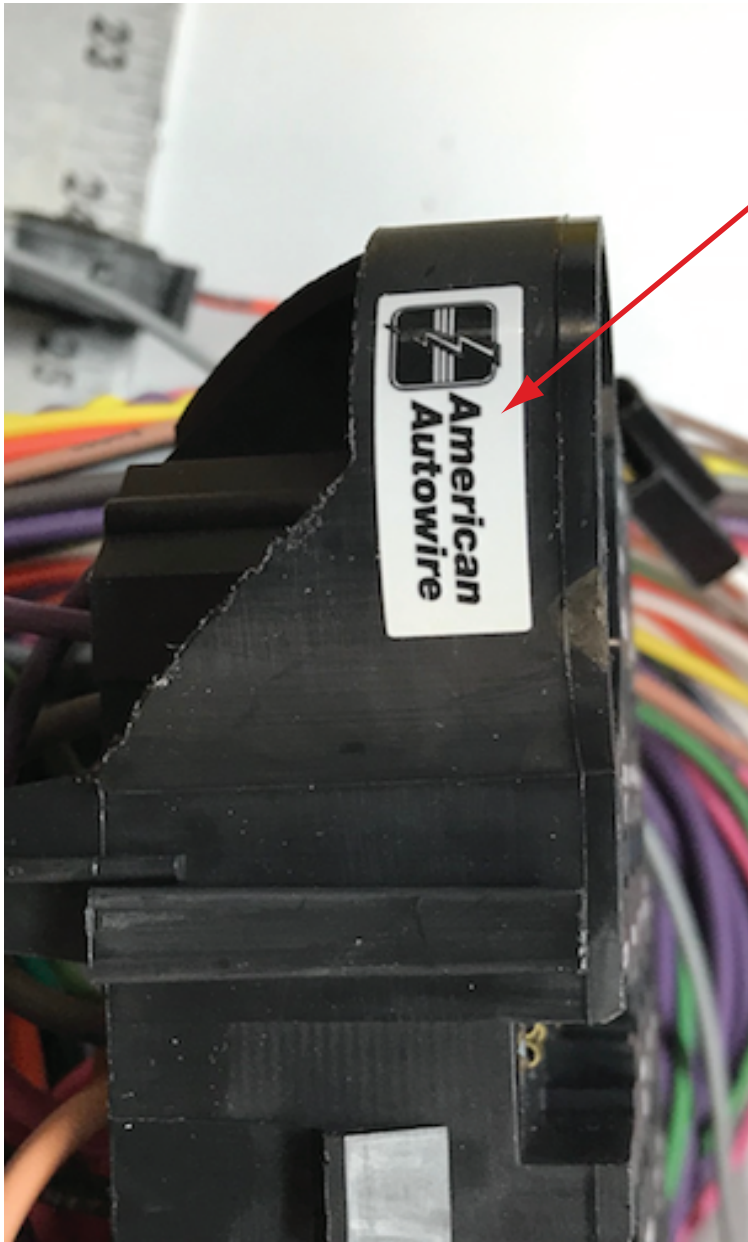


**NOTE:** If the fuse panel on your 510105 70-72 Chevelle kit **HAS** a sticker like the photo at the left, you have the second design harness and your instructions are listed below and follow this page.



Number	Description
500332	Headlight Switch
500707	Fuse, Relay, and Flasher kit
500708	Courtesy Light kit
500919	Practice Terminal Crimping Set
510524	Dash Harness kit
510526	Engine Wiring Kit
510527	Front Light Wiring kit
510525	Instrument Cluster Wiring kit
510112	Console Wiring kit
510111	Rear Body Wiring kit
510476	Alternator and main power Connection kit
510730	VSS Connection kit
500042	Floor Dimmer Switch
92972545	Kit Introduction Instruction Sheet
92972546	Warning Sheet



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## 70-72 Chevelle Second Design Instructions

92972885 rev. 0.0 2/12/2020



## WARNING:

Validate the kit contents with the component list included on page 2 of this sheet before proceeding. This kit is intended to be used in a modified vehicle. Please read this sheet thoroughly and be sure that you understand everything explained on it prior to opening any of the enclosed packages, or before attempting to install any of the components. Once this kit has been opened or a component installed, the kit is not returnable.

1. This kit should typically be used in a **MODIFIED** application only.
2. This kit supports the use of factory heater systems and aftermarket heater and A/C systems. The kit supplies power to a factory A/C control head but **DOES NOT** include the actual A/C harness for an original factory A/C vehicle. Factory original A/C harnesses are available under our Factory Fit product line as they are self contained harnesses made to fit and work with the stock A/C component configuration.
3. This kit supports the use of a high current self-exciting 1-wire alternator or other style internally regulated alternators. An adapter may be necessary in some applications. The use of a stock, low amperage alternator is seriously discouraged as they cannot handle the higher current requirements of updated ignition systems, electric fans, aftermarket A/C systems, stereo systems, air ride suspensions, and other power hungry accessories and will ultimately create performance issues with the system.
4. This kit **WILL NOT** support the use of a factory ammeter. All AAW kits are engineered to supply the optimum charge to the battery. To achieve this performance, we route our 6ga. charge wire directly from the alternator output charge terminal to the starter battery terminal. Due to the path of the charge being altered from the stock configuration, the gauge can no longer see a charge vs. a discharge, so it will not work properly. When ammeters were originally used, most generator or alternator current outputs were rated at a maximum of about 25-60 amps. Modified cars being built today typically utilize a 100 amp or higher output alternator. With these higher current units, ammeters, generally speaking, become a safety hazard. Ammeters are usually wired in parallel to the charging circuit, are typically unfused, and can short very easily causing a fire. A voltmeter is recommended as a good alternative.
5. This kit **IS NOT** set up with a resistance wire for a standard, points type ignition system. It is wired with a full 12 volt primary ignition feed that is hot in the run position. Primary ignition voltage in the starting position is handled via a full 12 volt bypass wire. Our system will support HEI, MSD, other electronic ignition systems, as well as most all computerized Fuel Injection systems. If you wish to run a points type system, there are illustrations on the engine connection pages to do so. Extra parts (ballist resistor) that are not included in this kit will be required to complete that operation.



# 510105



## 510105 - Classic Update Series Kit 1970-72 Chevrolet Chevelle

This kit contains the following components:

<u>Bag</u>	<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
	500042	Floor Dimmer Switch	1
	500332	Headlight Switch	1
	500707	Fuse, Relay, and Flasher kit	1
N	500708	Courtesy Light kit	1
	500919	Practice Terminal Crimping Set	1
G	510524	Dash Harness kit	1
J	510526	Engine Wiring Kit	1
L	510527	Front Light Wiring kit	1
H	510525	Instrument Cluster wiring kit	1
M	510111	Rear Body Wiring kit	1
K	510112	Console Wiring kit	1
V	510730	VSS Connection Kit	1
Z	510476	Alternator and Main Power Connection kit	1
	92972545	Kit Introduction Instruction Sheet	1
	92972546	Warning Sheet	1

Validate the kit contents with this component list. If there are any discrepancies with incorrect or missing parts, stop your installation and notify the supplier you purchased the kit from before proceeding.



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# 510105

# Classic Update Series

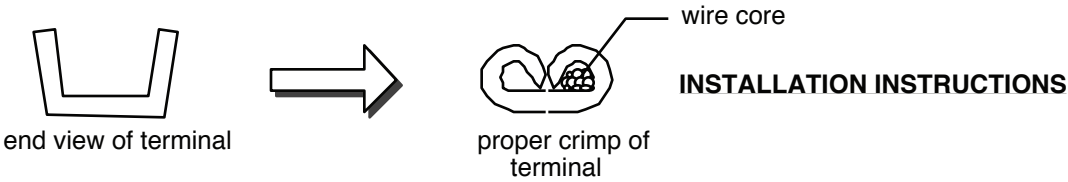
## 1970-72 Chevelle

# START HERE !

PLEASE READ THIS BEFORE STARTING INSTALLATION !

This wiring kit is designed for ease of installation. Please read the guidelines below, BEFORE STARTING your installation to guarantee a successful job. Use a appropriate crimp tool that folds the crimp wings on the terminals as shown below.

NOTE: ALL TERMINALS THAT YOU INSTALL SHOULD BE PROPERLY SOLDERED.  
Our factory terminations are installed by GM approved five ton presses, and soldering is not necessary on these terminations.



**STEP 1: DISCONNECT YOUR BATTERY:**  
Disconnect the battery before installing the wiring kit to prevent any accidental shorting caused by loose bare wire ends.

**STEP 2: START INSTALLING KIT:**  
This kit is broken down into individual steps that are identified by a letter printed on the instruction sheets visible through each bag. These letters are the order of operation for installation for your kit. Start with the bag letter G, then H, etc. The order of installation is shown below:

- G 510524 Dash Harness Kit
- H 510525 Instrument Cluster Kit
- J 510526 Engine Kit
- K 510112 Console Kit
- L 510527 Front Light Kit
- M 510111 Rear Body Kit
- N 500708 Courtesy Light Kit
- V 510730 VSS Connection Kit
- Z 510476 Alternator and Main Connection Kit

**STEP 3: RECONNECT YOUR BATTERY:**  
When you have completed the installation and are ready to reconnect the battery, make sure that the following electrical system grounds are in place:

- A. Battery is grounded to the ENGINE BLOCK.
- B. Battery is grounded to the frame.
- C. Engine block is grounded to the frame.
- D. Body is grounded to the frame.

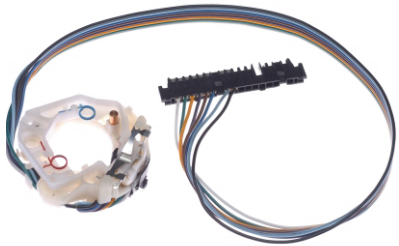
**STEP 4: CHECK ALL ELECTRICAL FUNCTIONS:**  
Any non-functioning items should be checked for proper installation. Any problems with your wiring and electrical circuit functions should be addressed to American Autowire Systems, Inc. as soon as possible to avoid any warranty problems. If you have any questions concerning this or any of our products, please feel free to call us at 1-800-482-WIRE.

We carry many accessories for your 1970-72 Chevelle

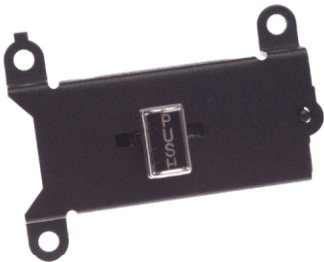
OEM style non-stick harness tape  
p/n R0067108



OEM style turn signal switch.  
p/n 01997938 (1970-72)



1970-72 OEM style wiper switches.  
p/n 01993464 - without recessed park  
p/n 01993465 - with recessed park



Muncie 4 speed back up lamp switch.  
p/n 03943657 (1970-72)



OEM large terminal and double  
crimping tool (12-8 gauge).  
p/n 510586



Multi-crimp tool (20-14 gauge).  
p/n 510585

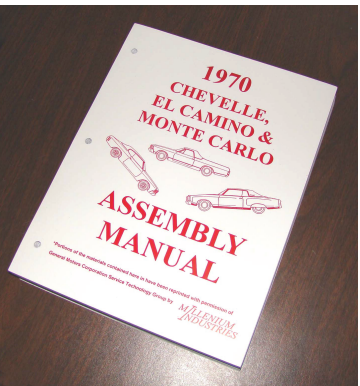


Breakerless Ignition Module,  
GM V-8 POINT CONVERSION KIT  
p/n 38131



Factory assembly manuals.  
(It's what they used on the assembly  
line to build your Camaro!)

p/n 36300 (1970)  
p/n 36301 (1971)  
p/n 36302 (1972)



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## Classic Update Series

### 1970-72 Chevelle

# 510105

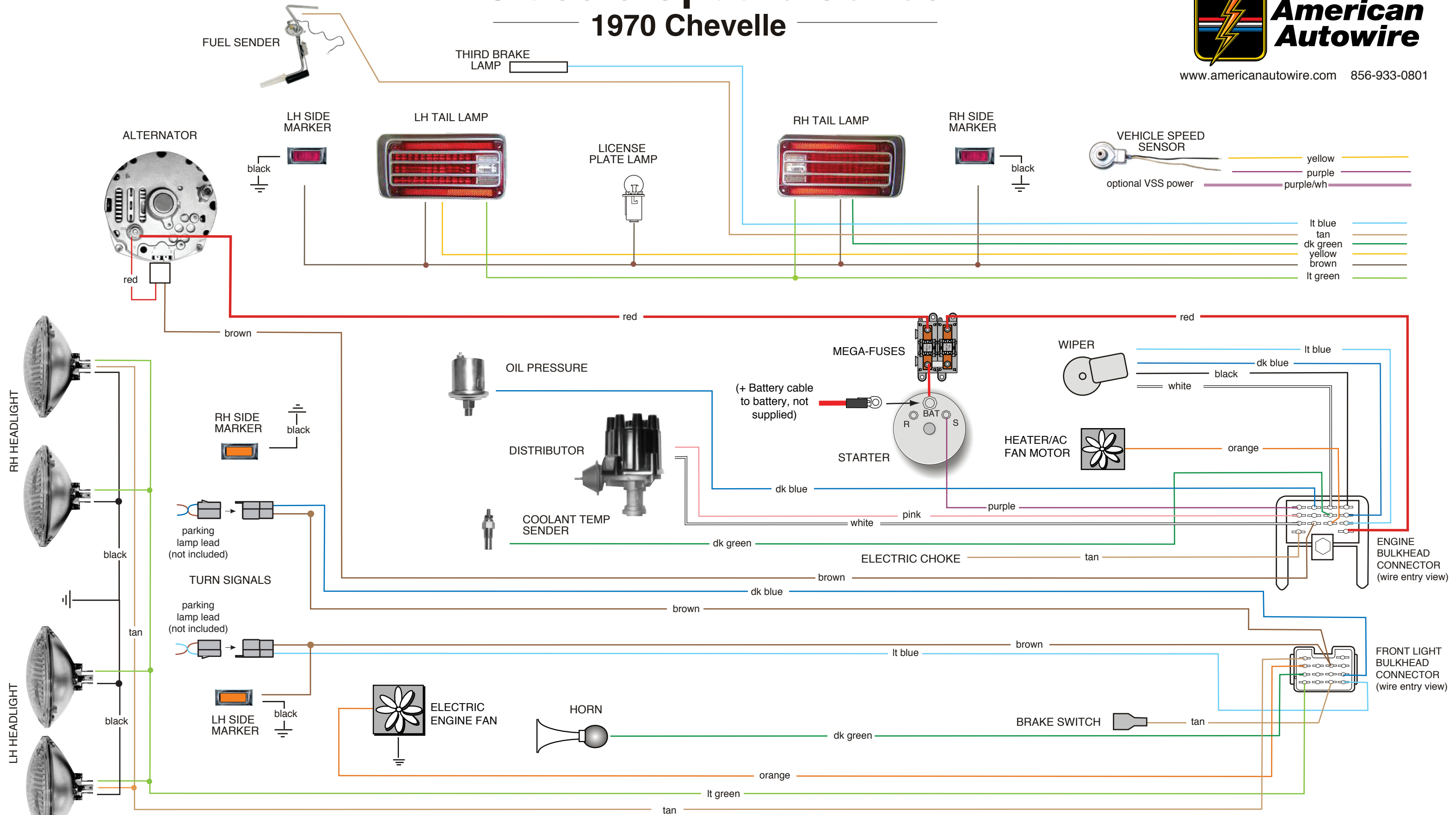
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92972545 instruction sheet rev. 0.0 8/19/2019

# Classic Update Series

## 1970 Chevelle



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**NOTICE:** This schematic drawing is for reference only.  
Do not use the schematic to install this wiring kit!  
Use the instruction sheets included in each bag, which includes directions for proper terminations.

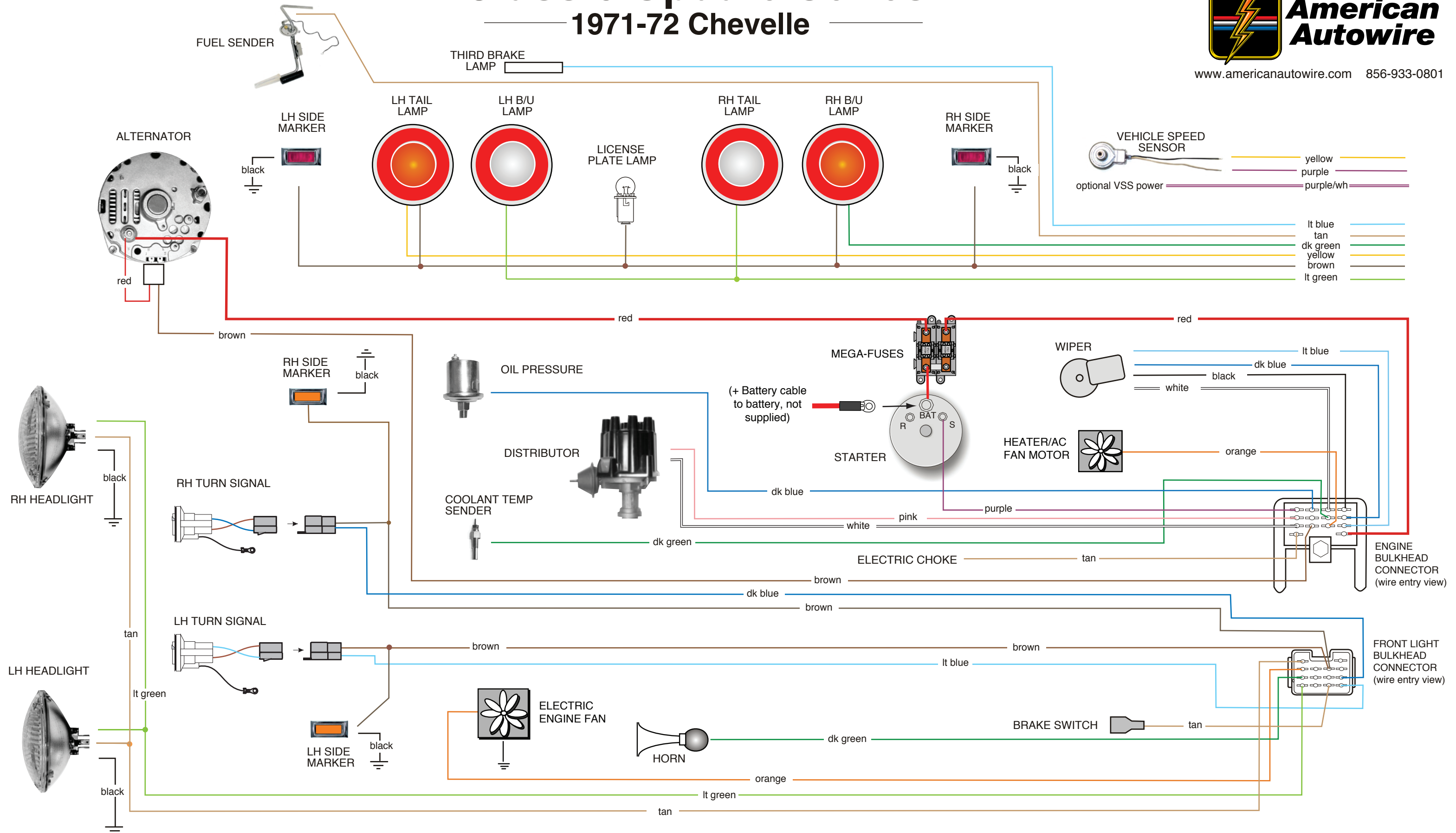
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# Classic Update Series

## 1971-72 Chevelle



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**NOTICE:** This schematic drawing is for reference only.  
Do not use the schematic to install this wiring kit!  
Use the instruction sheets included in each bag, which includes directions for proper terminations.

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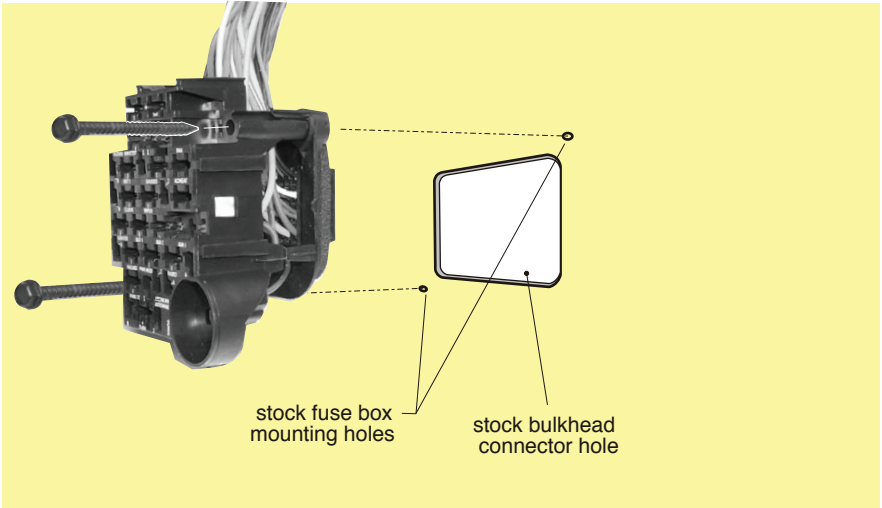
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92972545 instruction sheet rev. 0.0 8/19/2019


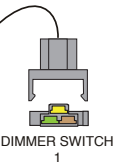
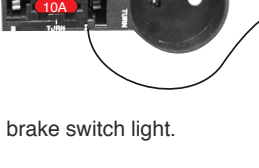


INSTALLING THE FUSE BOX

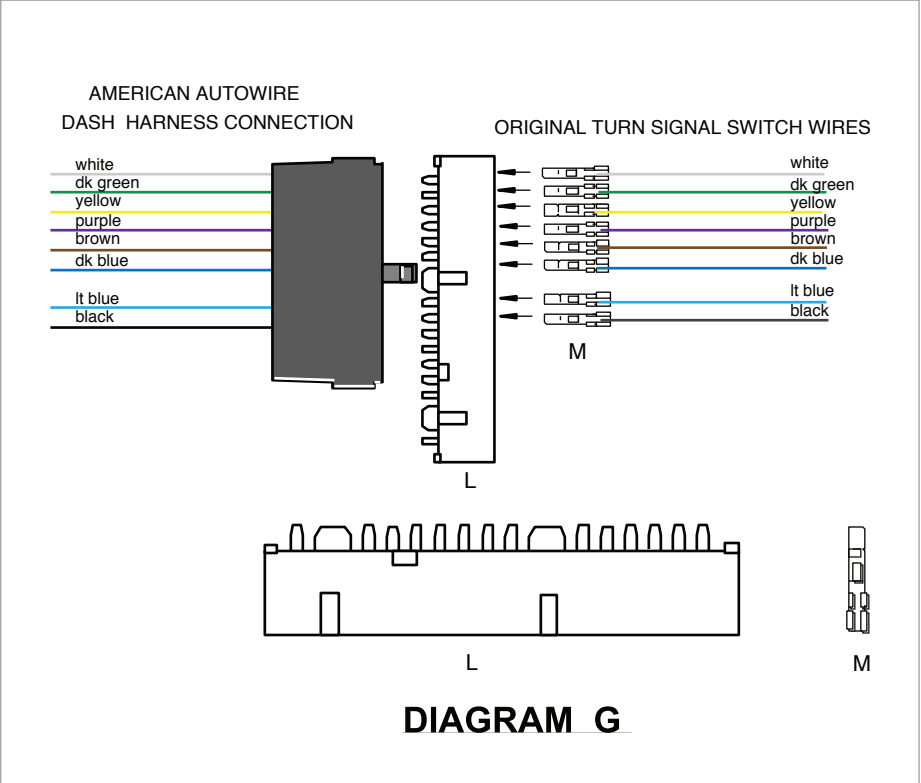
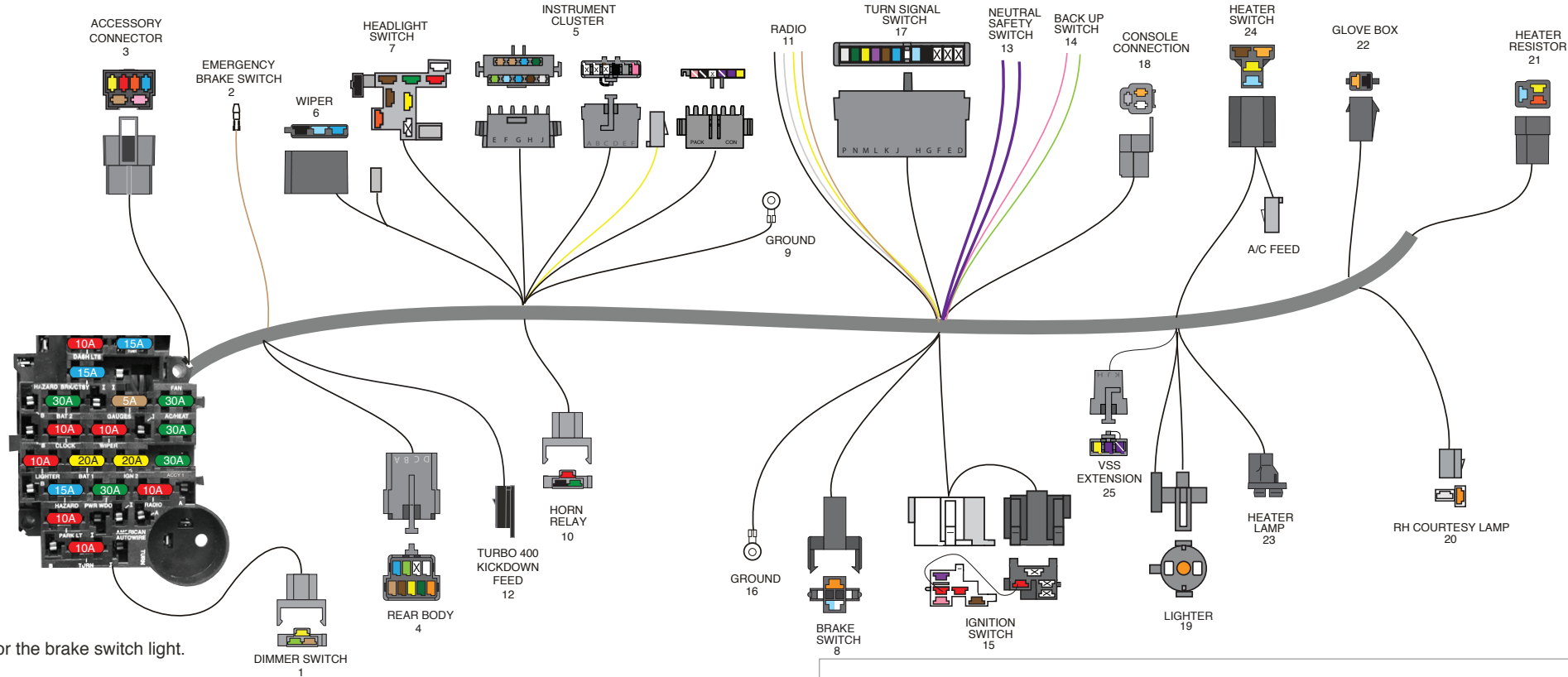


- 1. Locate the stock OEM bulkhead hole in the driver side of the firewall.
- 2. Mount the fuse box with the flasher can in the bottom right corner, as shown above.
- 3. Using the two mounting screws A, attached the fuse panel to the firewall.

1.	DIMMER SWITCH	Light Green Light Green Tan Yellow	Thin wire is feed to high beam indicator light in instrument cluster. Heavy wire is headlight high beam feed wire. Headlight low beam feed wire. Headlight power feed wire from headlight switch.														
2.	EMERGENCY BRAKE	Tan	Connect to the emergency brake switch. This is the ground circuit for the brake switch light.														
3.	ACCESSORIES	Use the provided connector J and terminals as power leads for the following:															
		<table><thead><tr><th>Fuse</th><th>Rating</th></tr></thead><tbody><tr><td>Tan</td><td>FUEL 10 amp</td></tr><tr><td>Orange</td><td>BAT1 20 amp</td></tr><tr><td>Red</td><td>BAT2 30 amp</td></tr><tr><td>Pink</td><td>IGN1 20 amp</td></tr><tr><td>Pink</td><td>PWRWDO 30 amp</td></tr><tr><td>Dk Blue</td><td>ACCY1 30 amp</td></tr></tbody></table>	Fuse	Rating	Tan	FUEL 10 amp	Orange	BAT1 20 amp	Red	BAT2 30 amp	Pink	IGN1 20 amp	Pink	PWRWDO 30 amp	Dk Blue	ACCY1 30 amp	Fused 12 volt IGNITION feed for fuel pump (may also be used to feed power to another ignition circuit) Fused 12 volt BATTERY feed for power seats (may also be used to feed power to another battery circuit) Fused 12 volt BATTERY feed for power door locks (may also be used to feed power to another accessory circuit) Fused 12 volt IGNITION feed for cruise control (may also be used to feed power to another ignition circuit) Fused 12 volt IGNITION feed for power windows (may also be used to feed power to another ignition circuit) Fused 12 volt ACCESSORY feed (may also be used to feed power to an accessory circuit)
Fuse	Rating																
Tan	FUEL 10 amp																
Orange	BAT1 20 amp																
Red	BAT2 30 amp																
Pink	IGN1 20 amp																
Pink	PWRWDO 30 amp																
Dk Blue	ACCY1 30 amp																
4.	REAR BODY	This connector will mate to the connector from the Rear Body harness found in bag L.															
		Tan Brown Yellow Dark Green Orange White Light Green Light Blue	Fuel tank sender lead. Tail lamp feed. LH turn / brake feed. RH turn / brake feed. Dome / courtesy lamp feed. Dome / courtesy lamp ground. Back up lamp feed. Third brake light.														
5.	INSTRUMENT CLUSTER DISCONNECTS	These connectors will plug into the gauge disconnect harness 510525, bag H. Wire identifications are described on the Instruction sheets in bag H.															
6.	WIPER	Black Black Dk Blue Lt Blue	Ground for switch assy. (single connector used in 72 Chevelle only) Ground circuit for low speed. (in 3 way connector) Ground circuit for washer. (in 3 way connector) Ground circuit for hi speed. (in 3 way connector)														
7.	HEADLIGHT SWITCH	Red Orange Brown Yellow Dk Green White Black	12 volt feed to switch 12 volt lead in to Park/tail Park lamp feed out Dimmer feed Instrument lamp feed Dome / courtesy ground Switch body ground BAT location on headlight switch PARK / TAIL feed in location on headlight switch. (commonly found on GM headlight switches). PARK LAMP OUT location on headlight switch. DIMMER FEED location on headlight switch. INSTRUMENT LAMP location on headlight switch. COURTESY GROUND location on headlight switch. GROUND for switch assembly														
8.	BRAKE SWITCH	Plug this connector into the factory stop lamp switch.															
		Orange White Lt Blue	12 volt feed 'in' to switch. 12 volt brake feed 'out' to steering column turn signal switch. 12 volt brake feed 'out' to third brake light.														
9.	GROUND	Black	Connect to a good chassis ground.														
10.	HORN RELAY	Plug the horn relay (found in the fuse bag) into this connector.															
		Red Black Dark Green	12 volt battery. Relay ground circuit. (to steering column) Triggered 12 volts to horn.														
11.	RADIO	Tan Black Gray Yellow	Radio accessory feed. ("on/off" power wire) Ground wire for radio. Lamp wire for radio. Constant 12v battery for clock or memory circuit.														
12.	T400 KICKDOWN FEED	Pink	12 volt ignition feed to gas pedal mount turbo 400 kickdown switch.														



TURBO 400  
KICKDOWN  
FEED  
12





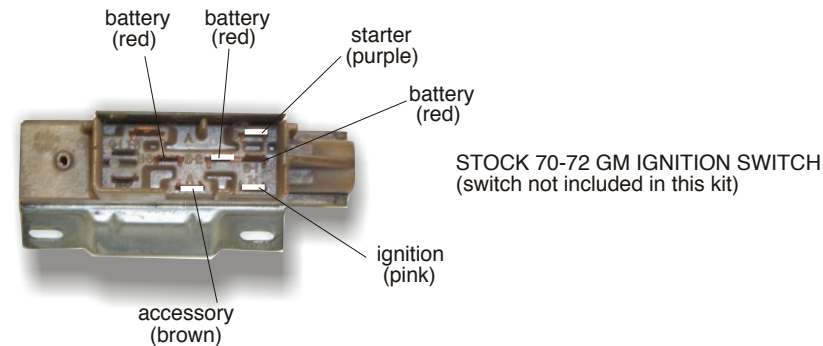
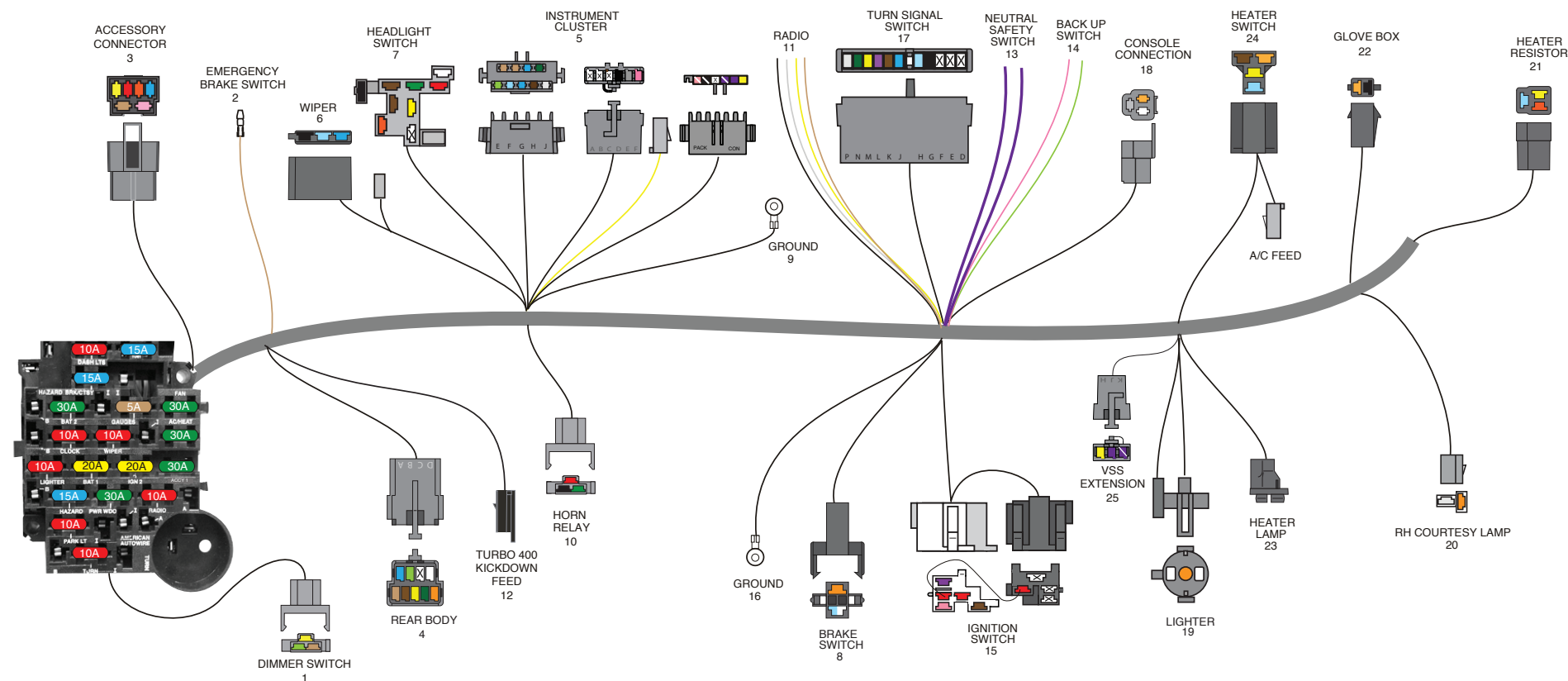


DIAGRAM H

- |     |                       |  |
|-----|-----------------------|--|
| 13. | NEUTRAL SAFETY SWITCH | Connect these wires to the neutral safety switch on the column or console shifter.<br>Purple      12 volt feed 'in' to neutral safety switch from ignition switch.<br>Purple      12 volt feed 'out' to starter solenoid.  |
| 14. | BACK UP SWITCH        | Connect these wires to the back up switch on the column or console shifter.<br>Pink      12 volt ignition feed 'in' to back up lamp switch.<br>Lt Green      12 volt feed 'out' to back up lamps.  |
| 15. | IGNITION SWITCH       | Note: Connectors are already plugged in if you are using a stock 1970-72 ignition switch as shown in Diagram H.<br>Red      12 volt battery feed.<br>Pink      12 volt ignition feed.<br>Brown      12 volt accessory feed.<br>Purple      Starter lead wire to Neutral Safety Switch.   |
| 16. | GROUND                | Black/White      This is the ground for an electric speedometer. Connect to a good chassis ground. Do NOT attach to #9 ground.   |
| 17. | TURN SIGNAL SWITCH    | This harness has a connector on it for the 3 7/8 in. 1969-74 GM steering column connection used by GM and many after-market manufacturers. If using a late model GM steering column or an aftermarket column using the 4 1/4 in. GM turn signal connector, replace existing connector with connector "L" being sure to match wires by color. (See diagram G on sheet 2 if needed)<br>White      12 volt feed from brake switch.<br>Dark Green      RH tail lamp.<br>Yellow      LH tail lamp.<br>Purple      12 volt feed from turn flasher.<br>Brown      12 volt feed from hazard flasher.<br>Dark Blue      RH front park lamp.<br>Light Blue      LH front park lamp.<br>Black      Horn relay ground wire to horn switch. |
| 18. | CONSOLE CONNECTION    | These wires are for use on a console vehicle. For wire functions, refer to bag K, 510112.  |
| 19. | LIGHTER               | Orange      Connect to lighter. (battery and ground feeds)   |
| 20. | RH COURTESY LAMP      | Plug this connector into the mating connector from the courtesy lamp kit bag N, 500708.<br>Orange      12 volt battery feed to lamp.<br>White      Ground circuit for lamp.  |
| 21. | HEATER RESISTOR       | Plug this connector into the factory heater resistor located on top of the heater box on most A/C cars.  |
| 22. | GLOVE BOX LIGHT       | Orange      Connect to the original factory glove box lamp switch. If not using, just unplug and tape back.  |
| 23. | HEATER LAMP           | Gray      Heater control lamp.   |
| 24. | HEATER SWITCH         | Plug this connector into the factory heater switch.<br>Brown      12 volt accessory feed to heater / ac switch. (if using aftermarket a/c, use the short brown wire as the accessory feed wire to a/c harness. If a new factory A/C harness is needed, please contact our Sales Department for the proper application for your car)<br><br>Yellow      Heater resistor.<br>Lt Blue      Heater resistor.<br>Orange      Heater resistor.   |
| 25. | VSS EXTENSION         | These wires are for use with an aftermarket electric speedometer only. The VSS Lead Wires, 510730, bag V, will plug in here. Refer to that instruction sheet for wire functions and additional directions.   |



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1970-72 Chevelle  
**DASH KIT**  
**510524**



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# Classic Update Series

REFER TO SHEET 2 FOR CONNECTING TO A STOCK INSTRUMENT CLUSTER. IF USING A FACTORY DASH CIRCUIT BOARD, BE SURE TO INSTALL THE WIRES AS SHOWN FOR WARNING LIGHTS OR FACTORY GAUGES. THIS AAW KIT DOES NOT SUPPORT THE USE OF A FACTORY AMMETER. WE SUGGEST THE USE OF A VOLTMETER INSTEAD. IF YOUR CAR HAS AN ORIGINAL SWEEP DASH, YOU WILL NEED TO SPLICE THE CLUSTER WIRES FROM THIS KIT INTO YOUR ORIGINAL WARNING LAMP PODS MAINTAINING COLOR CONTINUITY BETWEEN THE TWO. IF YOU ARE USING AFTERMARKET GAUGES, TERMINAL KIT 92965220 HAS BEEN PROVIDED TO CONNECT THIS CLUSTER KIT TO YOUR GAUGES.

**CONNECTOR F** - Plug this connector into the mating connector on the dash harness (bag G) and connect wires as follows:

Wire Color	Function	Stock circuit board connection
DARK BLUE	Right Turn Lamp	Route this wire to the circuit board, cut to length, install terminal A, and plug into connector B in location shown on sheet 2.
LIGHT BLUE	Left Turn Lamp	Route this wire to the circuit board, cut to length, install terminal A, and plug into connector B in location shown on sheet 2.
LIGHT GREEN	Hi Beam Lamp	Route this wire to the circuit board, cut to length, install terminal A, and plug into connector B in location shown on sheet 2.
DARK GREEN	Temperature Sender	Route this wire to the circuit board, cut to length, install terminal A, and plug into connector B in location shown on sheet 2.
DARK BLUE	Oil Pressure Sender	Route this wire to the circuit board, cut to length, install terminal A, and plug into connector B in location shown on sheet 2.
TAN	Fuel Sender	Route this wire to the circuit board, cut to length, install terminal A, and plug into connector B in location shown on sheet 2.
TAN	Brake Lamp	Route this wire to the circuit board, cut to length, install terminal A, and plug into connector B in location shown on sheet 2.

**CONNECTOR G** - Plug this connector into the mating connector on the dash harness (bag G) and connect wires as follows:

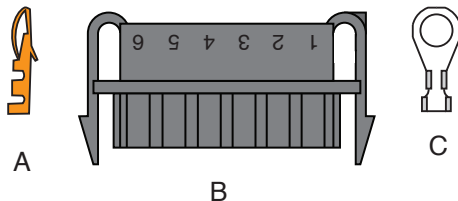
Wire Color	Function	Stock circuit board connection
PINK	12v Ignition	Route this wire to the circuit board, cut to length, install terminal A, and plug into connector B in location shown on sheet 2.
GREY	Instrument Lamps	Route this wire to the circuit board, cut to length, install terminal A, and plug into connector B in location shown on sheet 2.
BLACK	Ground	Route this wire to the circuit board, cut to length, install terminal C, and attach this wire to the back of the stock gauge cluster assembly.

**CONNECTOR H** - Plug this connector into the mating connector on the dash harness (bag G) and connect wires as follows:

NOTE: This connector is used when using an aftermarket electronic speedometer. Follow the manufacturer's instructions and the generic instructions on sheet 3 when installing these wires with custom gauges. Twist the yellow and purple wires together for their entire length to prevent interference. If you are using the stock speedometer this connection **will not be used**.

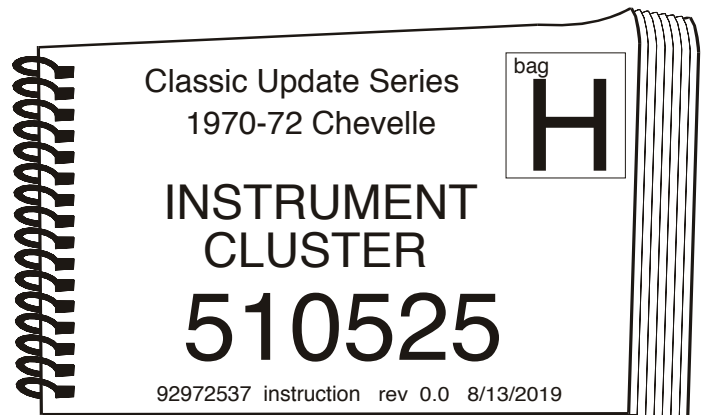
## LOOSE WIRES

WHITE	Tachometer	Used ONLY with a tachometer. Plug this loose wire into connector F, maintaining color continuity with the white "TACH" wire on the mating dash connector. Route the other end of this wire to the circuit board and cut to length. Install terminal A, and plug into connector B in the location shown on sheet 2.
BROWN	Alternator	Used with a stock alternator lamp. Plug this loose wire into connector F, maintaining color continuity with the brown "ALT IGN" wire on the mating dash connector. Route the other end of this wire to the circuit board and cut to length. Install terminal A, and plug into connector B in the location shown on sheet 2.



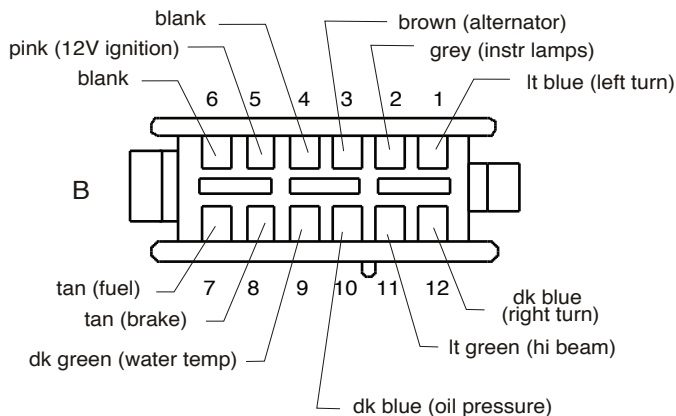
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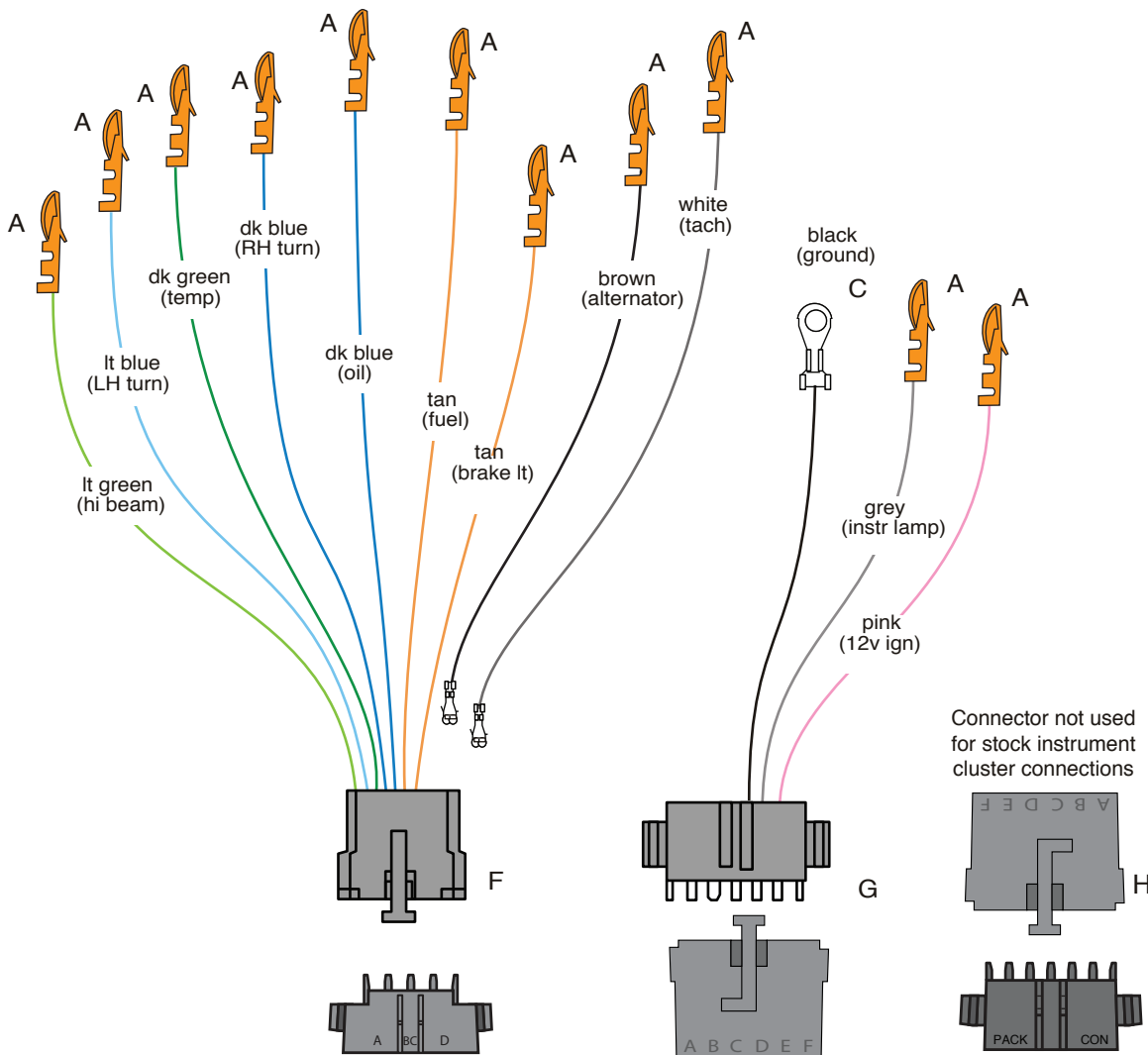
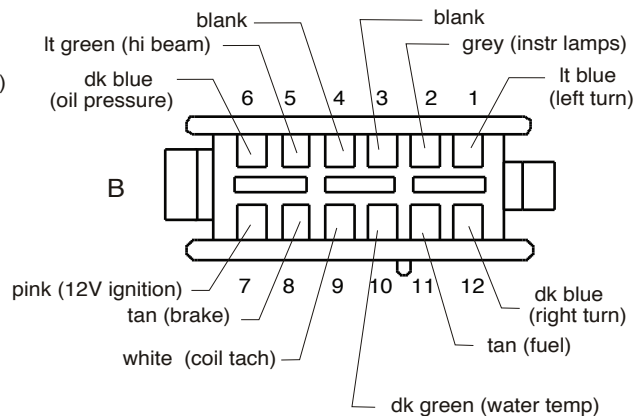


## USE THIS SHEET TO CONNECT TO AN ORIGINAL 1970-72 **CHEVELLE** FACTORY INSTRUMENT CLUSTER WITH A CIRCUIT BOARD CONNECTION

CIRCUIT BOARD CONNECTOR  
WITH WARNING LIGHTS

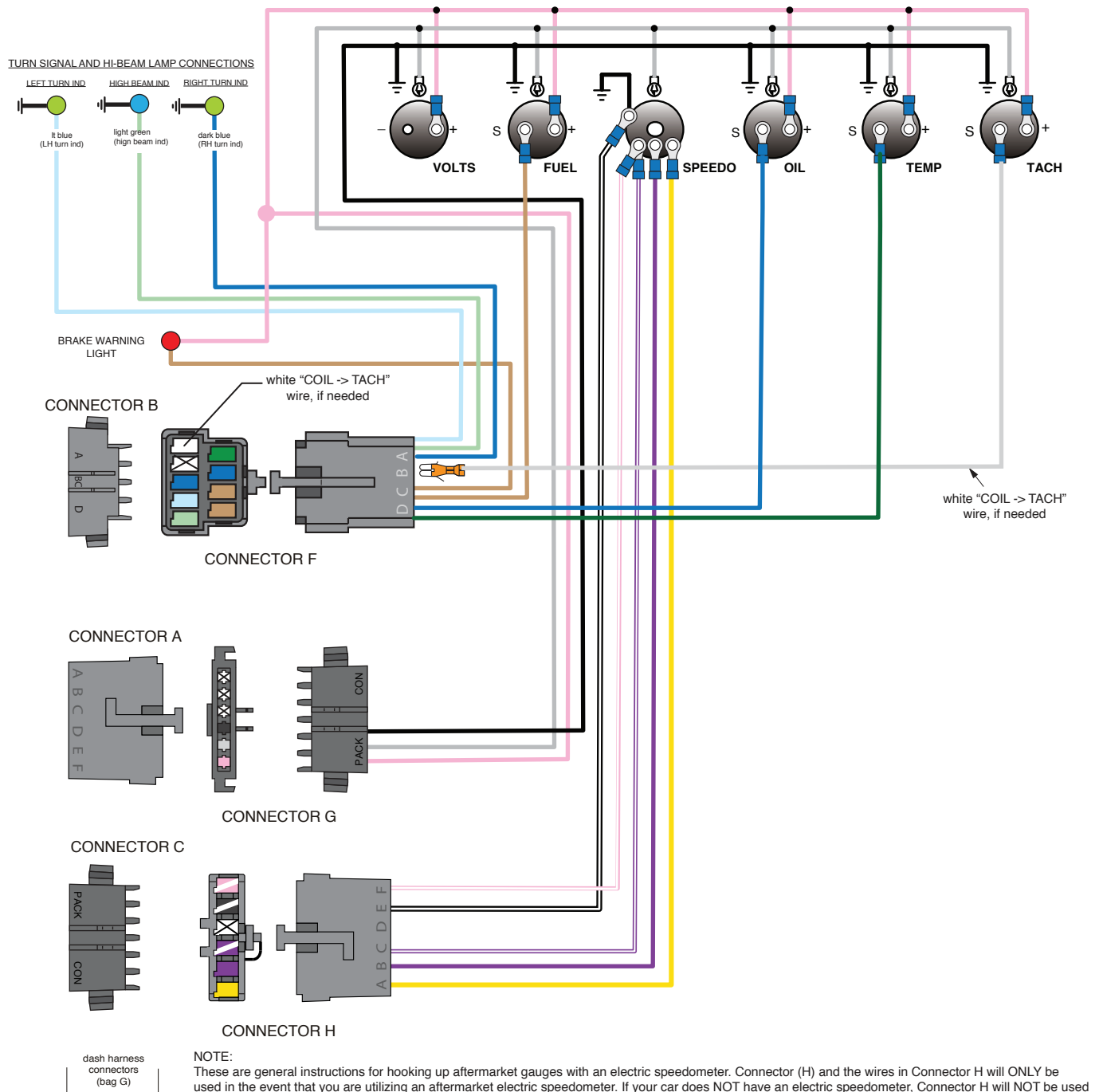


CIRCUIT BOARD CONNECTOR  
WITH GAUGES



dash harness connectors (bag G)

## Gauge Cluster harness (aftermarket gauges) installation instructions:



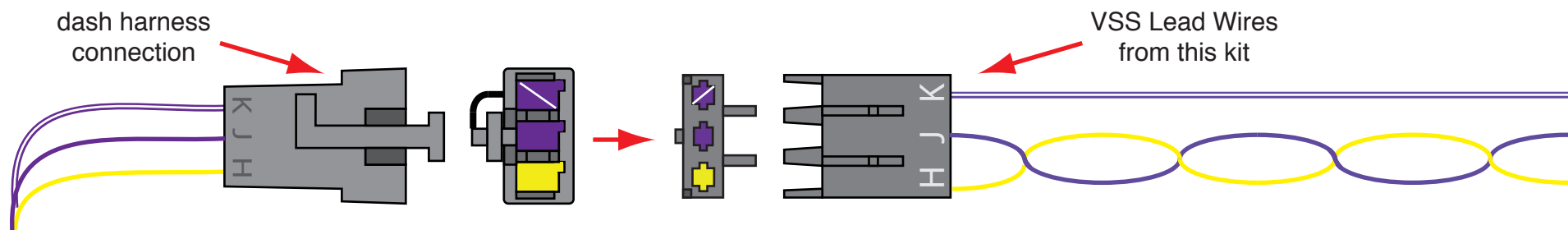
<u>Yellow</u>	VSS Ground	Connect to VSS neg. "-" on speedometer.
<u>Purple</u>	VSS Signal	Connect to VSS input on speedometer.
<u>Purple/White</u>	VSS Power	Connect to 12V power on speedometer.
<u>Black/White</u>	Speedo Ground	Connect to ground on speedometer.
<u>Pink/White</u>	Speedo Power	Connect to 12v power on speedometer. NOTE: This wire will double onto the same stud as the purple/white VSS power wire from above.



## American Autowire



## Electric Speedo VSS extension connection:



If you are using an aftermarket electric speedometer in your vehicle, you will need to connect the vehicle speed sensor (VSS) Lead Wires from this kit to the dash side connection of your dash harness. The yellow and solid purple wires must remain twisted together as shown above. These three wires will need to pass through the firewall or floor of your vehicle down to the vehicle speed sensor unit in the transmission. Generally, the solid purple wire connects to the “signal” lead, the yellow wire connects to the “ground” lead, and the purple/white stripe wire connects to the “12 volt power” lead on the vehicle speed sensor assembly. However, you should consult the directions that came with your gauges, and connect your vehicle speed sensor per the manufacturer’s instructions.



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VSS LEAD WIRES  
Various Applications  
Classic Update Series

**510730**

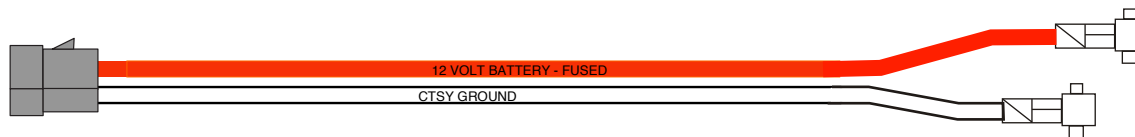
92972371 Rev 0.0 4/9/2019





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# Classic Update Series



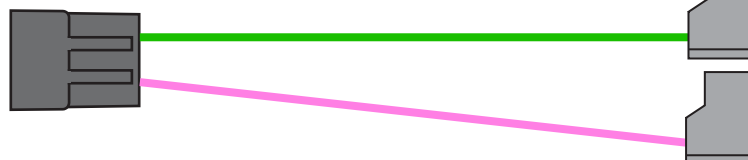
Console Rear Courtesy  
Lamp Extension  
(All Applications)



Automatic Transmission  
Console Shifter Light  
Harness (uses 1895 bulbs)



Automatic Transmission  
Console Neutral Safety  
Switch Extension



Automatic Transmission  
Console Back Up Lamp  
Switch Extension



A



B



C



D

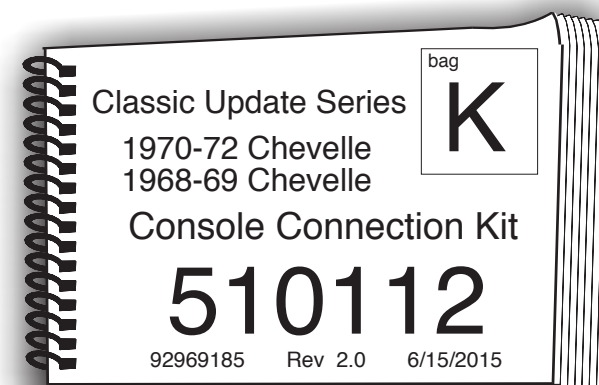


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**NOTE:** In this kit, you will find:

1. All the necessary extension harnesses, terminals, and connectors that are required to complete the installation of your factory console to your new AAW dash harness.
2. All the necessary terminals, and connectors that are required to connect the NSS and Back Up lamp wires found at locations 12 and 13 on page 3 of your dash harness (510107 for 1970-72 or 510160 for 1968-69) instructions to your column mounted NSS/ Back up lamp switch (Automatic on the column), or clutch mounted NSS and column mounted back up lamp switch (Manual transmission).
3. Simply follow the assembly directions on page 2 of this instruction set.



# INSTALLATION DIRECTIONS

## For Manual Transmission cars.

### Console Courtesy lamp:

1. Plug this console rear lamp extension into the mating connector at location 17 on page 3 on your dash harness (510107 for 1970-72 or 510160 for 1968-69) instructions. Snap the lamp socket terminals into the original location at the back end of your console, then install your bulb **(not included)**.

### NSS and back up lamp switch connections:

2. Route the NSS and Back Up lamp wires found at locations 12 and 13 on page 3 of your dash harness (510107 for 1970-72 or 510160 for 1968-69) down to the base of the steering column near the firewall, and trim them to length.
3. For 1968 applications that did not use a NSS for manually shifted cars, you will need to connect these 2 purple wires together in order for the car to start. For 1969-72 applications that utilized a clutch pedal operated NSS, crimp terminals D onto the trimmed purple NSS dash wires, plug them into connector B, then plug this completed connection into your original clutch operated NSS extension **(not included in this kit)**.
4. For 1968 applications that utilized a transmission mounted back up lamp switch, there should be a jumper harness with a rubber grommet molded onto one end of it that is snapped into your firewall with a 2-postion male connector on the opposite end. If you are missing this harness and switch, they may be purchased separately (CA70554 - harness; 01993307 - switch) from AAW. Take the light green and pink back up lamp wires from step 2 above, crimp terminals C onto the trimmed wires, plug them into connector A maintaining color continuity and function with the original jumper harness, then plug this completed connection into the 2-postion male connector from the jumper harness.
5. For 1969-72 applications that utilized a column mounted back up lamp switch, take the light green and pink back up lamp wires from step 2 above, crimp terminals C onto the trimmed wires, plug them into connector A in any order as indexing is not critical, then plug this completed connection onto the column mounted back up lamp switch.

## For Console Shifted Automatic Transmission cars.

### Courtesy lamp:

1. Plug the gray wire from the Automatic Transmission Console Shifter Light Harness into the open cavity on the Console Rear Courtesy Lamp Harness Extension. Snap the lamp socket terminals into the original location at the back end of your console, then install your bulb **(not included)**.
2. Ground the ring terminals to the floor of the car in the stock location.
3. Plug the completed assembly into the mating connector at location 17 on page 3 on your dash harness (510107 for 1970-72 or 510160 for 1968-69) instructions.

### NSS and back up lamp switch connections:

4. Select the "Automatic Transmission Console Neutral Safety Switch Extension" (as shown on page 1) and plug the 90 degree 2-postion connector containing the purple wires onto the NSS connection on your shifter assembly.
5. Select the "Automatic Transmission Console Back Up Lamp Switch Extension" (as shown on page 1) and plug each of the two 90 degree single postion connectors containing the pink and light green wires onto the back up connections on your shifter assembly.
6. Route the NSS and Back Up lamp wires found at locations 12 and 13 on page 3 of your dash harness (510107 for 1970-72 or 510160 for 1968-69) down to the NSS and back up lamp extension harnesses that you just installed onto the shifter, and trim them to length.
7. For the purple NSS wires, crimp terminals D onto the trimmed wires, plug them into connector B maintaining function with the dash harness (Solenoid vs. Neutral Safety), then plug this completed connection into the NSS extension from step 4.
8. For the light green and pink back up lamp wires, crimp terminals C onto the trimmed wires, plug them into connector A maintaining color continuity and function with the dash harness (back up vs. fused 12v ign), then plug this completed connection into the back up lamp extension from step 5.

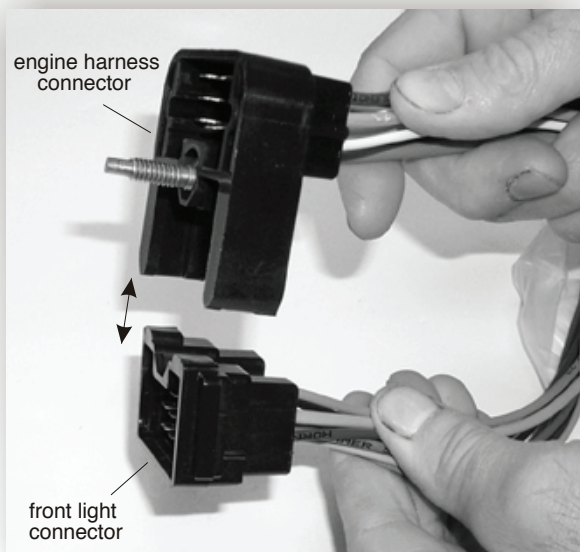
## For Column Shifted Automatic Transmission cars.

### NSS and back up lamp switch connections:

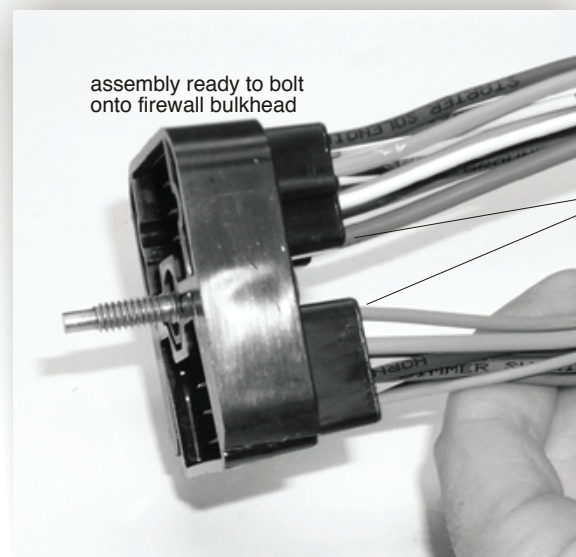
1. Route the NSS and Back Up lamp wires found at locations 12 and 13 on page 3 of your dash harness (510107 for 1970-72 or 510160 for 1968-69) down to the base of the steering column near the firewall, and trim them to length.
2. Take the 2 purple NSS wires, crimp terminals D onto the trimmed wires, plug them into connector B in any order as indexing is not critical, then plug this completed connection onto the switch at the base of your steering column.
2. Take the light green and pink back up lamp wires, crimp terminals C onto the trimmed wires, plug them into connector A in any order as indexing is not critical, then plug this completed connection onto the switch at the base of your steering column.



# Classic Update Series



The bulkhead connector from this front light kit must snap into the mating front light connector (bag L), as shown. After snapping together, then bolt the assembly into the dash harness firewall connector using the attached bolt.



apply silicone sealant to back side of connector after installing terminals

Look!



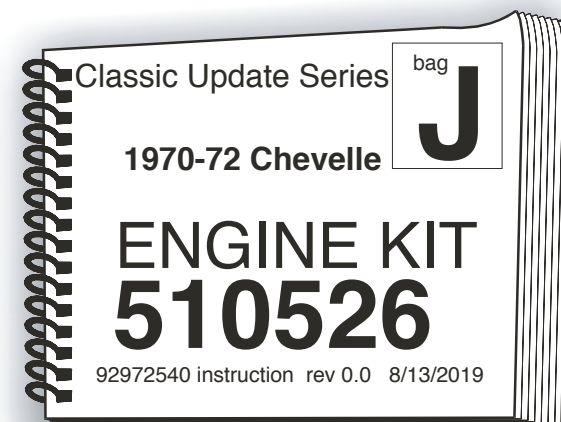
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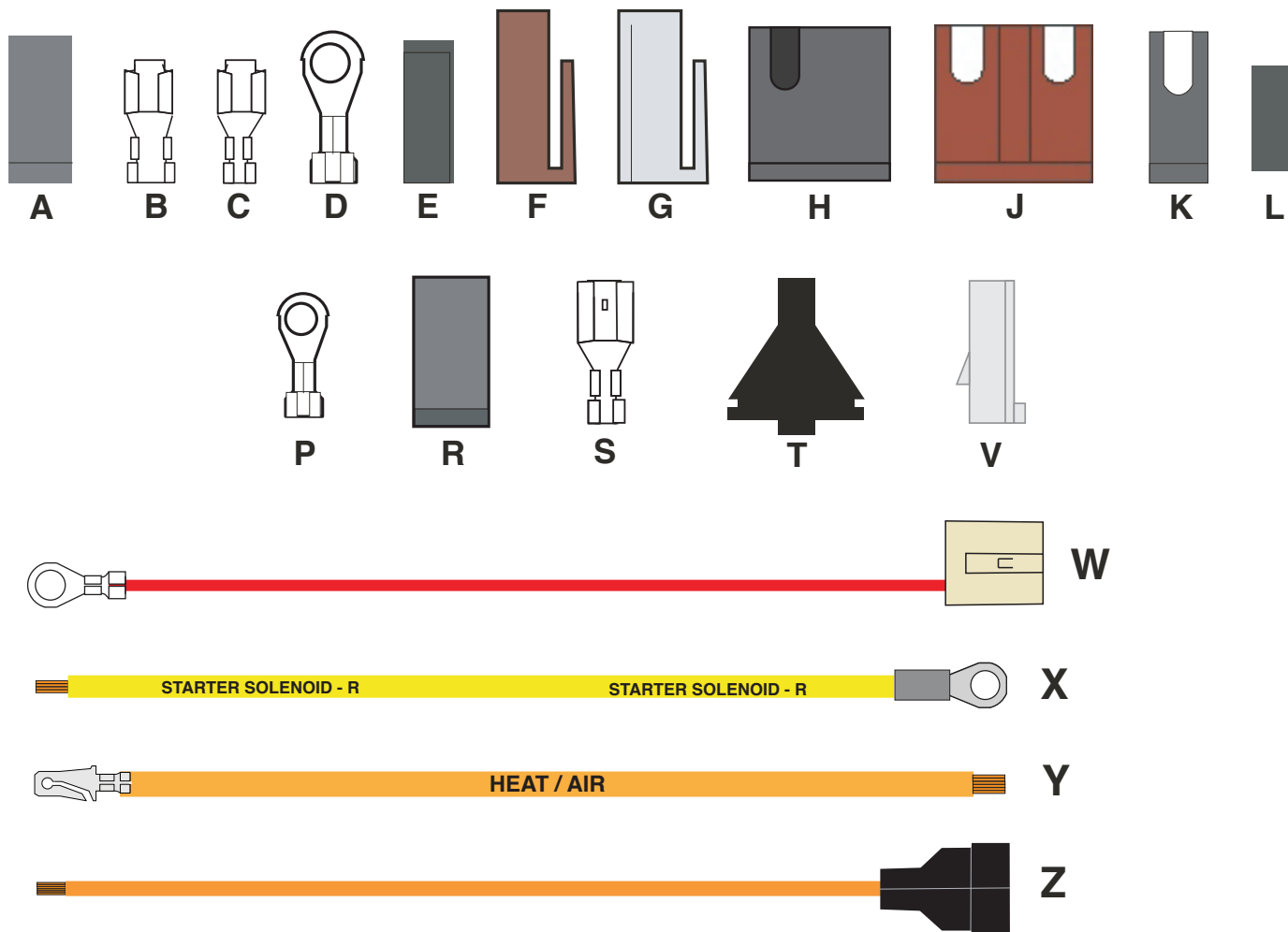
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## Terminals used in this installation.

This kit contains loose piece terminals and connectors necessary to complete a connection to a specific component. Each connection on the instruction sheet identifies specific parts by a letter code that corresponds to the letter code on a part picture identified below. The parts below are shown in actual size to help in identification. This kit will only contain those parts required for the connections in the specific sub-kit you are working on. Just match the part to the picture below to identify the part letter code you will see on the instruction sheet for the sub-kit harness you are working on. We have supplied additional terminals in the event that extra terminals are necessary.

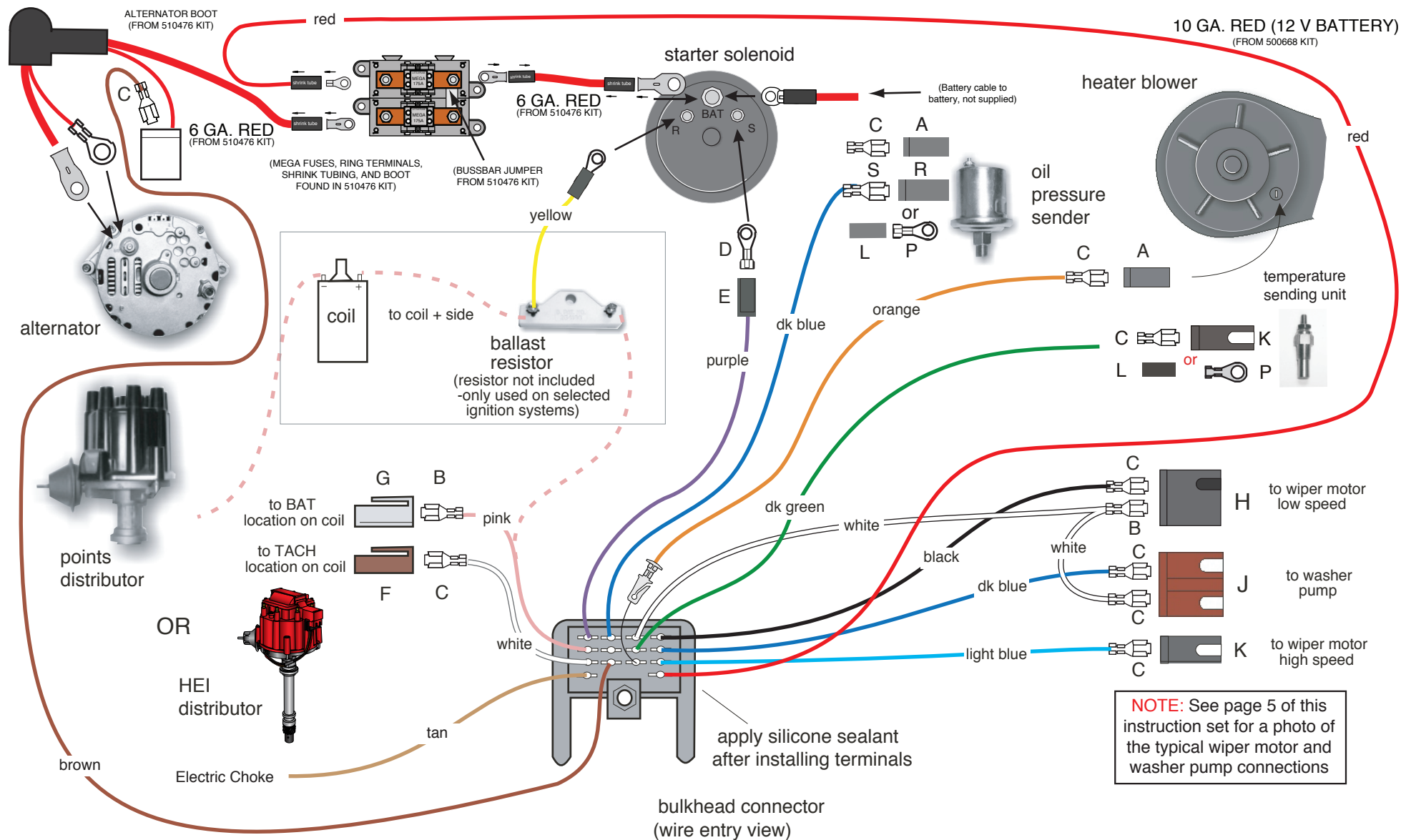


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**ENGINE KIT  
510526**

92972540 instruction rev 0.0 8/13/2019



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**ENGINE KIT  
510526**

92972540 instruction rev 0.0 8/13/2019

TEMPORARILY, PLUG THE MAIN BULKHEAD CONNECTOR FROM THIS KIT INTO THE MATING CONNECTOR ON THE DASH BULKHEAD CONNECTOR ( LOCATED UNDER THE MASTER CYLINDER) Note: This will be unbolted to install the front light harness later.

BULKHEAD CONNECTOR WIRES

RED	12 V BATTERY	Route this wire to the Megafuse and cut to length. Use ring terminal, shrink tubing from 510476 kit. Connect as shown on page 3.
PURPLE	STARTER SOLENOID	Route to the starter solenoid and cut to length. Install rubber sleeve E and ring terminal D. Connect to the “S” terminal on the solenoid.
DARK BLUE	OIL PRESSURE SENDER	Connect this wire to the oil pressure sending unit using terminal P with sleeve L, terminal S with connector R, or terminal C with connector A depending on your sending unit.
DARK GREEN	WATER TEMP SENDER	Route this wire to the water temp sender, cut to length, install ring terminal P with sleeve L or terminal C with connector K depending on your application. Connect the completed wire to the sending unit.
ORANGE	HEAT / AIR (assembly Y)	If using after-market air conditioning, this wire will not be used. If using a stock heater only system, plug this wire into the bulkhead assembly at the location shown on sheet 3 of this instruction set. Route this wire to the heater blower, cut to length, install terminal C and connector A and plug onto the blower unit.
PINK YELLOW	12 V IGNITION STARTER SOLENOID-R (assembly X)	If using an HEI distributor or after-market ignition system which requires a 12 volt feed, route the PINK wire to the coil and trim to length. Install terminal C and connector G and plug into the distributor cap BAT location. If using a points type ignition system which requires reduced voltage, route the PINK wire to the ignition feed side of a ballast resistor (not included). Connect the loose piece (assembly X) YELLOW wire to the R terminal on the starter and connect the other end to the coil side of the ballast resistor. Connect a piece of left over PINK wire to the coil side of the ballast resistor and route to the distributor coil “+” side.
WHITE	COIL-TACH	Route this wire to the coil and trim to length. If using an HEI distributor, terminal B and connector F are included for connection. Plug into the “TACH” location of the negative side of the coil. If using a conventional point type distributor, install terminal “P” and connect to the negative side of the coil.
TAN	ELECTRIC CHOKE	This wire will be used only if you are using an electric choke.
HEAVY RED	AMERICAN AUTOWIRE	Use the 6ga red wire, boot and ring terminal from the 510476, route from alternator to the Megafuse and cut to length. Connect as shown on page 3.
SMALL RED	(assembly W)	Send the ring terminal end of this wire through boot L (as shown on Page 1) and connect to the battery stud on the alternator. Do not plug the connector into the alternator yet. The exciter wire will be added when the front light wires are installed.
BROWN	ALTERNATOR IGN	Route this wire to the alternator and cut to length. Install terminal D and plug into the regulator connector. Plug the connector into the alternator as shown on page 3. NOTE: This wire is only used on an alternator with an internal regulator which uses an exciter wire. If you are using a true one wire alternator, then this BROWN wire must be removed as it is not used.

NOTE: Once the main connector has had all of it's wires plugged in, the connector cavities should be sealed with Di-electric grease on the terminal side. Also, to assure a moisture resistant seal, silicone can be applied to seal the outside of the connector.



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**ENGINE KIT  
510526**

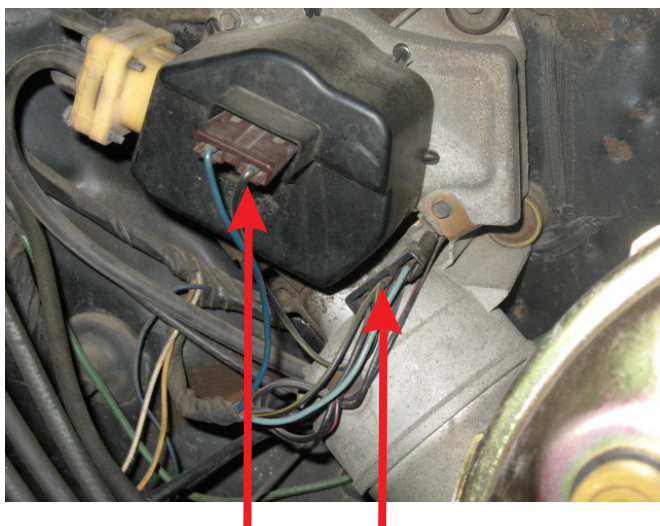
92972540 instruction rev 0.0 8/13/2019

## WINDSHIELD WIPER WIRES

Terminal and connectors to make the proper connections on a stock wiper system are shown on page 1 of this instruction set. A photo of the completed connections installed onto a stock wiper and washer assmbly are shown to the right. If using an after-market wiper system, follow the manufacturer's instructions.

BLACK	(WIPER LOW SPEED)	Route this wire to the wiper motor and trim to length. Install terminal C, and plug into connector H as shown on page 1 of this instruction set.
DARK BLUE	(WIPER WASHER)	Route this wire to the wiper motor and trim to length. Install terminal C, and plug into connector J as shown on page 1 of this instruction set.
LIGHT BLUE	(WIPER HIGH SPEED)	Route this wire to the wiper motor and trim to length. Install terminal C, and plug into connector K as shown on page 1 of this instruction set.
WHITE	(WIPER FEED)	Route this wire to the wiper motor and trim to length. Double this wire with the cut off portion, install terminal B, and plug into connector H as shown on page 1 of this instruction set. Route the loose end of the cut off portion to the washer pump and trim to length. Install terminal C, and plug into connector J as shown on page 1 of this instruction set.

with depressed park (hidden wipers)



The photo above depicts the typical stock 1970-1972 Chevelle, El Camino, or Monte Carlo wiper motor and washer pump connections with a “depressed park” motor (hidden wipers). Where you see a black wire with a yellow stripe in the photo (red arrows), that would be equivalent to the AAW white “wiper feed” power wire.

w/o depressed park (non-hidden wipers)

NO IMAGE  
AVAILABLE AT  
THIS TIME

Sorry, but at this time, we do not have a photo of the “non-depressed park” wiper motor (non-hidden wipers).



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510526**

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The orange and pink wires that are shown below are for use with a stock, gas pedal mounted, 1970-1972 Turbo 400 automatic transmission kickdown switch.

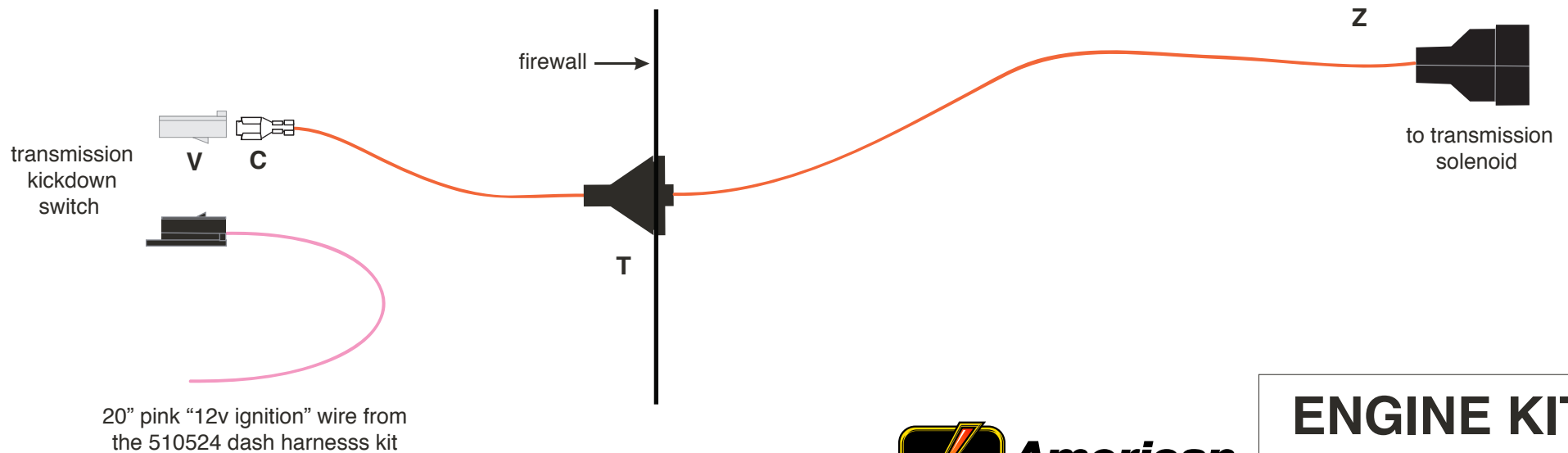
**Note:** If your car was factory equipped with a Turbo 400 transmission, install grommet "T" into the existing factory hole in the firewall. If your car was not factory equipped with a Turbo 400 transmission and you are adding one to your build, and will be using a stock gas pedal mounted kickdown switch, you will need to drill a 3/4" hole in your firewall somewhere behind the left head of your engine. We have included plenty of wire, so the exact location of this new hole is not critical. Just be sure that you do not interfere with any other items in the engine compartment or under the dash.

PINK (12 V IGNITION)

Plug the existing (12V IGNITION) wire from the 510524 dash harness onto one of the terminals on the kickdown switch (NOTE: This wire is not part of the engine kit 510526).

ORANGE (No Printing)

Use this loose piece wire Z and install the kickdown solenoid connector at the transmission. Pass the other end through grommet "T" and back into the passenger compartment. Install terminal "C" and plug into connector "V", then plug connector V onto the kickdown switch.



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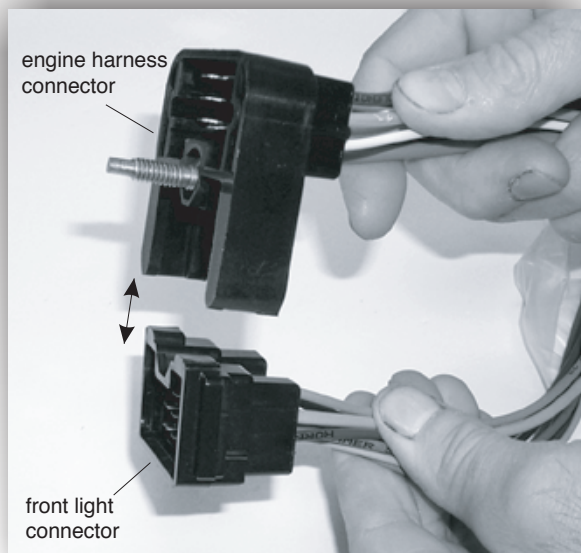
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**ENGINE KIT  
510526**

92972540 instruction rev 0.0 8/13/2019



# Classic Update Series



apply silicone sealant to back side of connector after installing terminals

The bulkhead connector from this front light kit must snap into the mating engine connector (bag J), as shown. After snapping together, then bolt the assembly into the dash harness firewall connector using the attached bolt.

Look!



American Autowire also sells factory OEM style harness wrap. this is the same tape used on original Camaro harnesses! If you want that OEM look with your Classic Update wiring system, then give us a call and order p/n R0067108 !



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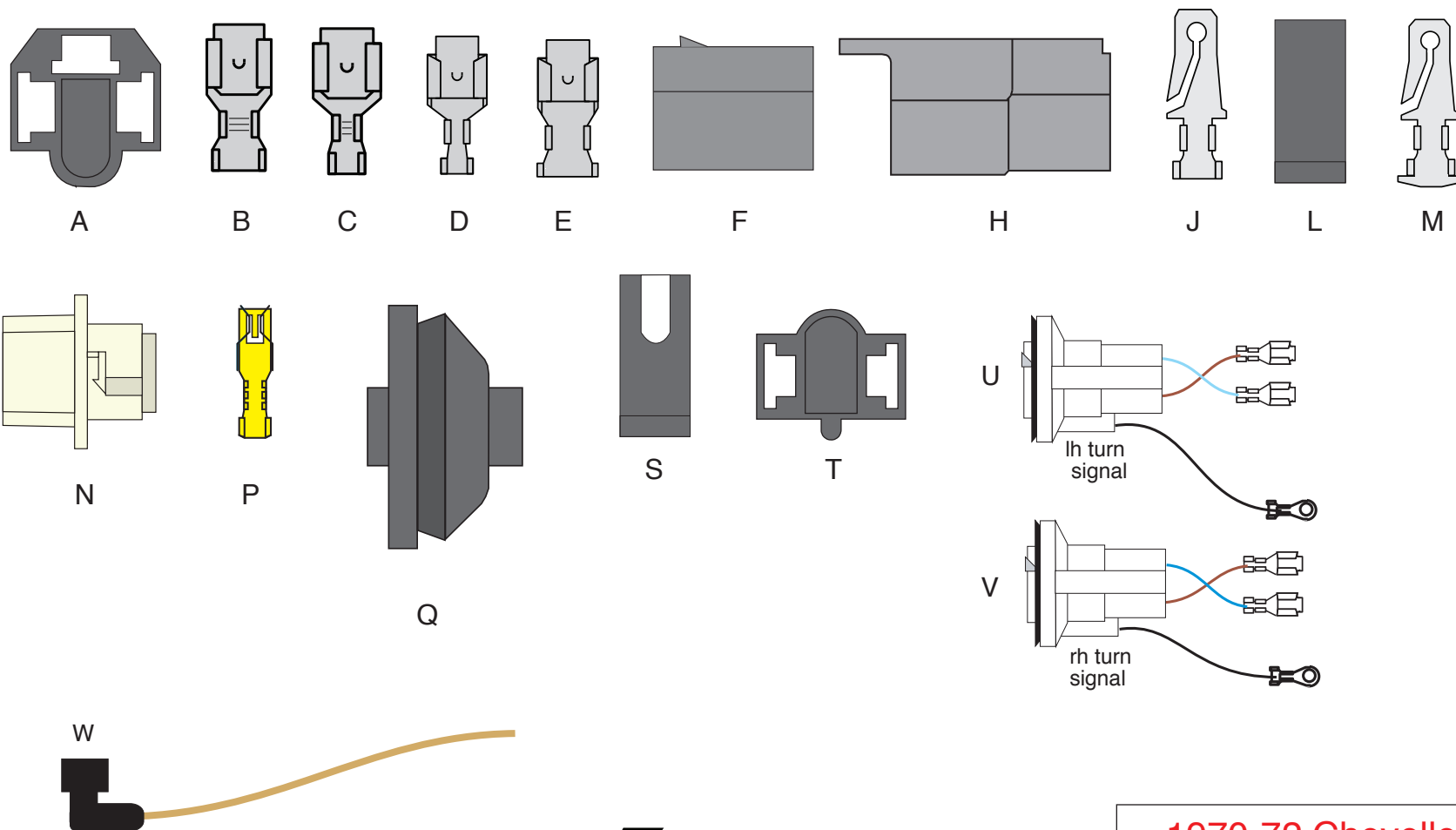


# Classic Update Series

sheet 2

## Terminals used in this installation.

This kit contains loose piece terminals and connectors necessary to complete a connection to a specific component. Each connection on the instruction sheet identifies specific parts by a letter code that corresponds to the letter code on a part picture identified below. The parts below are shown in actual size to help in identification. This kit will only contain those parts required for the connections in the specific sub-kit you are working on. Just match the part to the picture below to identify the part letter code you will see on the instruction sheet for the sub-kit harness you are working on. We have supplied additional terminals in the event that extra terminals are necessary.



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**1970-72 Chevelle  
Front Light**

**510527**

92972543 instruction rev 0.0 8/12/2019





## 1970 Chevelle Front Lighting

Connect the bulkhead connector from this kit onto the bulkhead connector from the engine kit (bag J), and bolt to the firewall bulkhead.

LIGHT BLUE	LEFT FRONT TURN	Route this wire to the LH turn signal lamp and install terminal M and plug into connector H, as shown on sheet 3.
DARK BLUE	RIGHT FRONT TURN	Route this wire to the RH turn signal lamp and install terminal M and plug into connector H, as shown on sheet 3.
BROWN	PARK LIGHTS	Route one of the 2 brown wires to left hand parking lamp, cut to length, double this wire with the cut off portion, install terminal J and plug into connector H as shown on sheet 3. Route the other end through grommet Q down to the left hand side marker lamp, cut to length, install terminal P, and plug into lamp socket N as shown on sheet 3. Repeat the procedure for the right hand parking light and side marker lights.  NOTE: The running and directional light assemblies use factory parking lamp housing assemblies. To install them, plug connector H (on the wires above) onto the factory parking lamp housing assembly leads. Replacement terminals D and connector F have been provided in the event that the leads need repair. Repeat for both front parking lamps.
BLACK	SIDE MARKER GROUNDS	Install pre-terminated smaller gauge black wire with ring terminal through grommet Q, install terminal P, and plug into the left hand side marker lamp socket N as shown on sheet 3. Ground the ring terminal to the radiator core support. Repeat this process for the right hand side marker lamp.
TAN	HEADLIGHT LOW BEAM	Route this wire to the driver side outer headlight and trim to length. Double this wire with the cutoff portion, and install terminal B. Plug this terminal into connector A, in the location shown on sheet 3. Route the remaining portion of this TAN wire to the passenger side outer headlight and trim to length. Install terminal C and plug into connector A as shown on sheet 3.
LIGHT GREEN	HEADLIGHT HIGH BEAM	Route this wire to the driver side outer headlight and trim to length. Double this wire with the cutoff portion, and install terminal B. Plug this terminal into connector A, make a short jumper over to the driver side innerheadlight, cut to length, double it with the cutoff portion, install terminal B, and plug it into connector T in the location shown on sheet 2. Route the remaining portion of this LIGHT GREEN wire to the passenger side inner headlight and trim to length. Double this wire with the cutoff portion, install terminal B and plug into connector T as shown. Make a short jumper over to the passenger side outer headlight, cut to length, double it with the cutoff portion, install terminal C, and plug it into connector A in the location shown on sheet 3.
BLACK	GROUND	Position the pre-terminated heavier gauge black wire with ring terminal to the driver side outer headlight. Ground the ring terminal to the radiator core support. Route the wire to the outside headlight connector, trim to length, double this wire with the cutoff portion, install terminal B, and plug this terminal into connector A in the location shown on sheet 3. Route the other end of the cutoff portion to the inner headlight, cut to length, install terminal C, and plug it into connector T in the location shown on sheet 3. Repeat this process for the passenger side.
DARK GREEN	HORN	Route this wire to the horns and install terminals D & E, as shown on sheet 3, then plug into connectors L.
ORANGE	ELECTRIC FAN	NOTE: We recommend that this wire be used as the trigger wire for the electric fan relay.
TAN	BRAKE LIGHT SWITCH	Plug this wire onto the stock brake pressure switch. Route the other end to the front light connector, cut to length, install terminal M and plug this wire into the front light connector as shown on sheet 3.

NOTE: After all wires are installed from this kit, the main connector should have die-electric grease applied to the terminals. Also, to assure a moisture resistance seal, apply silicone sealant to the outside of the main connector around each wire.

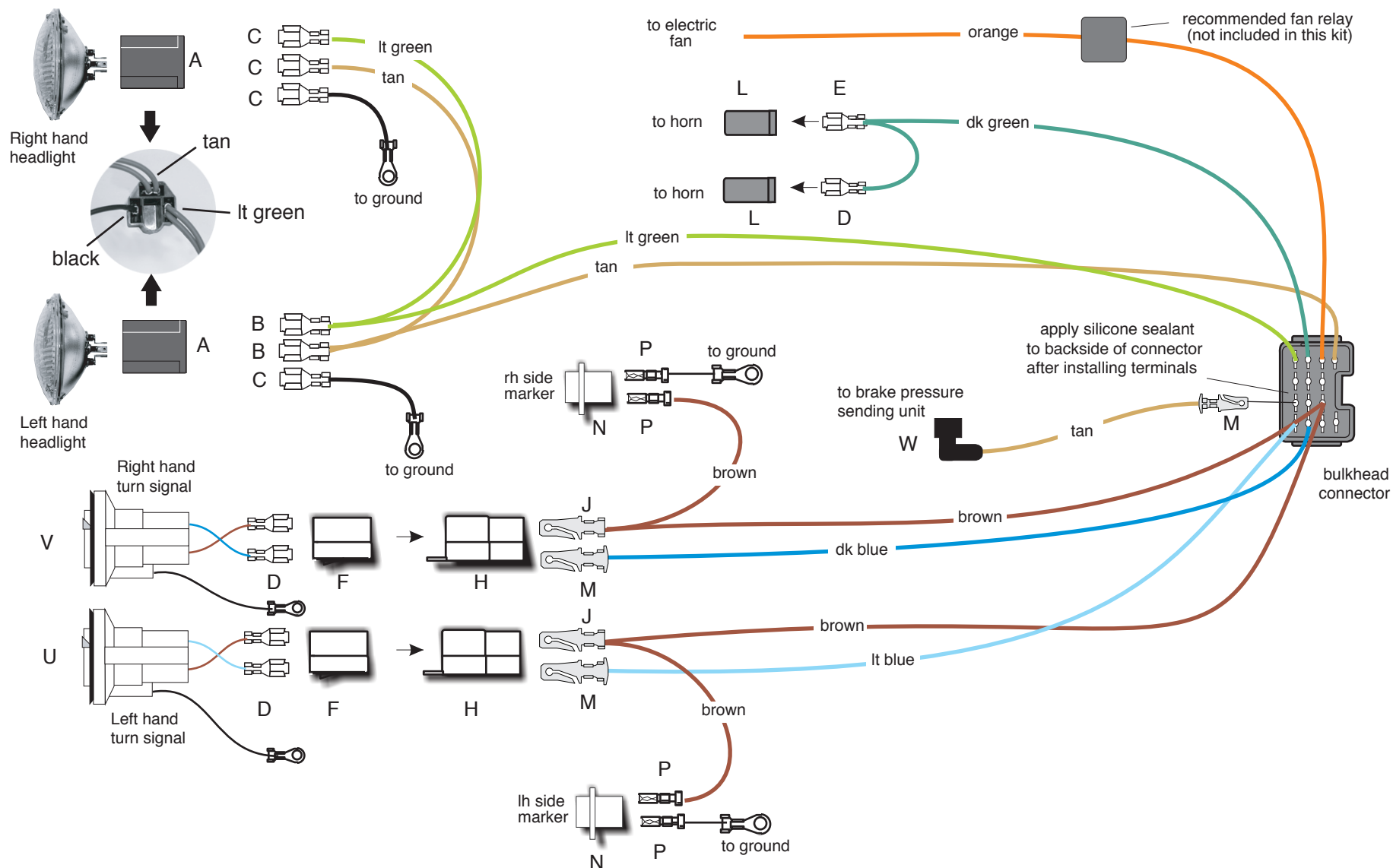
1970-72 Chevelle  
Front Light

510527

92972543 instruction rev 0.0 8/12/2019

# Classic Update Series

sheet 5



1971-72 Chevelle Front Lighting



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1970-72 Chevelle  
Front Light

**510527**

92972543 instruction rev 0.0 8/12/2019

## 1971-72 Chevelle Front Lighting

Connect the bulkhead connector from this kit onto the bulkhead connector from the engine kit (bag J), and bolt to the firewall bulkhead.

LIGHT BLUE	LEFT FRONT TURN	Route this wire to the LH turn signal lamp and install terminal M and plug into connector H, as shown on sheet 5.
DARK BLUE	RIGHT FRONT TURN	Route this wire to the RH turn signal lamp and install terminal M and plug into connector H, as shown on sheet 5.
BROWN	PARK LIGHTS	Route one of the 2 brown wires to left hand parking lamp, cut to length, double this wire with the cut off portion, install terminal J and plug into connector H as shown on sheet 5. Route the other end over to the left hand hand side marker lamp, cut to length, install terminal P, and plug into lamp socket N as shown on sheet 5. Repeat the procedure for the right hand parking light and side marker lights.  NOTE: You have been provided with left hand and right hand parking lamp extensions that must be terminated and plugged into connectors H as shown on sheet 5. Terminals D and connectors F have been provided for you to complete this installation. Please be certain to maintain color continuity between the lamp socket extensions and the front lamp harness.
BLACK	Side Marker Grounds	Position a pre-terminated smaller gauge black wire with ring terminal at the left side marker lamp, cut to length, install terminal P, and plug into the side marker lamp socket N as shown on sheet 5. Ground the ring terminal to the radiator core support. Repeat this process for the right hand side marker lamp.
TAN	HEADLIGHT LOW BEAM	Route this wire to the driver side headlight, cut to length, double this wire with the cutoff portion, install terminal B, and plug into connector A in the location shown on sheet 5. Route the remaining portion of this TAN wire to the passenger side headlight, cut to length, install terminal C, and plug into connector A in the location shown on sheet 5.
LIGHT GREEN	HEADLIGHT HIGH BEAM	Route this wire to the driver side headlight, cut to length, double this wire with the cutoff portion, install terminal B and plug into connector A in the location shown on sheet 5. Route the remaining portion of this LIGHT GREEN wire to the passenger side headlight, cut to length, install terminal C, and plug into connector A in the location shown on sheet 5.
BLACK	GROUND	Position the pre-terminated heavier gauge black wire with ring terminal to the driver side headlight. Ground the ring terminal to the radiator core support. Route the wire to the headlight connector, trim to length if necessary, install terminal C, and plug plug into connector A in the location shown on sheet 5. Repeat this process for the passenger side.
DARK GREEN	HORN	Route to horns and install terminals D & E, as shown on sheet 5, Plug into connectors L.
ORANGE	ELECTRIC FAN	NOTE: We recommend that this wire be used as the trigger wire for the electric fan relay.
TAN	BRAKE LIGHT SWITCH	Plug this wire onto the stock brake pressure switch. Route the other end to the front light connector, cut to length, install terminal M and plug this wire into the front light connector as shown on sheet 5.

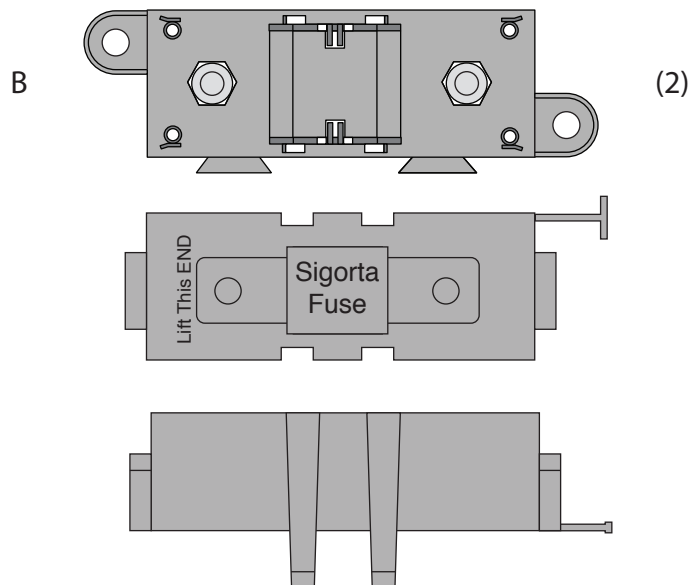
NOTE: After all wires are installed from this kit, the main connector should have die-electric grease applied to the terminals. Also, to assure a moisture resistance seal, apply silicone sealant to the outside of the main connector around each wire.

1970-72 Chevelle  
Front Light

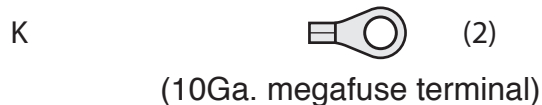
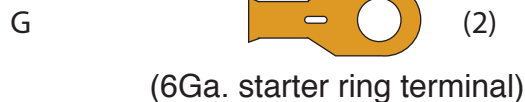
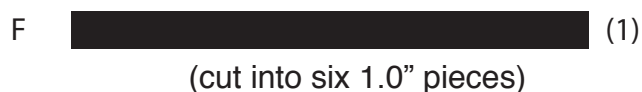
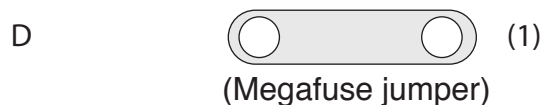
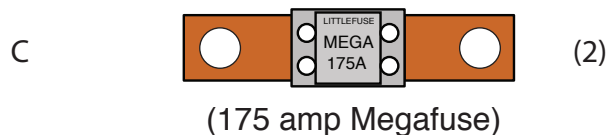
510527

92972543 instruction rev 0.0 8/12/2019

A  (1)  
(144.0" 6 Gauge charge wire)



(Megafuse body, cover and two M8 x 1.25 nuts / lock washers)



1. On this page, you will find the wire, fuse bodies, fuses, boot, ring terminals, and shrink tubing (items A through K) that are necessary to connect your alternator and main power feed for your new AAW wiring kit. Please be sure that all of the necessary components are present before starting this portion of your installation. If anything is missing, stop what you are doing and contact AAW at the number listed below right away.

2. On page 2, you will find directions for building the 2 Megafuse assemblies (items B,C and D) into one unit.

3. On page 3, you will find an overall concept of how to connect the Megafuse assemblies to your starter solenoid, alternator and main power feed of your new wiring system.

4. On page 4, you will find tips on building your charging circuit wires and assembling them and the main panel power feed wire to the Megafuse assemblies.



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PART #

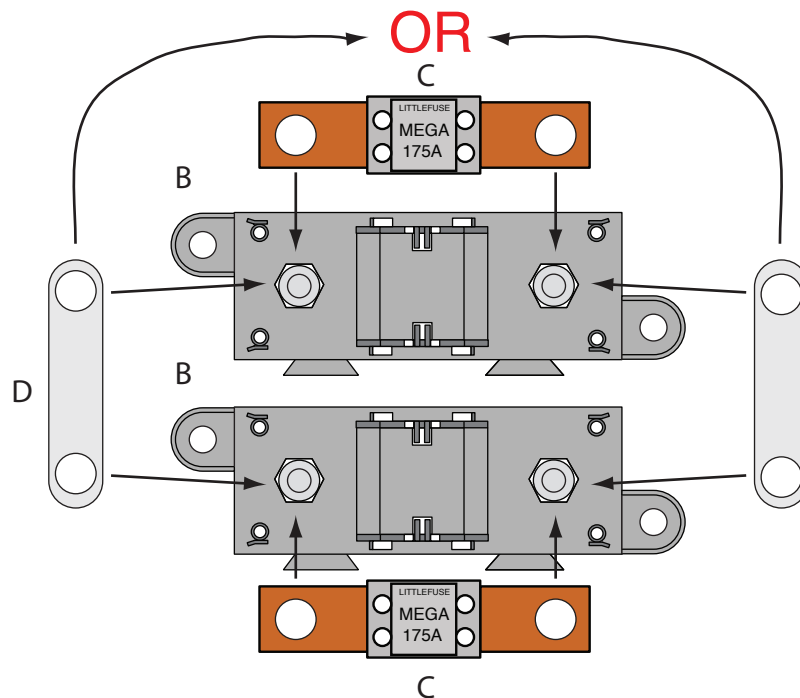
**510476**

**Z**

DESCRIPTION:

**Alternator and Main Power  
Connection Kit  
Various Applications**

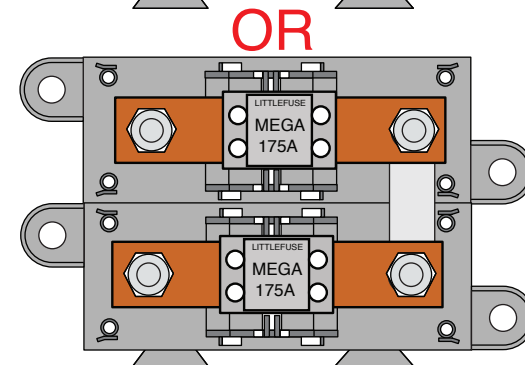
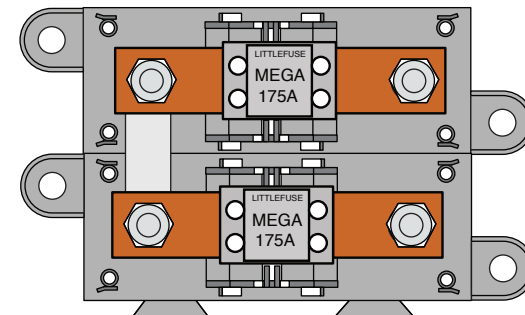
92972153 instruction sheet rev 0.1 6/24/2019



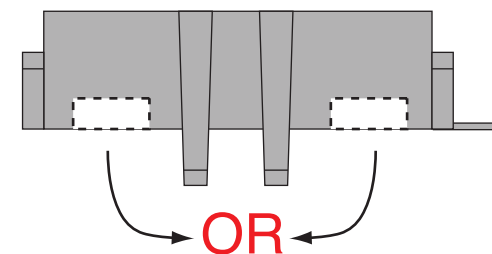
## Assembling the (2) Megafuse assemblies

**NOTE:** Find a suitable place, as close to the battery power source as possible, under the hood of your vehicle to mount the completed Megafuse assemblies. Keep in mind that you have 12 feet of 6Ga. charging wire, and that the main power feed coming from your panel or bulkhead connection must also be able to reach the assembly.

1. Take the two Megafuse bodies and covers (items B) and snap them together. Remove the 4 nuts and lock washers from the studs on the fuse body assemblies.
2. Install the Megafuse jumper (item D above) over two of the studs on the Megafuse bodies. It is very important that the jumper **MUST BE** assembled on the side that is going to connect to your main power connection (starter solenoid or battery feed).
3. Notch top cover to clear jumper D as shown at right.
4. Snap one 175amp fuse (items C) onto the studs of each of the two Megafuse bodies (items B), over the jumper, then loosely re-attach the 4 nuts and lock washers back onto the assembled Megafuses. The fuse assemblies are ready to install into your vehicle.



## Assembled Megafuses



## Notched Cover

PART #

**510476**

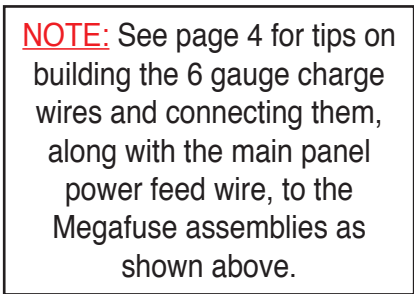
**Z**

DESCRIPTION:

**Alternator and Main Power  
Connection Kit  
Various Applications**

92972153 instruction sheet rev 0.1 6/24/2019





Z

92972153 instruction sheet rev 0.1 6/24/2019

## **Building the 6Ga. charge wires and connecting them and the main panel power feed wire to the Megafuse assemblies:**

**NOTE:** Make sure that your battery is disconnected! You will need to install the preassembled Megafuses from page 2 in your vehicle to start this part of the installation.

1. Pre-cut item F shrink tubing into (6) 1.00" - 1.25" pieces.
2. Take the 12-foot piece of 6Ga. red wire from this kit and route it from your starter (or other battery feed) over to the area where you have mounted your Megafuse and cut it to length. Strip the insulation on each end back 1/2". Install 2 pieces of shrink tubing F onto the wire. At the starter end, crimp and solder (1) of terminal G onto the wire. At the Megafuse end, crimp and solder (1) of terminal H onto the wire. Slide the shrink tubing over the terminals and heat it up to shrink it down.
3. Take the remaining portion of the 12-foot piece of 6Ga. red wire from this kit and route it from your alternator over to the area where you have mounted your Megafuse and cut it to length. Strip the insulation on each end back 1/2". Install 1 piece of shrink tubing F onto the wire. At the alternator end, slip on boot E as shown on page 3, then crimp and solder (1) of terminal J onto the wire. At the Megafuse end, crimp and solder (1) of terminal H onto the wire. Slide the shrink tubing over terminal H and heat it up to shrink it down.
4. Take the 10Ga. red main power feed wire from your engine or panel sub-kit and route it over to the area where you have mounted your Megafuse and cut it to length. Strip the insulation back 3/8". Install 1 piece of shrink tubing F onto the wire, then crimp and solder (1) of terminal K onto the wire.
5. Remove the 4 loosely tightened nuts and lock washers from the assembled Megafuses, then using the drawing on page 3 as a guide, install your pre-assembled wires from steps 2-4 above. Re-install the 4 nuts and lock washers onto the assembled Megafuses and tighten them down. This part of your installation is now complete.

510476

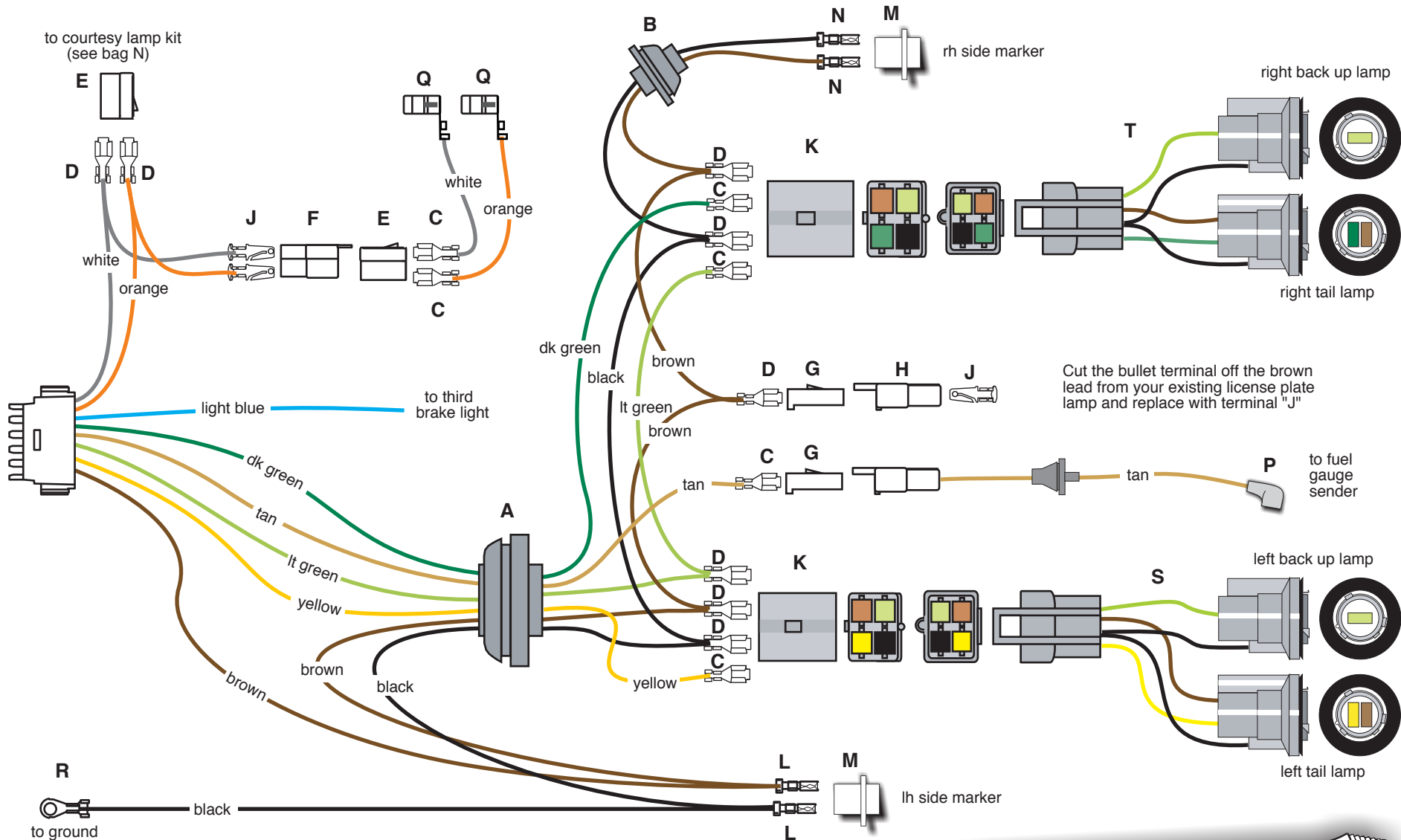
Z

DESCRIPTION:

Alternator and Main Power  
Connection Kit  
Various Applications

92972153 instruction sheet rev 0.1 6/24/2019

# Classic Update Series



**American  
Autowire**

American Autowire  
800-482-9473

Classic Update Series  
1970-72 Chevelle

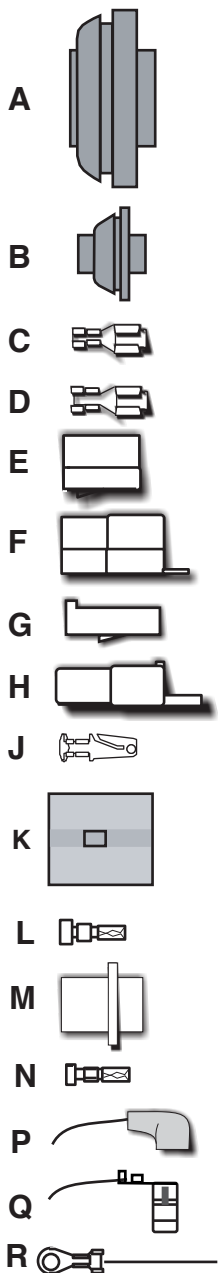
bag  
**M**

REAR BODY KIT

**510111**

92969181 instruction rev 1.0 4/10/2013

## USE THIS SHEET FOR ALL 1970-72 CHEVELLES



**Connect the main connector to the mating connector on the dash harness 510107 (Bag G). Route this harness along the door sill threshold cavity to the rear of the car.**

**NOTE:** Before starting, install grommets A (larger) and B (smaller) into the rear quarter panels in the same direction as shown on sheet 1. You have been provided with 2 tail lamp pigtails "S" (LH with yellow wire), and "T" (RH with dk. green wire). These will plug into the RB connection as shown on sheet 1.

**B** LIGHT BLUE THIRD BRAKE LIGHT Connect to the third brake lamp, if equipped.

**C** TAN GAS GAUGE Route this wire through grommet A to the fuel tank area, cut to length, install terminal C and plug into connector G as shown on Page 1.

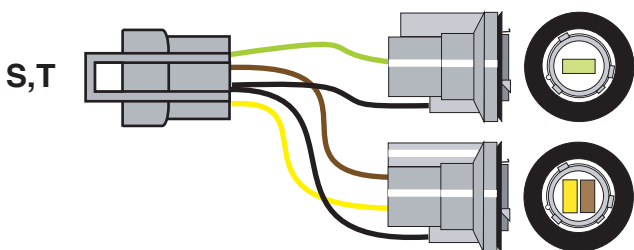
**D** TAN Fuel tank lead (with rubber end) Plug the rubber end of this wire R onto the sending unit on fuel tank. Route the wire to the stock feed thru hole in trunk floor, pull the assembly up through the floor, and plug into connector G as shown on Page 1.

**E** BROWN PARKING LAMPS Route this wire to the left side marker lamp and trim to length. Double this wire with the cut off portion, install terminal L, and plug into lamp socket M. Route the loose end through grommet A to the LH tail lamp connection and trim to length. Double this wire with the cut off portion, install terminal D, and plug into connector K in the exact location as shown on Sheet 1. Route the loose end to the tag lamp, and trim to length. Double this wire with the cut off portion, install terminal D, and plug into connector G as shown on Sheet 1.

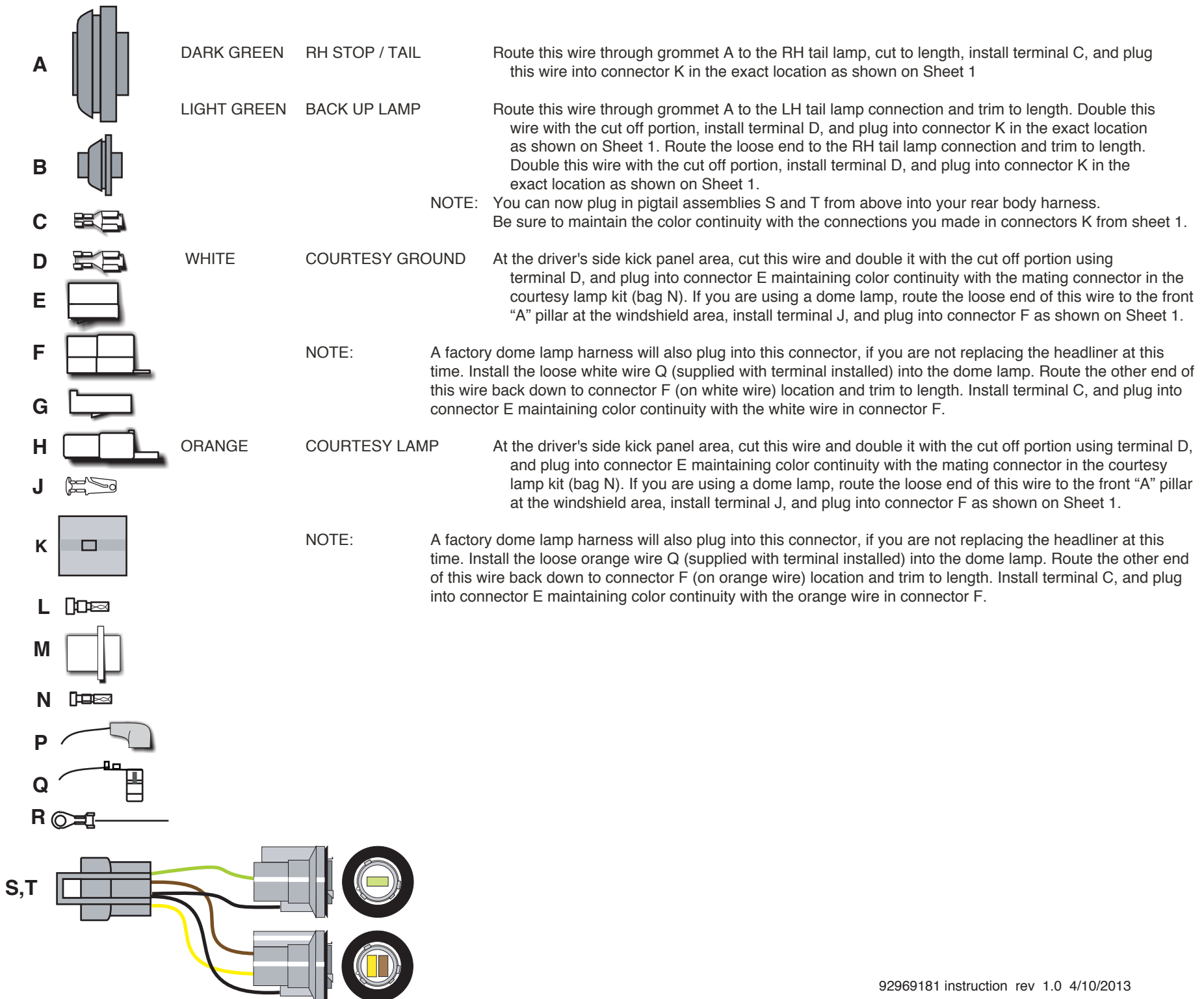
**NOTE:** Your existing license plate lamp wire will plug into connector G as shown on sheet 1 (terminal J and connector H have been provided for you to make this connection). Route the loose end to the RH tail lamp connection and trim to length. Double this wire with the cut off portion, install terminal D, and plug into connector K in the exact location as shown on Sheet 1. Route the loose end through grommet B to the RH side marker, trim to length, install terminal N and plug into lamp socket M as shown on sheet 1.

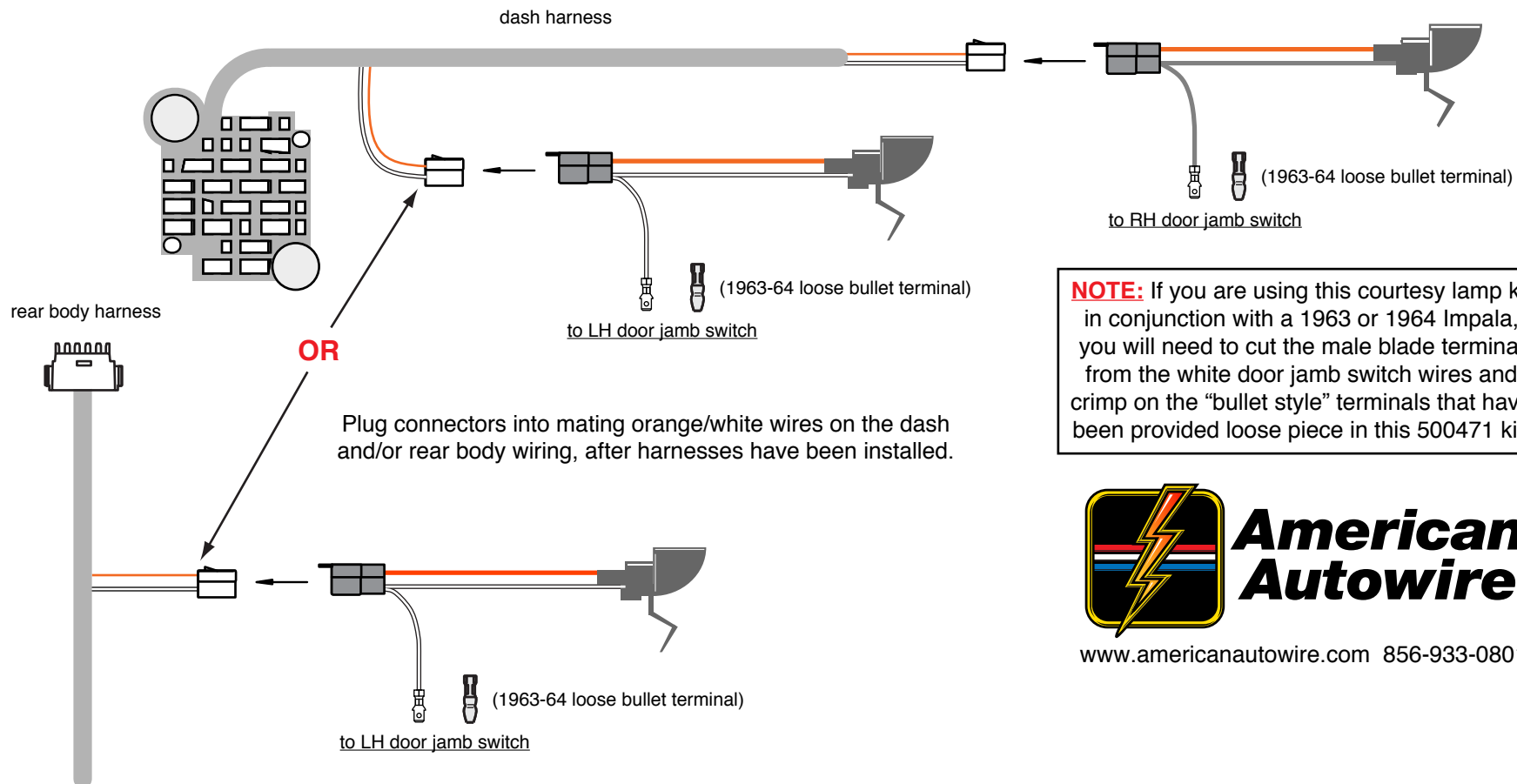
**L** BLACK GROUND Attach ring terminal on wire R to a good chassis ground, route the loose end to the left side marker lamp and trim to length. Double this wire with the cut off portion, install terminal L, and plug into lamp socket M. Route the loose end through grommet A to the LH tail lamp connection and trim to length. Double this wire with the cut off portion, install terminal D, and plug into connector K in the exact location as shown on Sheet 1. Route the loose end to the RH tail lamp connection and trim to length. Double this wire with the cut off portion, install terminal D, and plug into connector K in the exact location as shown on Sheet 1. Route the loose end through grommet B to the RH side marker, trim to length, install terminal N and plug into lamp socket M as shown on sheet 1.

**P** YELLOW LH STOP / TAIL Route this wire through grommet A to the LH tail lamp, cut to length, install terminal C, and plug this wire into connector K in the exact location as shown on Sheet 1.



# Classic Update Series





**NOTE:** If you are using this courtesy lamp kit in conjunction with a 1963 or 1964 Impala, you will need to cut the male blade terminal from the white door jamb switch wires and crimp on the "bullet style" terminals that have been provided loose piece in this 500471 kit.



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www.americanautowire.com 856-933-0801

**NOTE:** Your new underdash courtesy lamp kit uses # 631 bulbs (not included with this kit). They may be purchased at any auto parts store.

PART #

**500471**

**N**

DESCRIPTION:

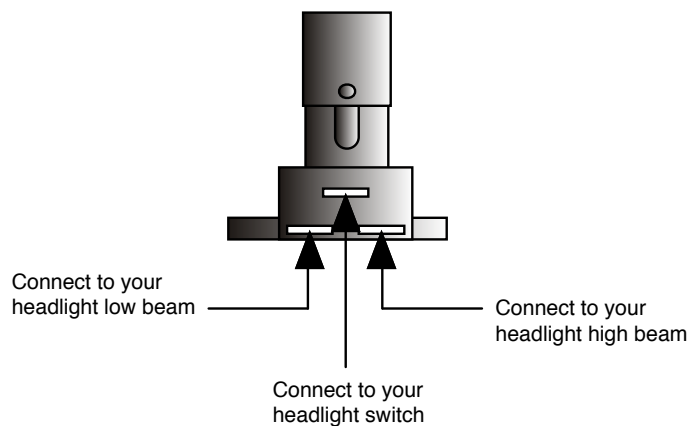
Courtesy Lamp Kit

92965219

Rev 3.0

12/20/2019





Connect the Dimmer Switch wires as shown above.

1. The top center terminal of the Dimmer Switch is connected to the Headlight switch.
2. The terminal on the right side is connected to your headlight high beam terminal.
3. The terminal on the left side is connected to your headlight low beam terminal.



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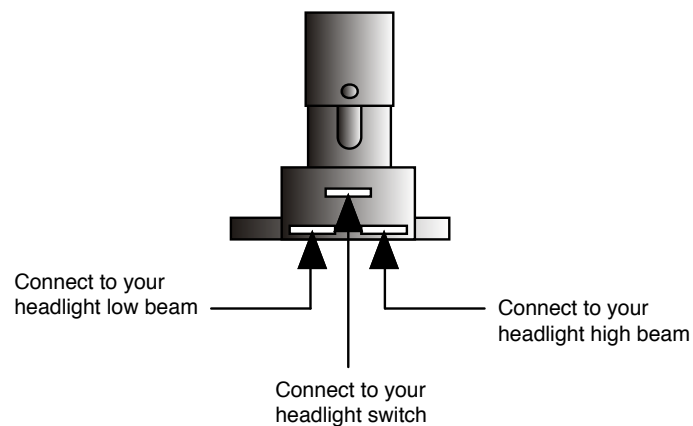
PART #

**500042**

DESCRIPTION:

**DIMMER SWITCH**

92964573 Rev 3.1 12/5/2014



Connect the Dimmer Switch wires as shown above.

1. The top center terminal of the Dimmer Switch is connected to the Headlight switch.
2. The terminal on the right side is connected to your headlight high beam terminal.
3. The terminal on the left side is connected to your headlight low beam terminal.



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PART #

**500042**

DESCRIPTION:

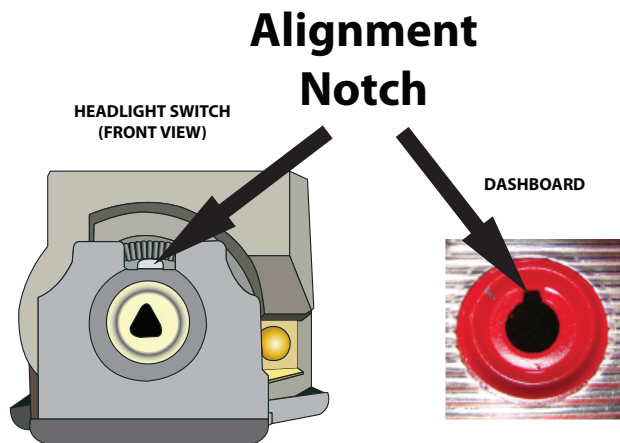
**DIMMER SWITCH**

92964573 Rev 3.1 12/5/2014

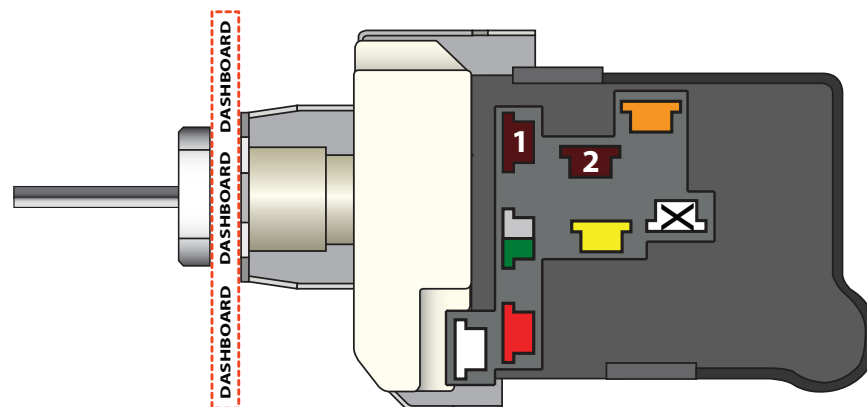
Most switches supplied with Classic Update and Universal Kits ship with the shaft pre-installed. In many instances, the switch can be installed without removing the shaft, but in some cases the switch shaft may need to be trimmed to fit your specific dash. In this situation, reference Trim to Fit instructions on the back of this page for details.

### To install your new headlight switch:

1. Install the switch from behind the dash, and align the switch body with the mounting hole. The switch body has an alignment tab that must line up with the notch in the dashboard mounting hole.



2. Install the switch mounting nut and tighten.
3. Gently press shaft into switch until it stops, then press firmly until it "clicks." Pull shaft back out to confirm it is seated correctly. The shaft should be locked into place inside switch.
4. If the shaft does not lock, reinsert applying moderate pressure and slowly move shaft side to side for lock to engage. Make sure switch body is still supported to prevent flexing. Press shaft firmly until it clicks into place.
5. Ensure the shaft is fully seated and in the off position.



1	Parking Lights - Stay on with headlights
2	Tail Lights - On in the park and headlight positions
Orange	Fused Battery Feed - For park, tail and dash lamps
Yellow	Headlight Feed - Power to the headlight dimmer switch
Red	12V Battery Feed - Unfused power to the switch for headlights
White	Courtesy Ground - Ground feed to the dome and courtesy lights
White with X	Part-time Parking Lights - Turns off when the headlights are on (Not supported by all kits)
OR Green	Dash Lights - Output to the dash light fuse or lights



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PART #

**500332**

DESCRIPTION:

**Headlight Switch**

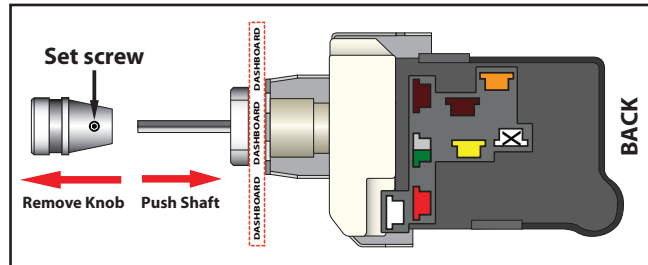
92964649 Rev 3.0 1/10/2020

## To Trim Shaft to Fit or Remove Shaft:

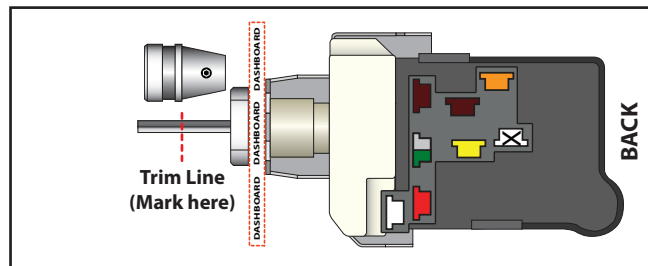
The headlight shaft knob should extend from the face of the mounting nut, and must allow enough clearance for the switch to turn off. If the shaft is longer than necessary for your specific dash it can be trimmed to fit. Always trim the knob end of the shaft only and follow the guidelines below for best results.

1. With the headlight switch installed, loosen the set screw and remove the knob. Make sure the switch is in the "off" position by pushing the shaft toward the back of the switch.

**Switch in OFF position  
(shaft pushed all the way in)**



2. Set knob alongside shaft and mark the desired location for cutting on the shaft.



3. Remove the shaft and trim at mark. The shaft can be released from the switch by pulling it outward (toward the rear of the vehicle). Once fully in the "On" position, press and hold the release button on the base of the switch body. Once button is pressed, continue to pull the shaft outward. New switches may be tight, and it might be necessary to move the shaft side to side slightly while pulling to release.

