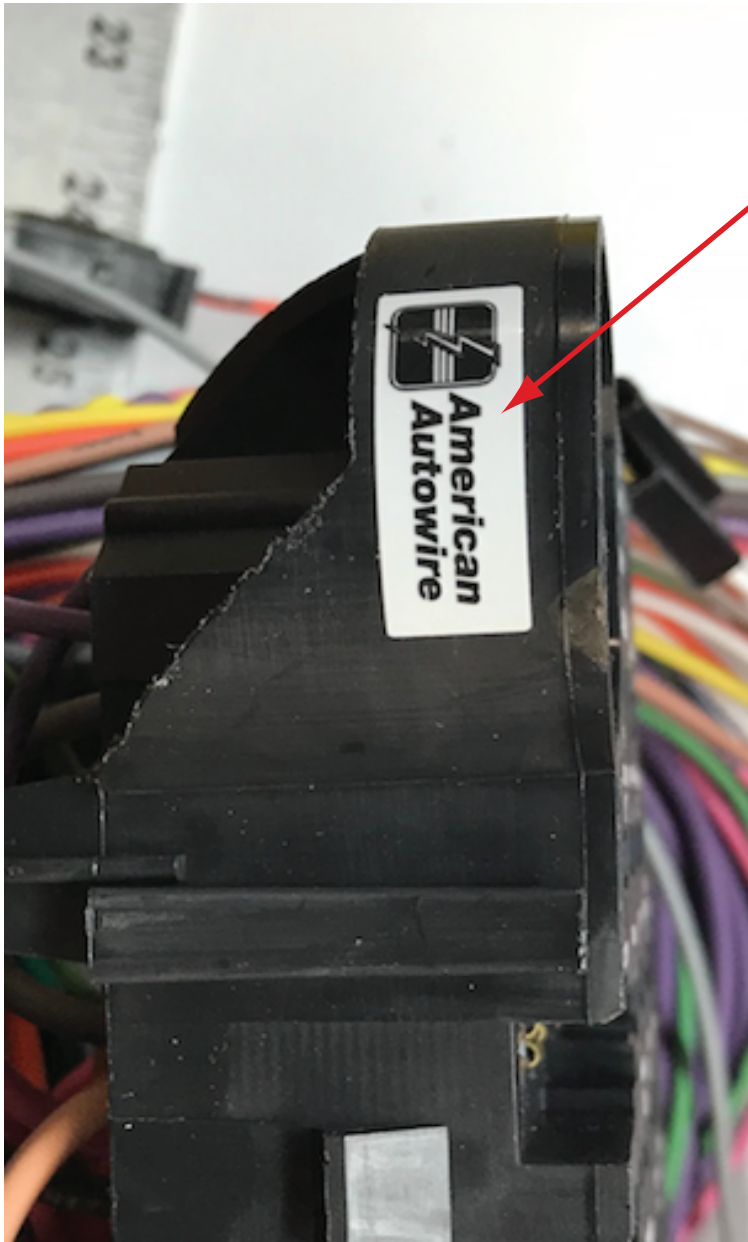


NOTE: If the fuse panel on your 510105 70-72 Chevelle kit **HAS** a sticker like the photo at the left, you have the second design harness and your instructions are listed below and follow this page.



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

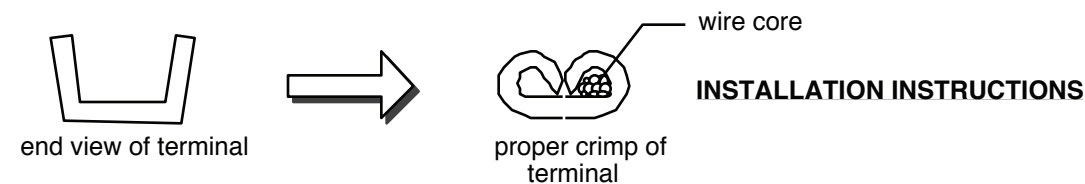
START HERE !

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:

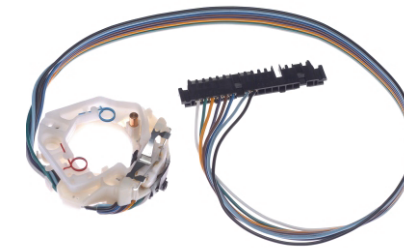
Any non-functioning items should be checked for proper installation. Any problems with your wiring and electrical circuit functions should be addressed to American Autowire Systems, Inc. as soon as possible to avoid any warranty problems. If you have any questions concerning this or any of our products,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

We carry many accessories for your 1970-72 Chevelle

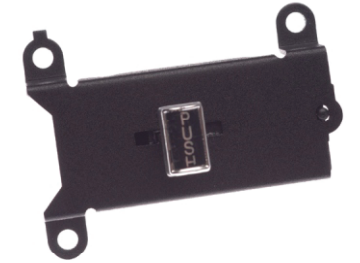
OEM style non-stick harness tape
p/n R0067108



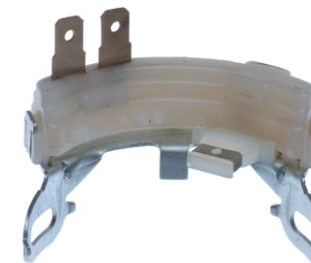
OEM style turn signal switch.
p/n 01997938 (1970-72)



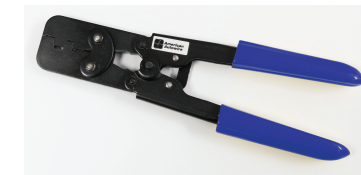
1970-72 OEM style wiper switches.
p/n 01993464 - without recessed park
p/n 01993465 - with recessed park



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

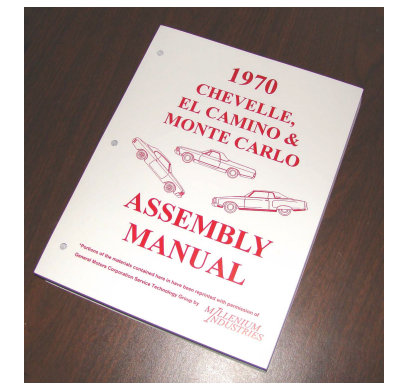


Breakerless Ignition Module,
GM V-8 POINT CONVERSION KIT
p/n 38131



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)



Classic Update Series

1970-72 Chevelle

510105

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92972545 instruction sheet rev. 0.0 8/19/2019



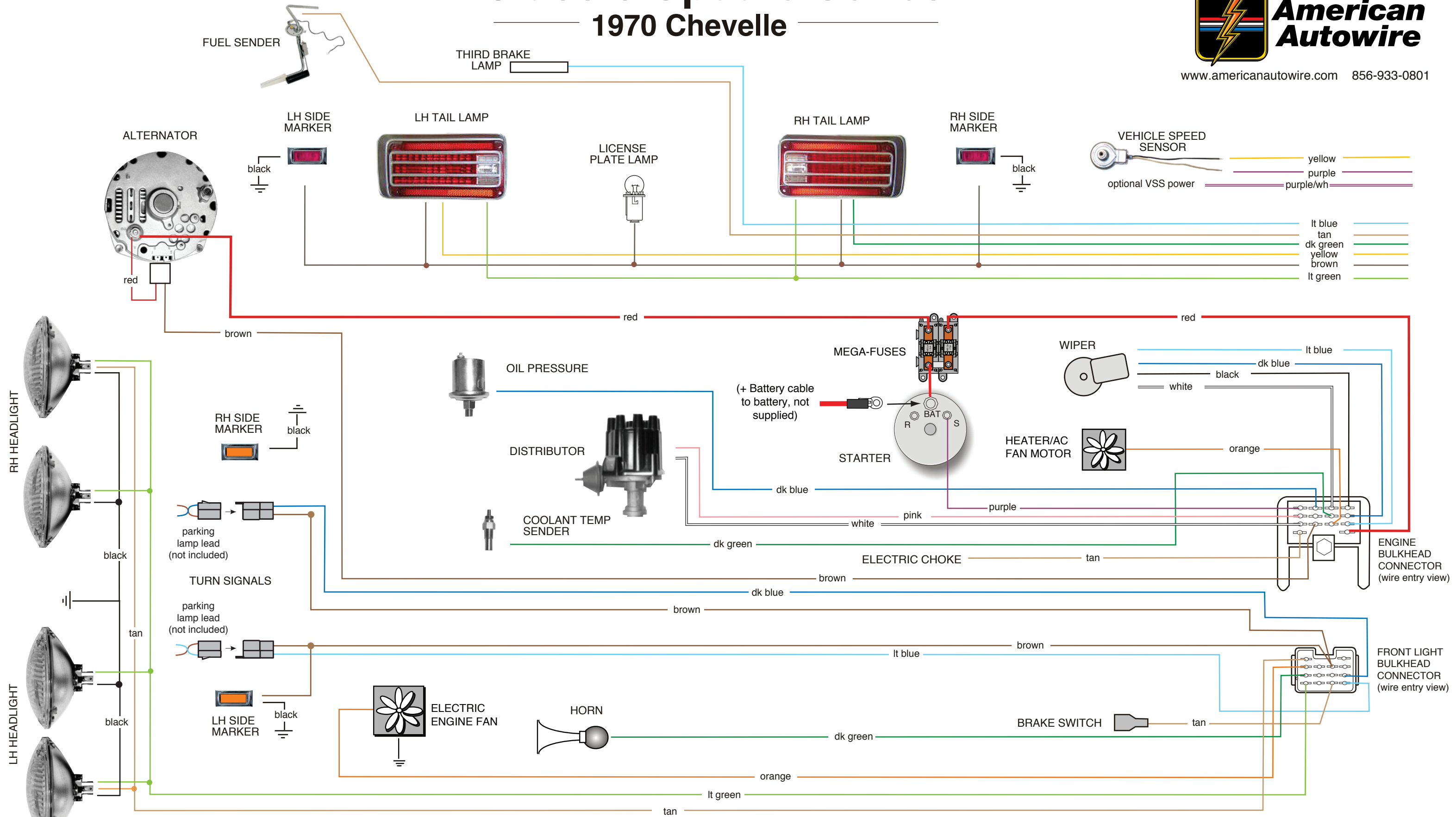
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Classic Update Series

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.

510105

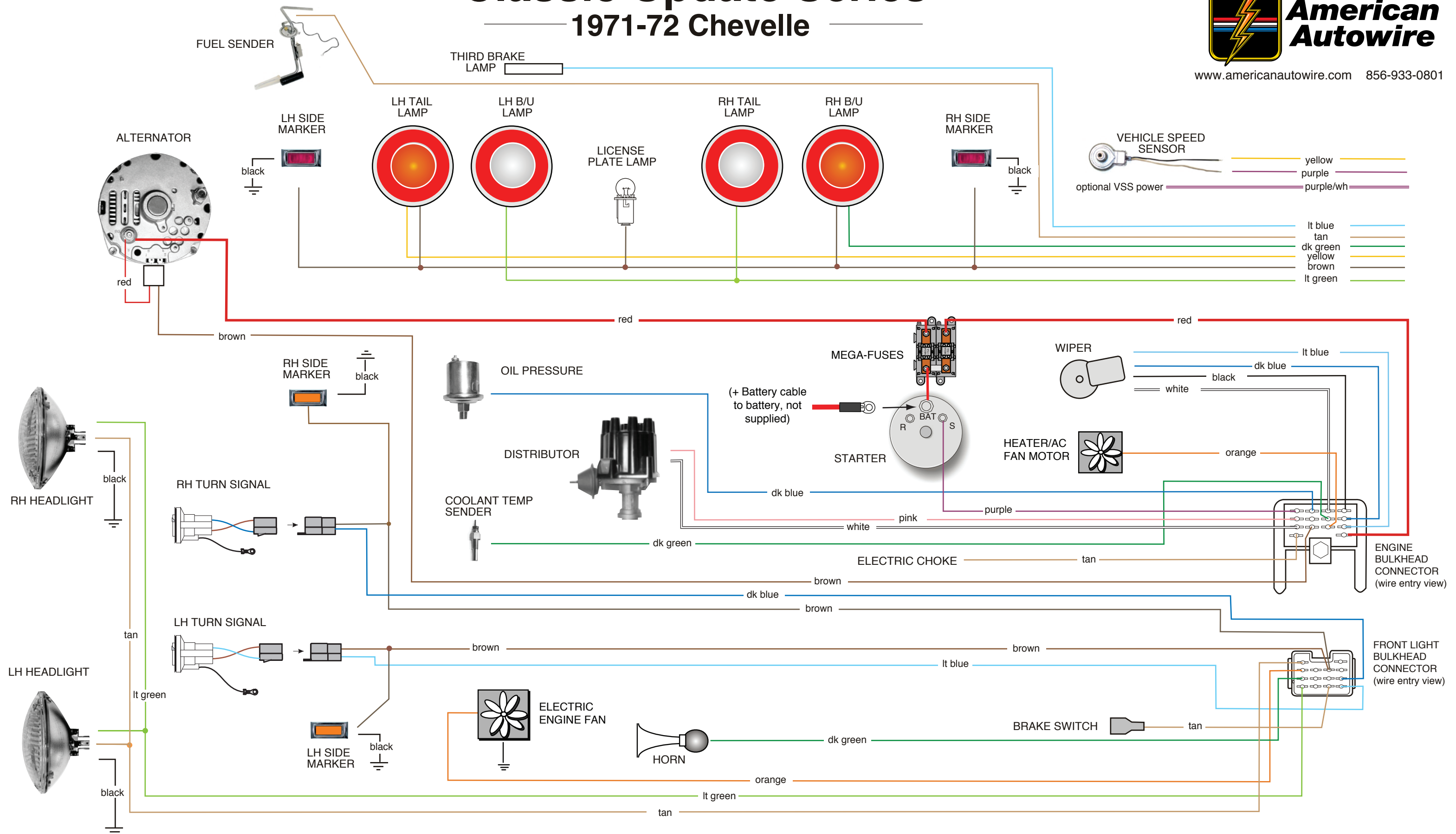
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Classic Update Series

1971-72 Chevelle



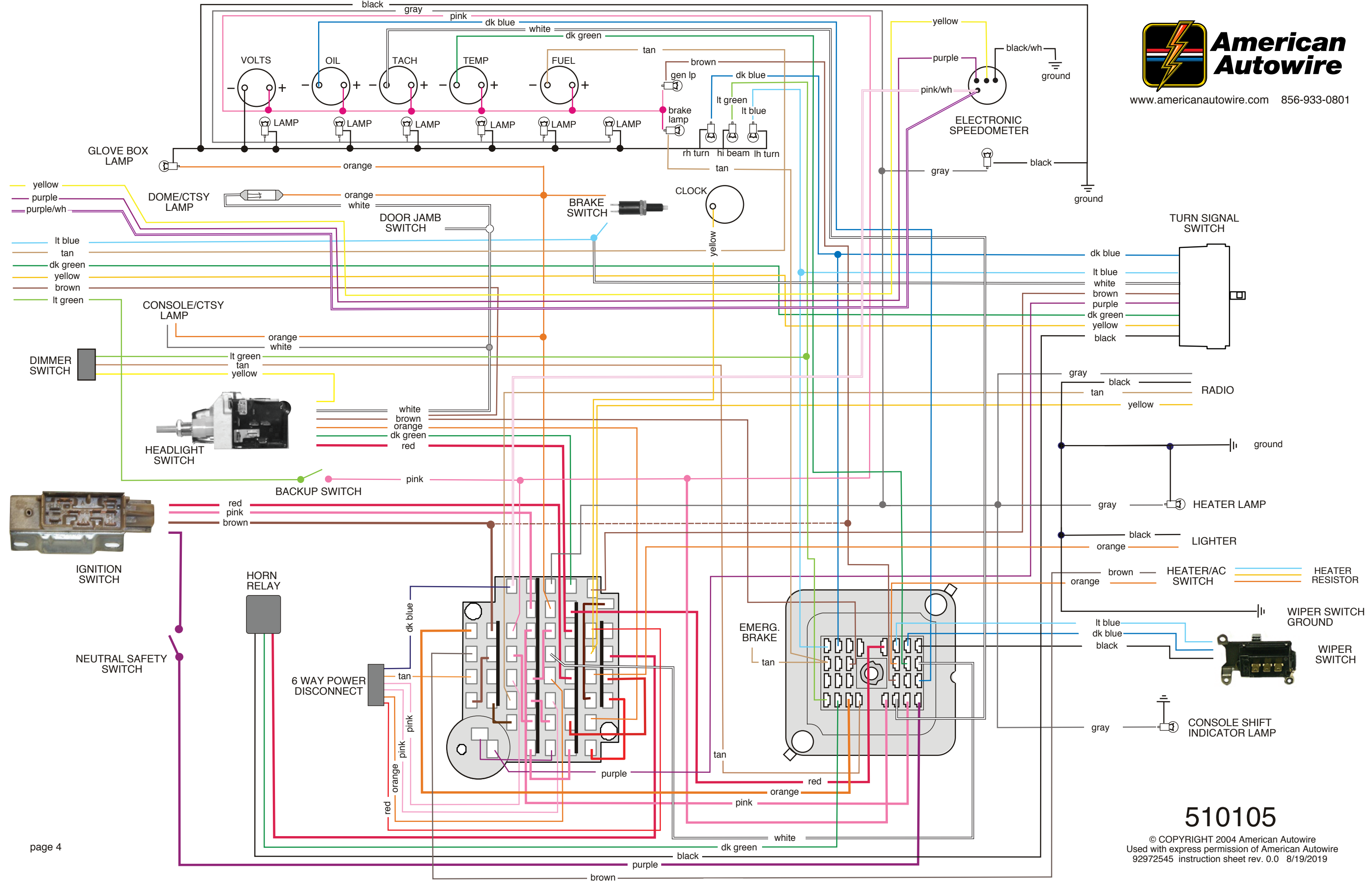
www.americanautowire.com 856-933-0801

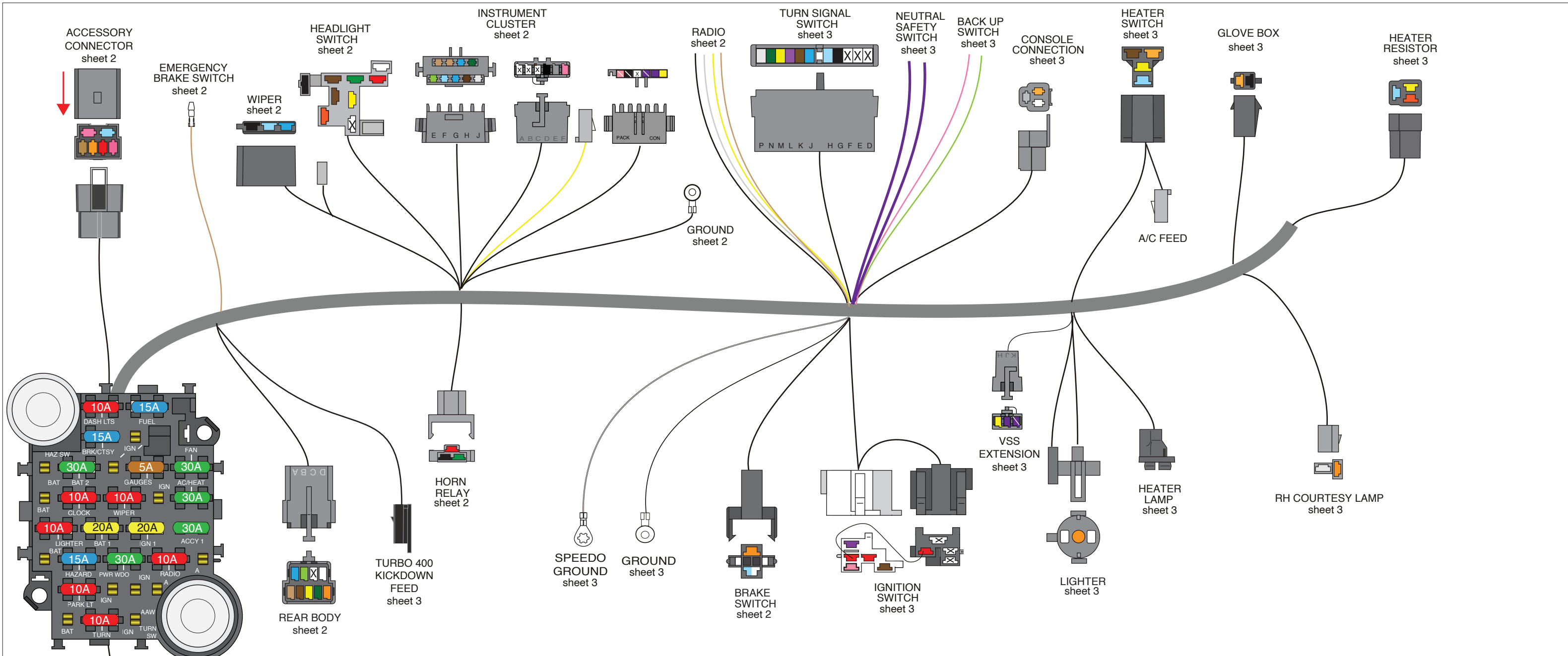


NOTICE: This schematic drawing is for reference only. Do not use the schematic to install this wiring kit! Use the instruction sheets included in each bag, which includes directions for proper terminations.

510105

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92972545 instruction sheet rev. 0.0 8/19/2019





Fuse Panel Installation Instructions

Following these simple instructions will guarantee a successful installation of your American Autowire fuse panel harness.

1. Study the diagram above to familiarize yourself with the dash harness.
2. Install the fuse box.
3. Route the dash harness using the factory support straps.
4. Make all connections as shown on the following pages of this dash harness kit.
5. Once this harness is installed, continue to bag 'H', and install the rest of the kit (bags H,J,K,L,M).

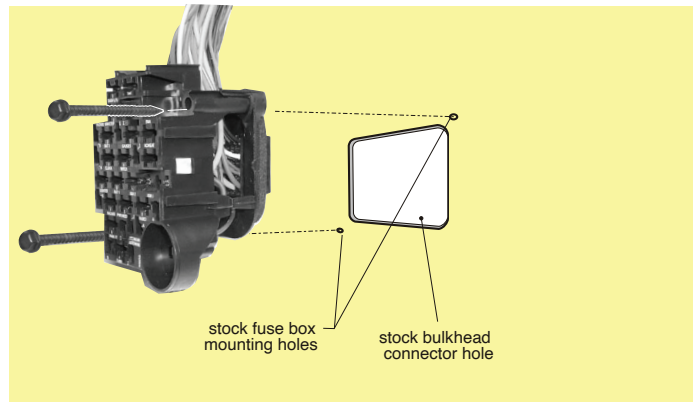
DIMMER SWITCH sheet 2



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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 light in the instrument cluster. |

- | | | |
|----------------|---|---|
| 3. ACCESSORIES | Use connector J and included terminals S for wires to be added to the in-dash accessory connector pigtail. The mating connector for these circuits will be pre-inserted into the dash pigtail, and terminals can located in the dash loose piece kit along with the fuse panel mounting hardware.
NOTE: Not all installations will require use of these connections. It was added to your kit as a convenient source for 12 volt power. | |
| | Fuse | Rating |
| | Tan | FUEL 15 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) |

- | | | |
|--------------|--|------------------------------|
| 4. REAR BODY | This connector will mate to the connector from the Rear Body harness found in bag L.
NOTE: The rear body harness is also where the connections for the DRIVER SIDE COURTESY LIGHT and DOME LAMP extension will be built. | |
| | Tan | Fuel tank sender lead. |
| | Brown | Tail lamp feed. |
| | Yellow | LH turn / brake feed. |
| | Dark Green | RH turn / brake feed. |
| | Orange | Dome / courtesy lamp feed. |
| | White | Dome / courtesy lamp ground. |
| | Light Green | Back up lamp feed. |
| | Light Blue | Third brake light. |

- | | | | |
|-----------------------------------|--------|---|--|
| 5. INSTRUMENT CLUSTER DISCONNECTS | Yellow | These connectors will plug into the gauge disconnect harness 510525, bag H. Wire identifications are described on the Instruction sheets in bag H.
12V fused battery feed for factory in-dash clock or other aftermarket battery fused item. | |
|-----------------------------------|--------|---|--|

- | | | |
|----------|--------------------------------------|---|
| 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) |
|----------|--------------------------------------|---|

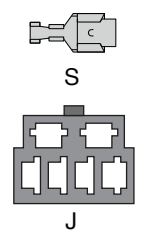
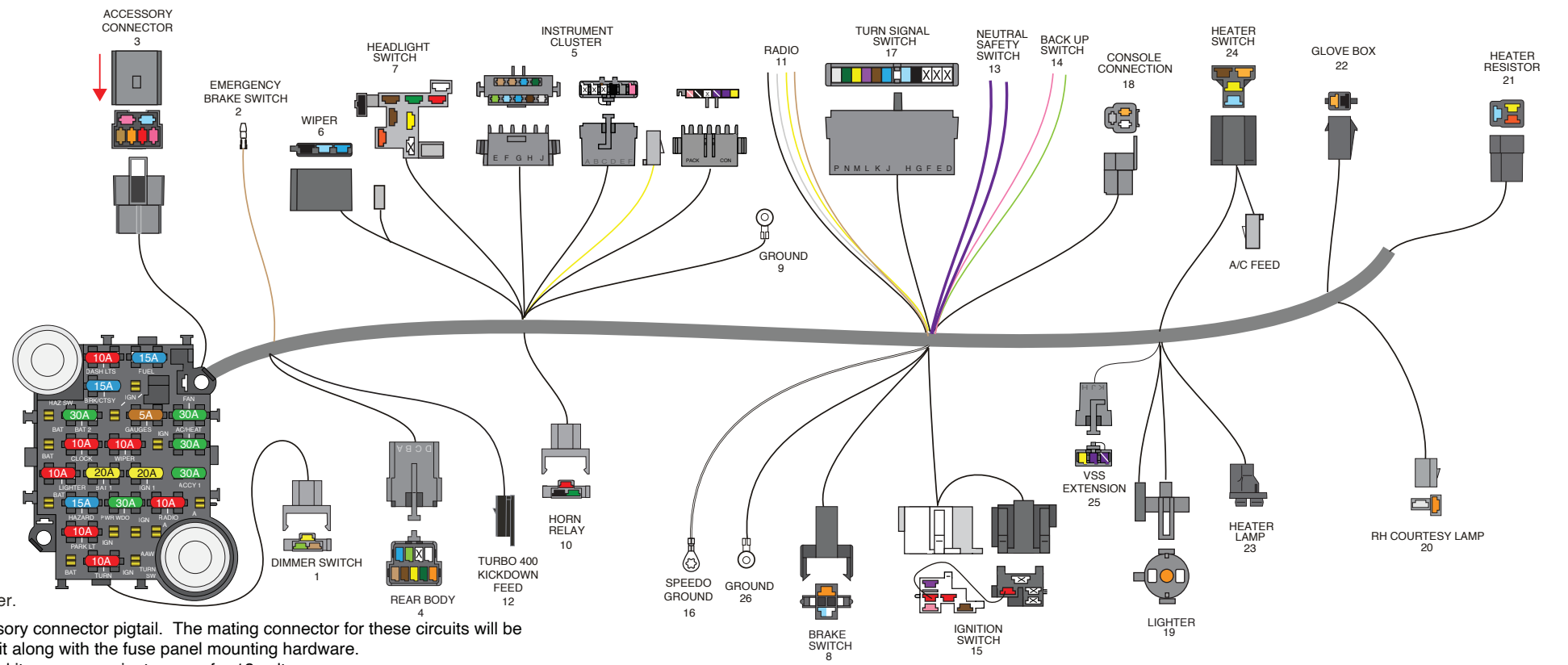
- | | | | |
|---------------------|--|---|--|
| 7. HEADLIGHT SWITCH | Red
Orange
Brown
Yellow
Dk Green
White
Black | 12 volt feed to switch
12 volt lead in to Park/tail
Park lamp feed out
Dimmer feed
Instrument lamp feed
Dome / courtesy ground
Switch body ground | BAT location on headlight switch
PARK / 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 | Orange
White
Lt Blue | Plug this connector into the factory stop lamp switch.
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 | Red
Black
Dark Green | Plug the horn relay (found in the fuse bag) into this connector.
12 volt battery.
Relay ground circuit. (to steering column)
Triggered 12 volts to horn. |
|----------------|----------------------------|---|

- | | | |
|-----------|-----------------------|--|
| 11. RADIO | Tan
Gray
Yellow | Radio accessory feed. ("on/off" power wire)
Lamp wire for radio.
Constant 12v battery for clock or memory circuit. |
|-----------|-----------------------|--|



The above picture shows the orientation for 72 Chevelle wiper hook-up only. All other applications can only be plugged in one way.



1970-72 Chevelle
DASH KIT
510524

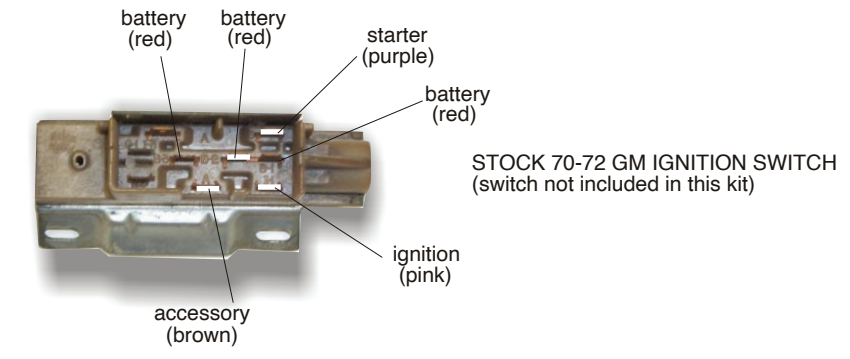
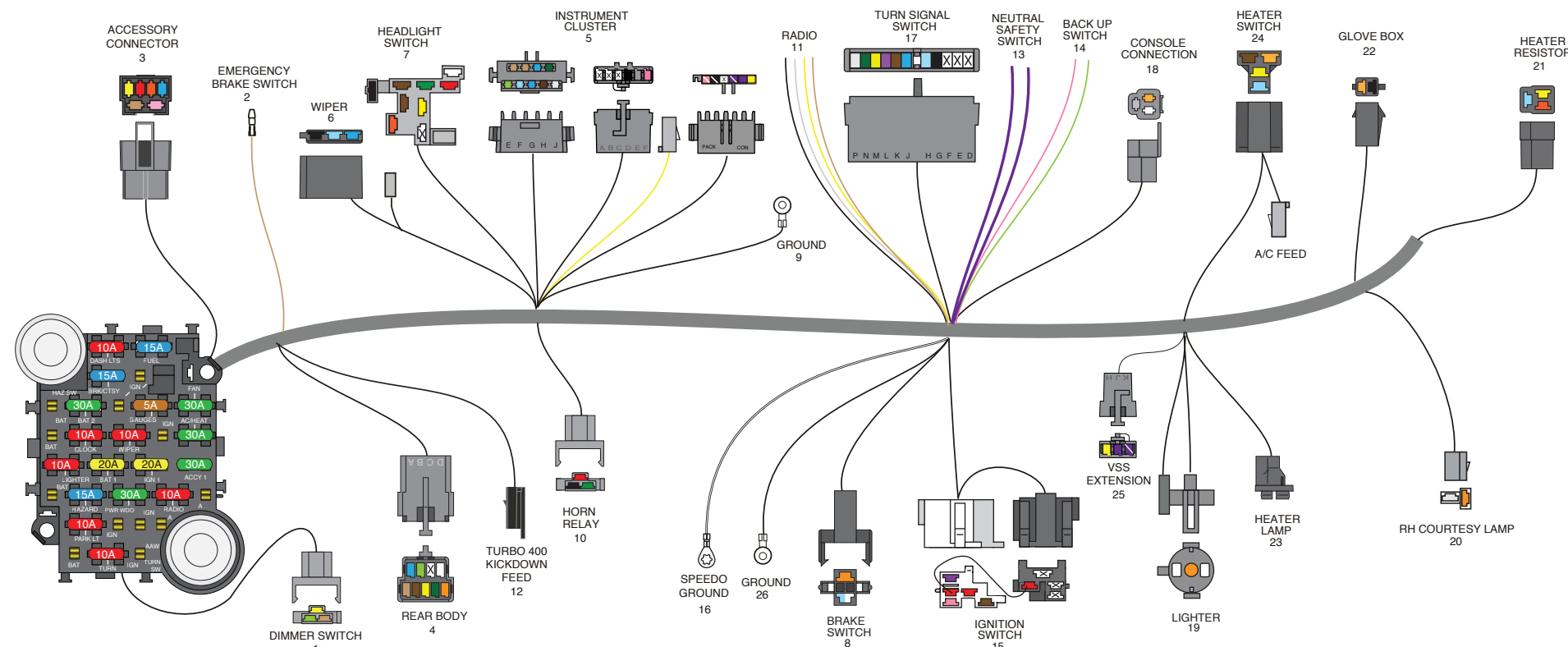
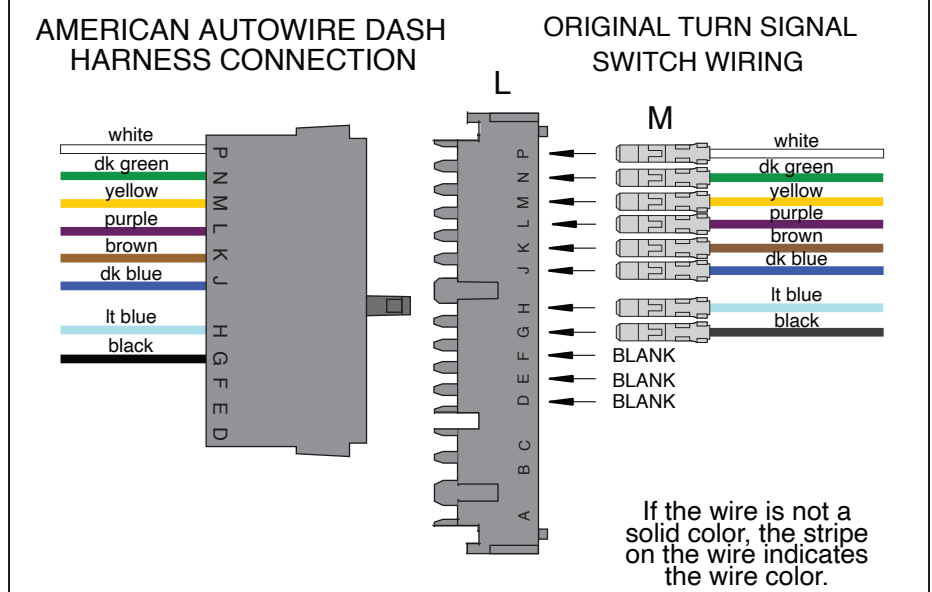


DIAGRAM H

- 12. T400 KICKDOWN Pink 12 volt ignition feed to gas pedal mount turbo 400 kickdown switch. See page 6 of the 510526 engine kit instructions for detailed connections.
- 13. NEUTRAL SAFETY SWITCH Connect these wires to the neutral safety switch on the column, console shifter, or clutch pedal.
Purple 12 volt feed 'in' to neutral safety switch from ignition switch.
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.
Pink 12 volt ignition feed 'in' to back up lamp switch.
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.
Red 12 volt battery feed.
Pink 12 volt ignition feed.
Brown 12 volt accessory feed.
Purple Starter lead wire to Neutral Safety Switch.
- 16. SPEEDO 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 this sheet if needed)
White 12 volt feed from brake switch.
Dark Green RH tail lamp.
Yellow LH tail lamp.
Purple 12 volt feed from turn flasher.
Brown 12 volt feed from hazard flasher.
Dark Blue RH front park lamp.
Light Blue LH front park lamp.
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.
Orange 12 volt battery feed fo lamp.
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.
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)
Yellow Heater resistor.
Lt Blue Heater resistor.
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.
- 26. GROUND Black Connect to a good chassis ground. Do NOT attach to #16 ground.



AAW Turn Signal Switch Wires to Stock Steering Columns.

DIAGRAM G

THIS PAGE HAS BEEN
INTENTIONALLY LEFT BLANK

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:

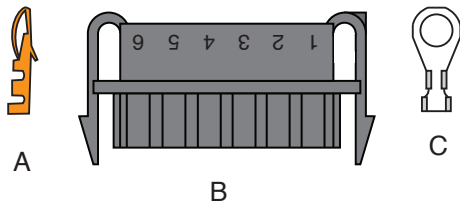
Wire Color	Function	Stock circuit board connection
PINK	12v Ignition	Route this wire to the circuit board, cut to length, install terminal A, and plug into connector B in location shown on sheet 2.
GREY	Instrument Lamps	Route this wire to the circuit board, cut to length, install terminal A, and plug 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**.

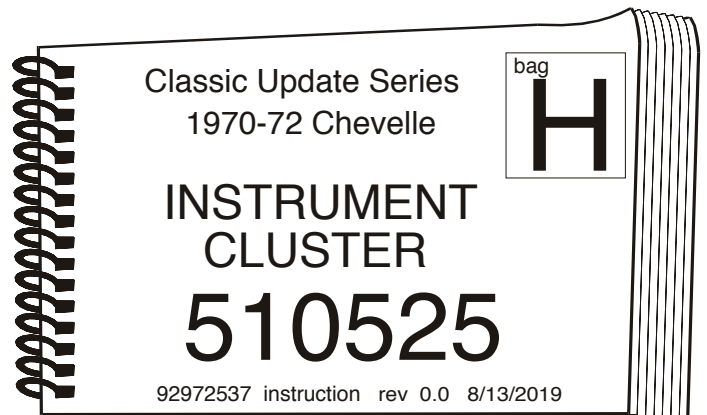
LOOSE WIRES

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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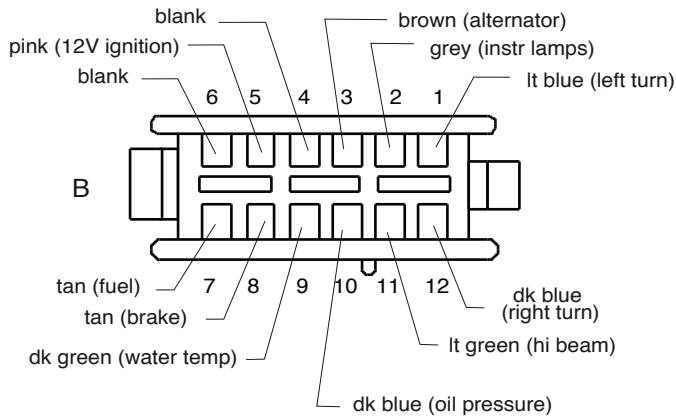
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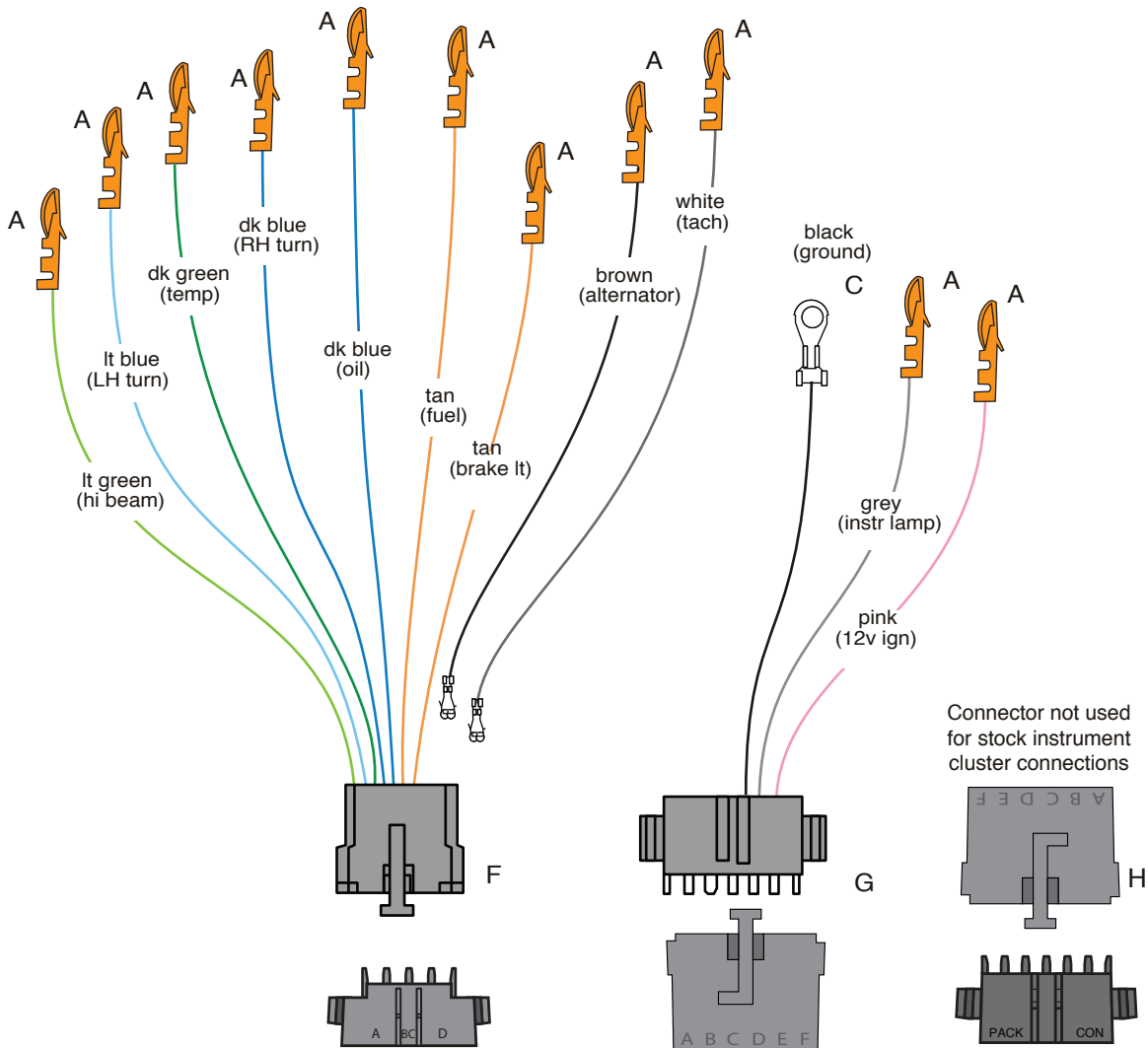
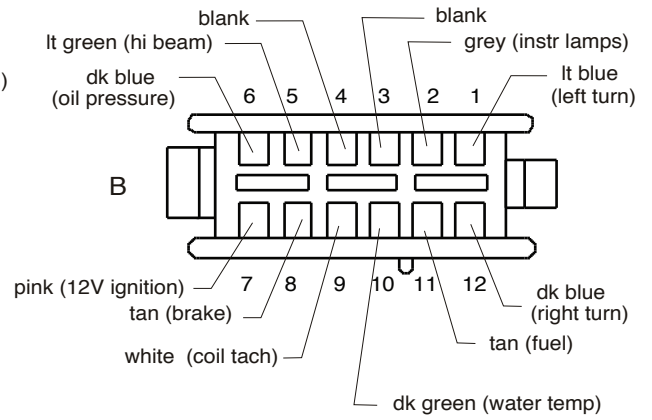
Classic Update Series

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

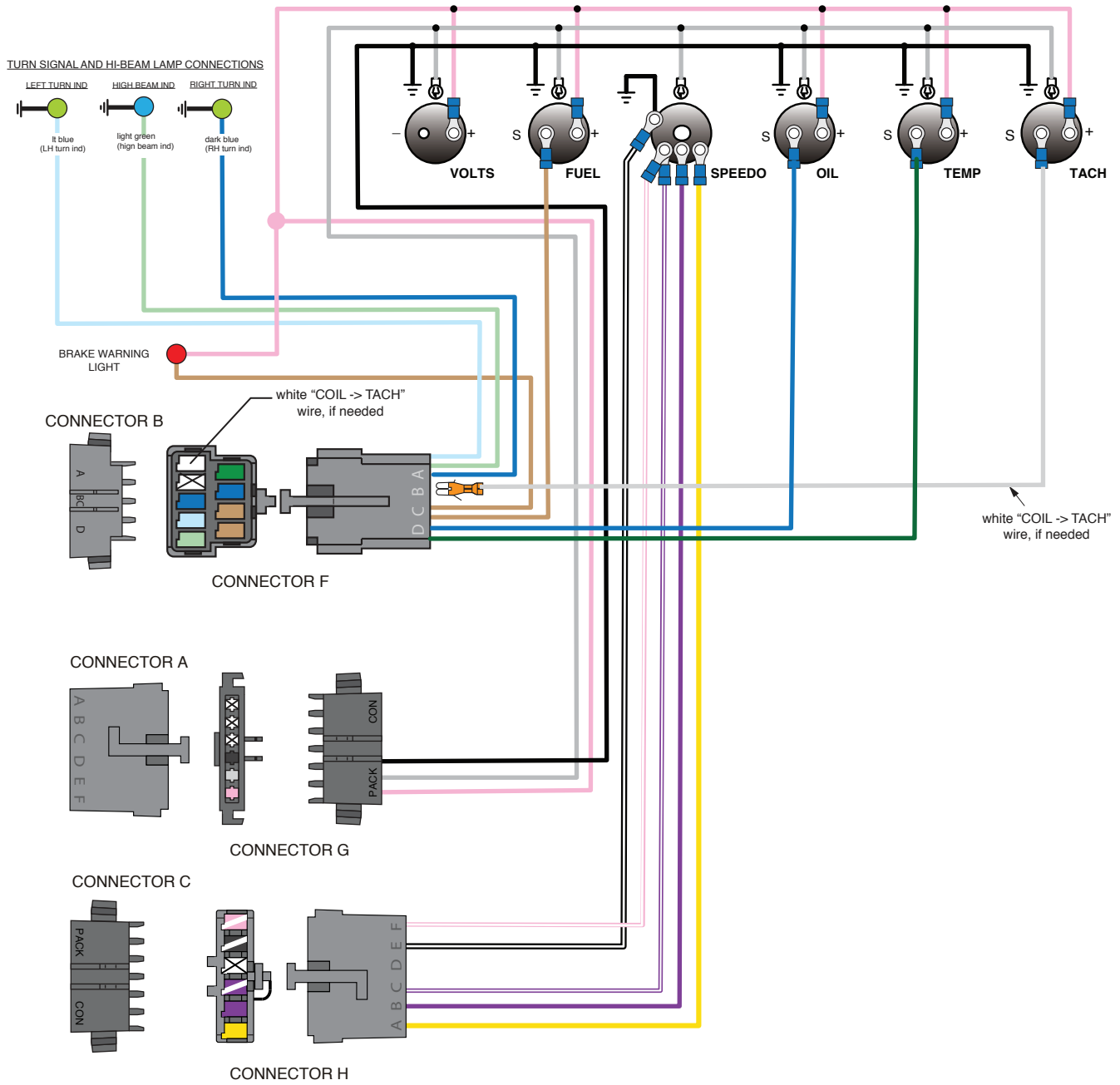


CIRCUIT BOARD CONNECTOR
WITH GAUGES



dash harness connectors (bag G)

Gauge Cluster harness (aftermarket gauges) installation instructions:



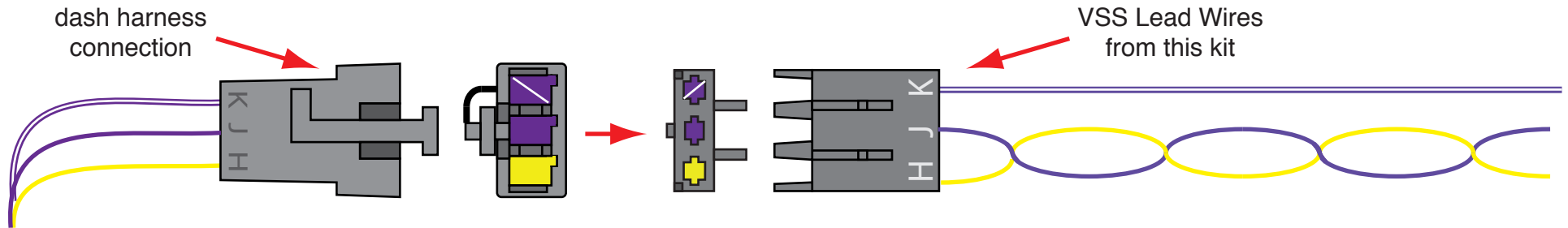
dash harness connectors (bag G)

NOTE: These are general instructions for hooking up aftermarket gauges with an electric speedometer. Connector (H) and the wires in Connector H will ONLY be used in the event that you are utilizing an aftermarket electric speedometer. If your car does NOT have an electric speedometer, Connector H will NOT be used and should not be plugged onto your dash harness. It is best to consult the speedometer manufacturer's instructions if you have any questions.

- Yellow** VSS Ground Connect to VSS neg. "-" on speedometer.
- Purple** VSS Signal Connect to VSS input on speedometer.
- Purple/White** VSS Power Connect to 12V power on speedometer.
- Black/White** Speedo Ground Connect to ground on speedometer.
- Pink/White** 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.



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

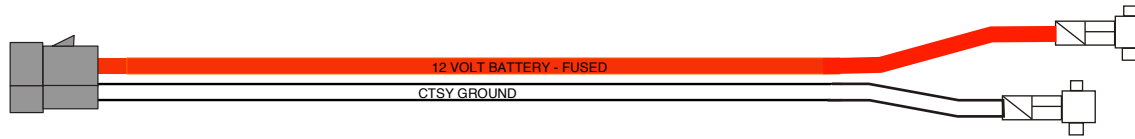
92972371 Rev 0.0 4/9/2019

bag
V



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Classic Update Series



Console Rear Courtesy
Lamp Extension
(All Applications)



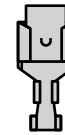
Automatic Transmission
Console Shifter Light
Harness (uses 1895 bulbs)



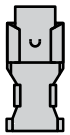
A



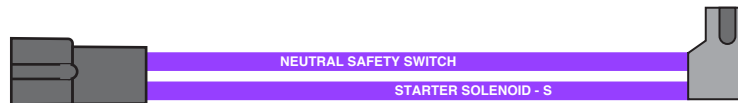
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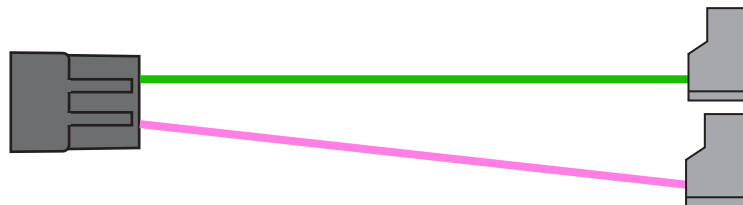
C



D



Automatic Transmission
Console Neutral Safety
Switch Extension



Automatic Transmission
Console Back Up Lamp
Switch Extension

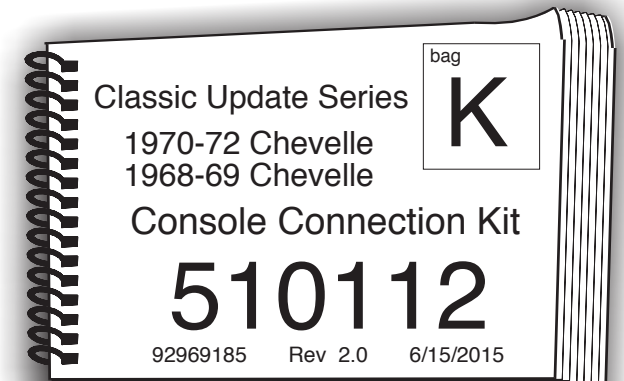


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NOTE: In this kit, you will find:

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:

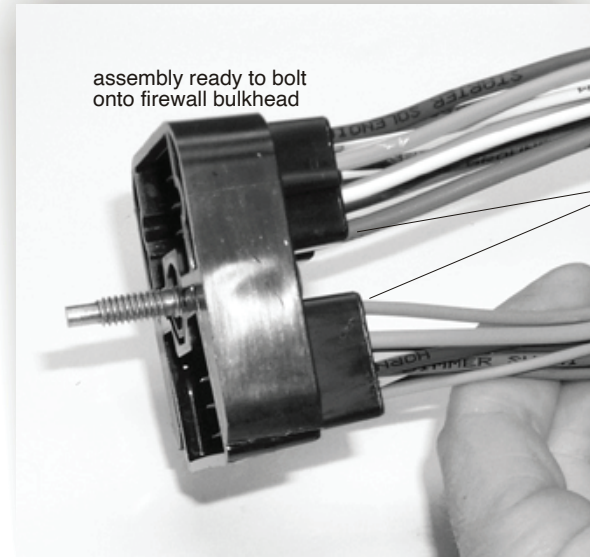
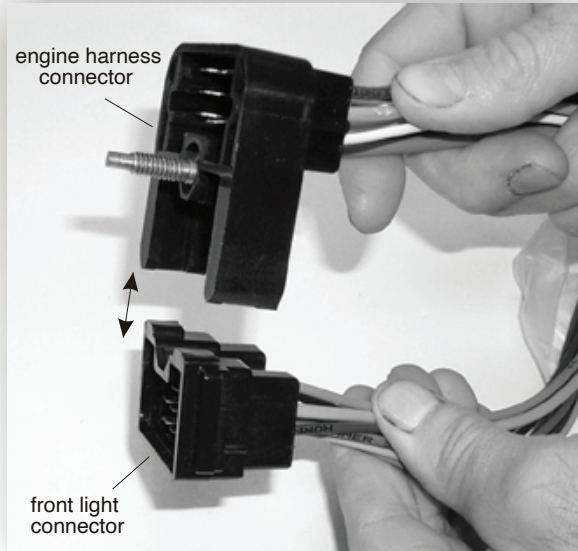
4. Select the "Automatic Transmission Console Neutral Safety Switch Extension" (as shown on page 1) and plug the 90 degree 2-postion connector containing the purple wires onto the NSS connection on your shifter assembly.
5. Select the "Automatic Transmission Console Back Up Lamp Switch Extension" (as 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 exesion 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 n 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.

Look!

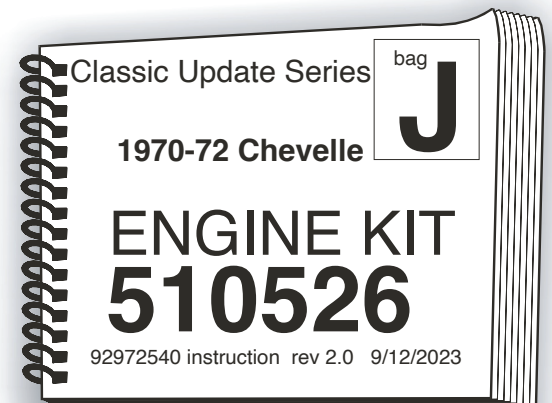


American Autowire also sells factory OEM style harness wrap. this is the same tape used on original Camaro harnesses! If you want that OEM look with your Classic Update wiring system, then give us a call and order p/n R0067108!

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 !

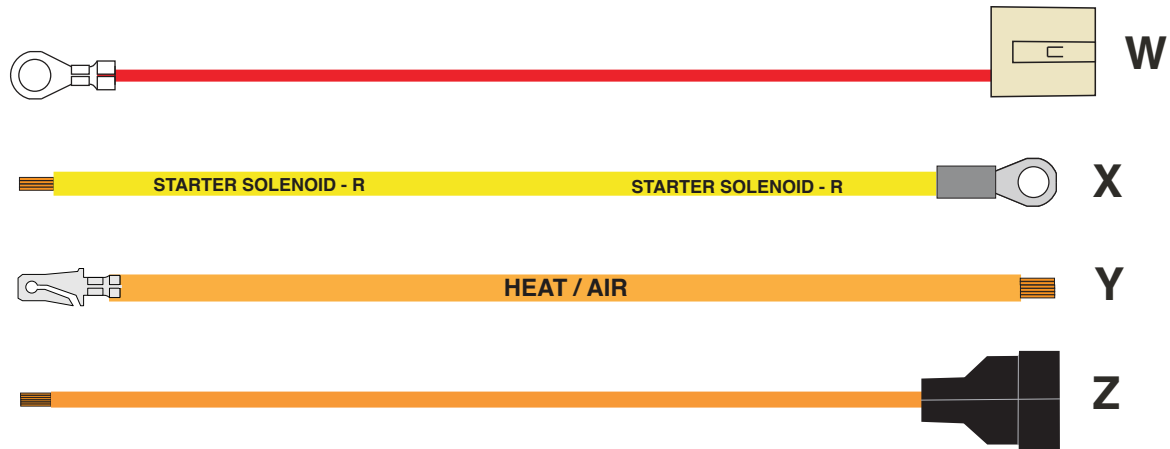
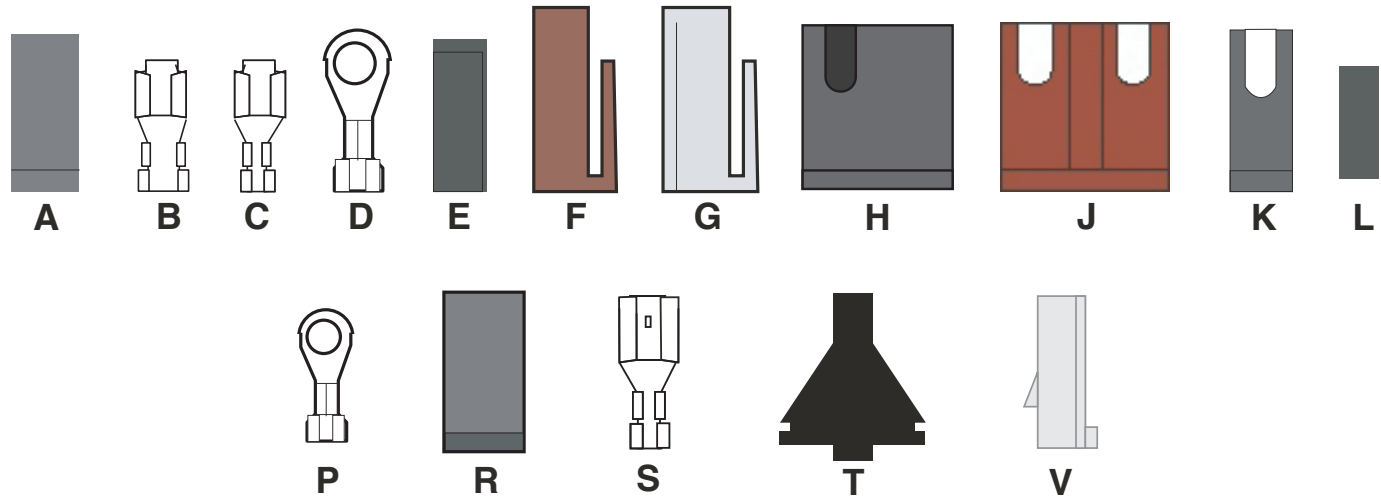


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Terminals used in this installation.

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.

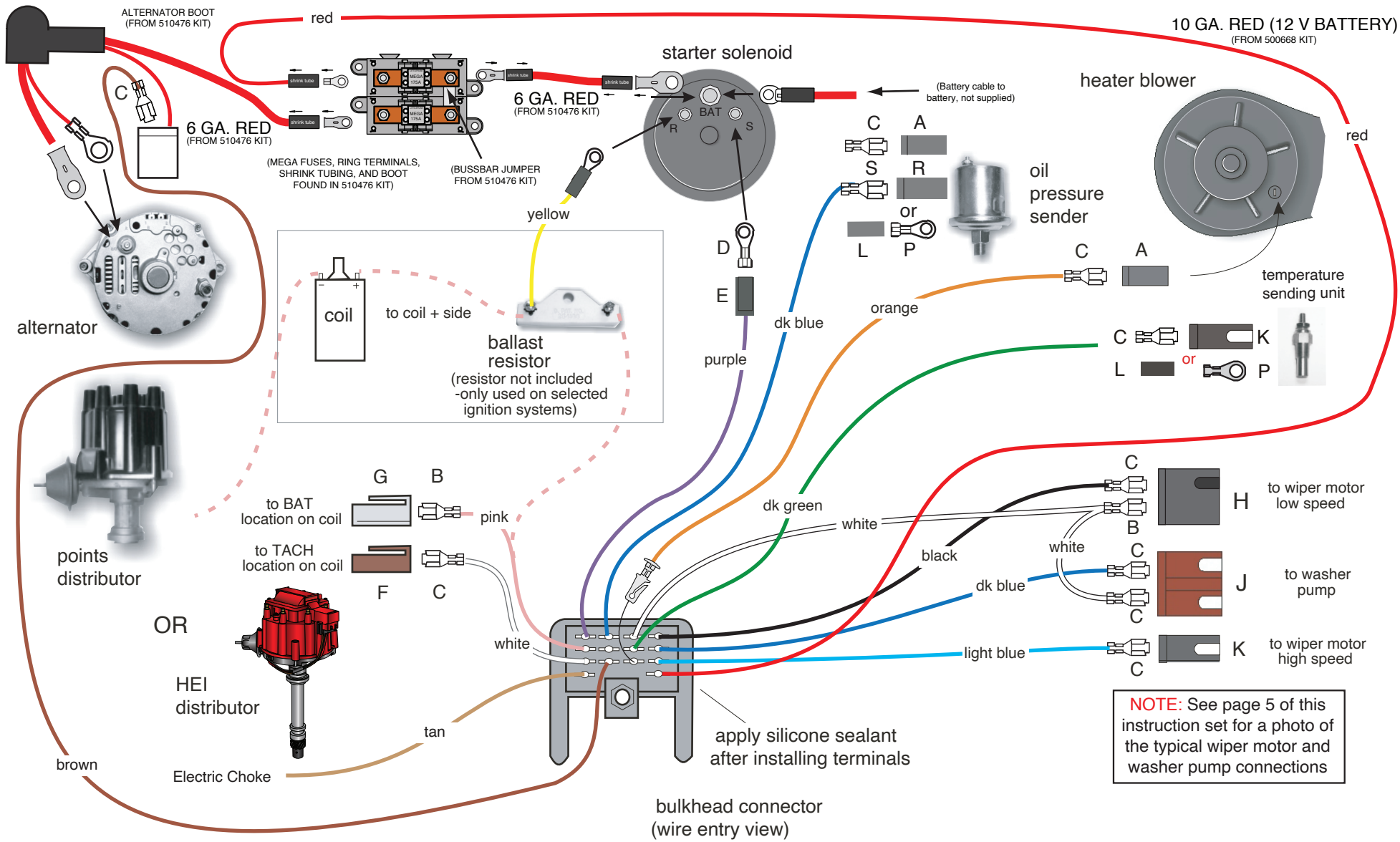


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**ENGINE KIT
510526**

92972540 instruction rev 2.0 9/12/2023



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**ENGINE KIT
510526**

92972540 instruction rev 2.0 9/12/2023

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 connector will be unbolted to install the front light harness later.

BULKHEAD CONNECTOR WIRES

RED	12 V BATTERY	Route this wire to the Mega Fuse 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 Mega Fuse 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. NOTE: This wire is only to be used with internally regulated alternator that requires an sense wire. If you are using a one-wire alternator, then this Red wire must be removed as it is not used.
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 to be used with internally regulated alternator that requires an exciter wire. If you are using a one-wire alternator, then this BROWN wire must be removed as it is not used.

NOTE: Once once all of the wires are installed in the main connector, dielectric grease should be applied on the terminal side of the connector. Also, to assure a moisture-resistant seal, silicone RTV gasket maker can be applied to the terminal cavities to seal the outside of the connector.



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**ENGINE KIT
510526**

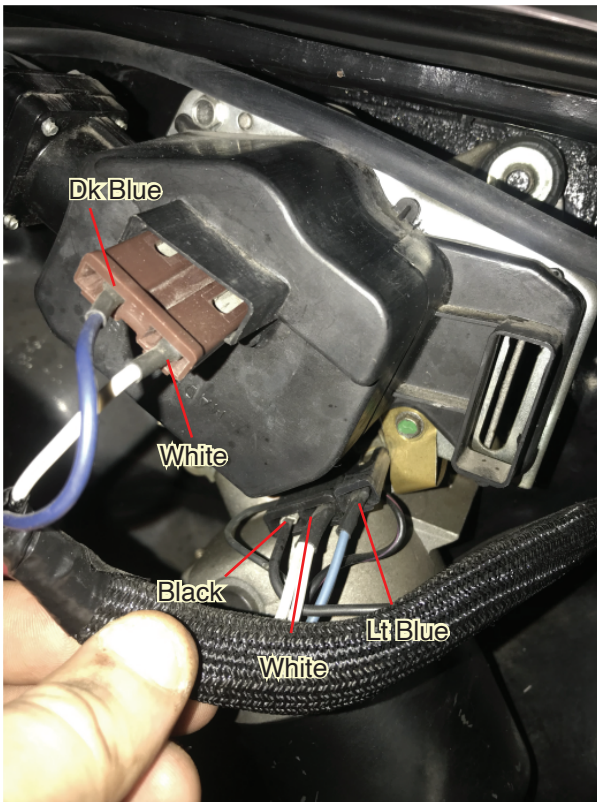
92972540 instruction rev 2.0 9/12/2023

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 assembly 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)



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).



ENGINE KIT
510526
92972540 instruction rev 2.0 9/12/2023

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.

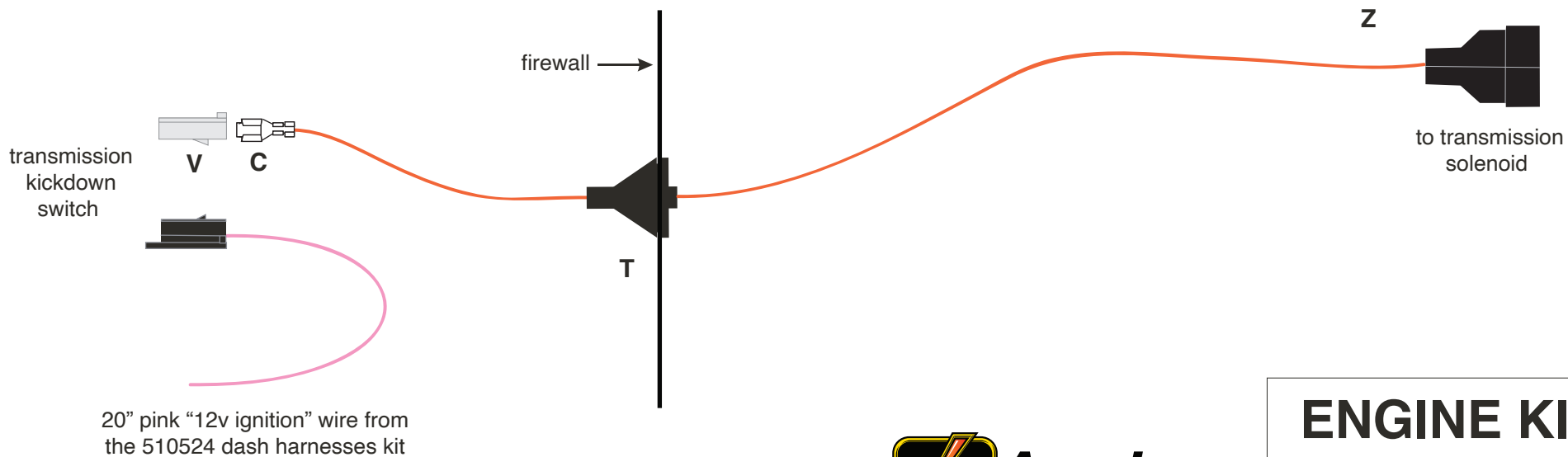
Note: If your car was factory equipped with a Turbo 400 transmission, install grommet "T" into the existing factory hole in the firewall. If your car was not factory equipped with a Turbo 400 transmission and you are adding one to your build, and will be using a stock gas pedal mounted kickdown switch, 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.

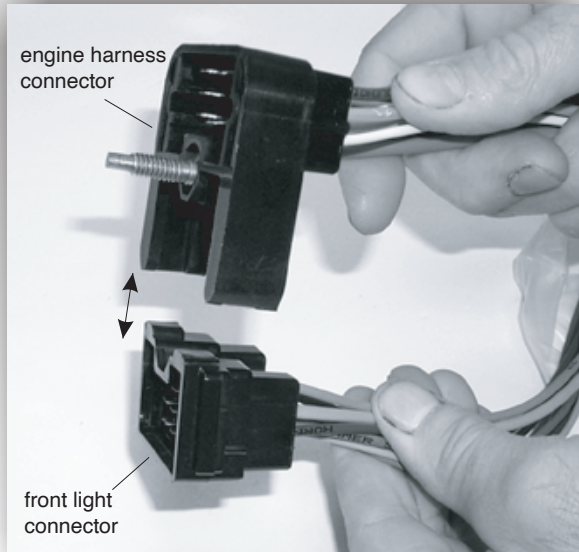


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ENGINE KIT
510526

92972540 instruction rev 2.0 9/12/2023

Classic Update Series



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!



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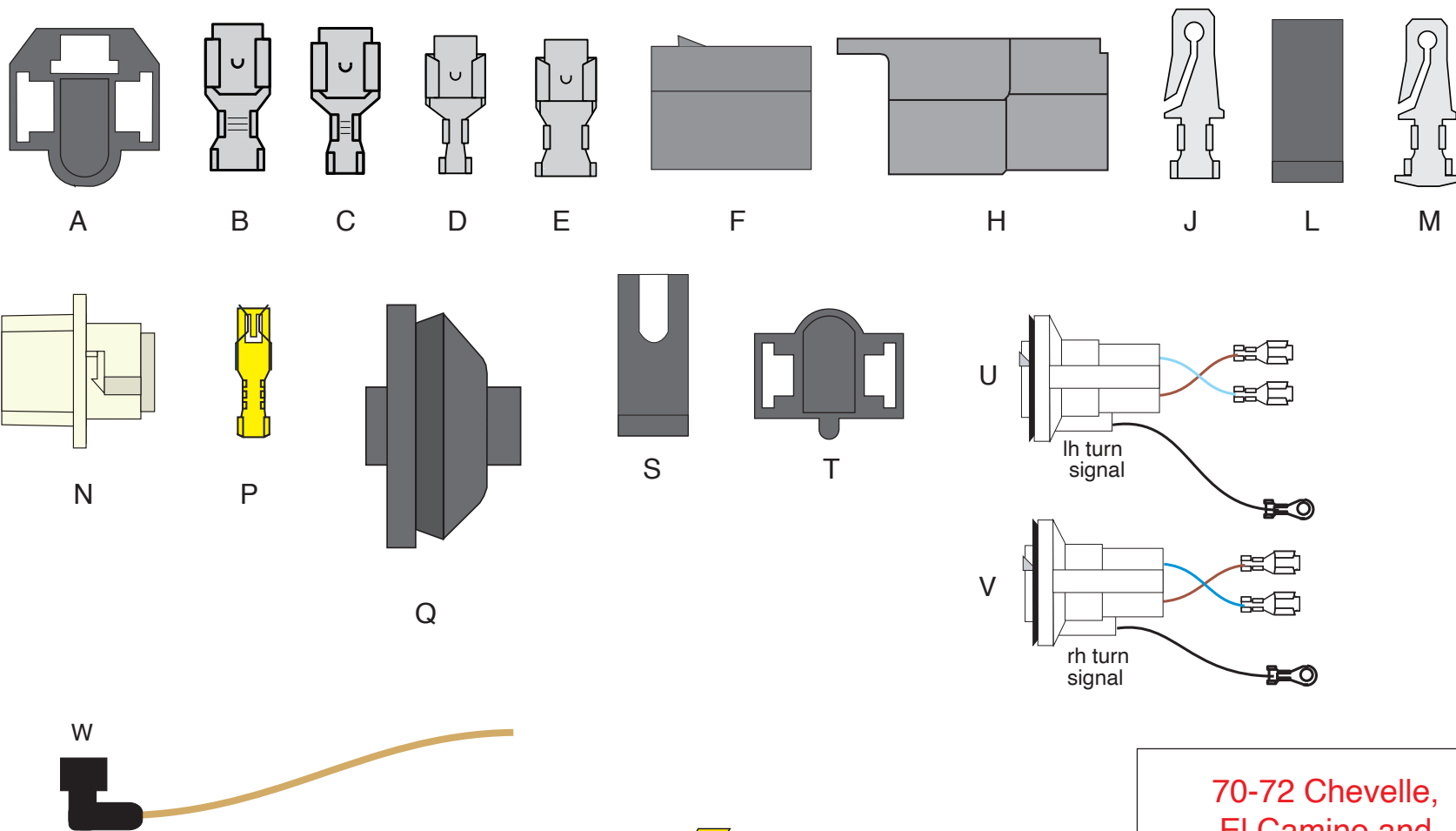
American Autowire also sells factory OEM style harness wrap. this is the same tape used on original Camaro harnesses! If you want that OEM look with your Classic Update wiring system, then give us a call and order p/n R0067108 !



Classic Update Series

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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70-72 Chevelle,
El Camino and
Monte Carlo

Front Light

510527

92972543 instruction rev 1.0 9/18/2023

1970 Chevelle, El Camino, and Monte Carlo 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 GROUND	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, to assure a moisture resistance seal, apply silicone sealant to the outside of the main connector around each wire.

70-72 Chevelle,
El Camino and
Monte Carlo
Front Light

510527

92972543 instruction rev 1.0 9/18/2023

1971-72 Chevelle, El Camino Front Lighting (Note: See instruction sheet 510336 for 71-2 Monte Carlo)

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 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, to assure a moisture resistance seal, apply silicone sealant to the outside of the main connector around each wire.

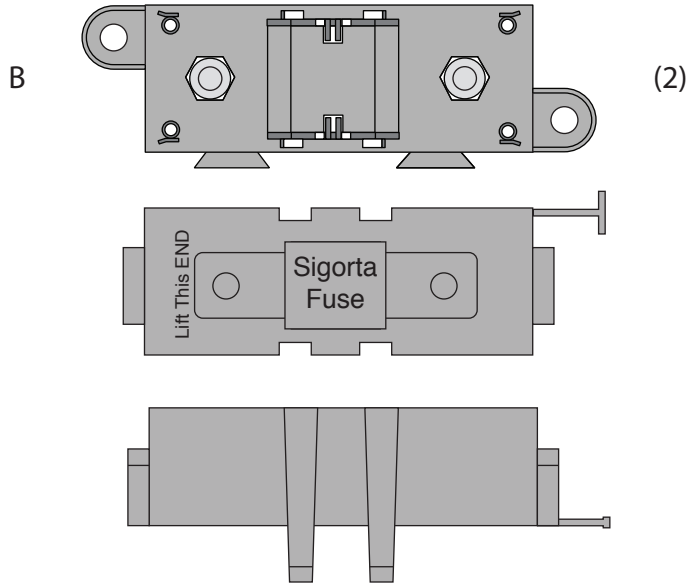
**70-72 Chevelle,
El Camino and
Monte Carlo**

Front Light

510527

92972543 instruction rev 1.0 9/18/2023

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



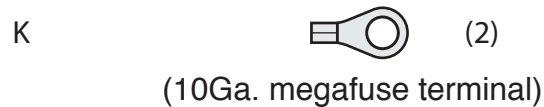
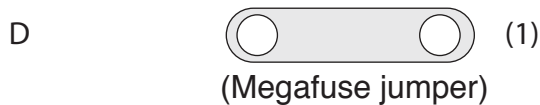
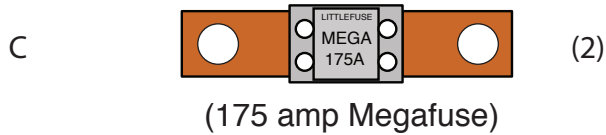
1. On this page, you will find the wire, fuse bodies, fuses, boot, ring terminals, and shrink tubing (items A through K) that are necessary to connect your alternator and main power feed for your new AAW wiring kit. Please be sure that all of the necessary components are present before starting this 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.

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



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PART #

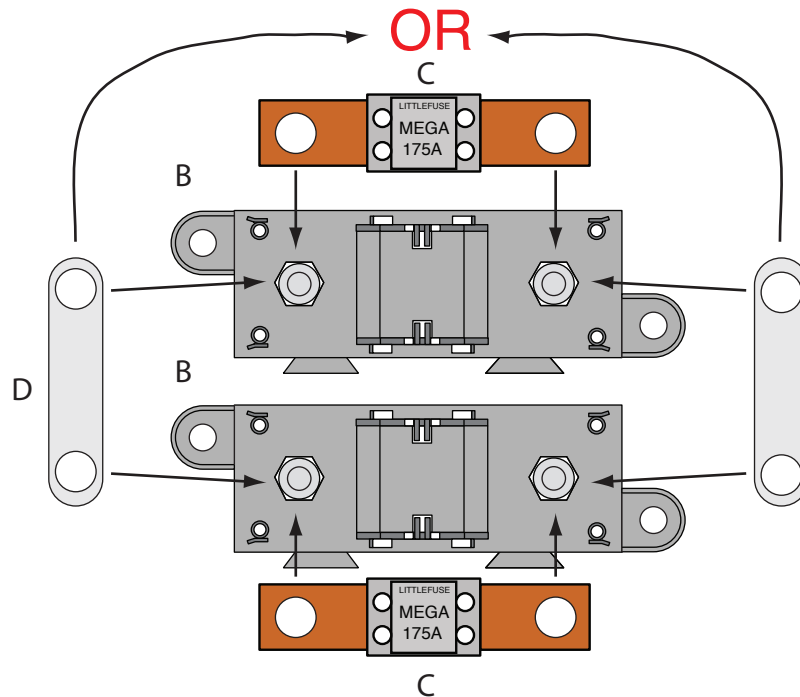
510476

Z

DESCRIPTION:

Alternator and Main Power
 Connection Kit
 Various Applications

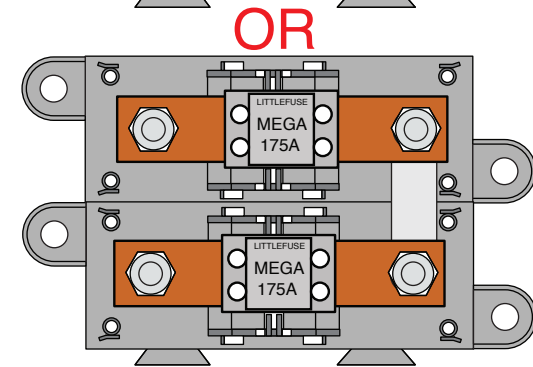
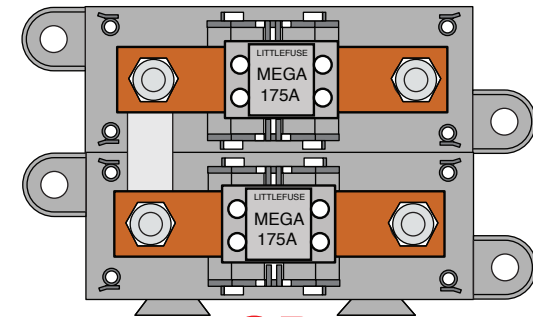
92972153 instruction sheet rev 0.1 6/24/2019



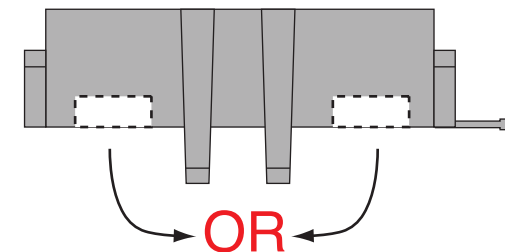
Assembling the (2) Megafuse assemblies

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 #

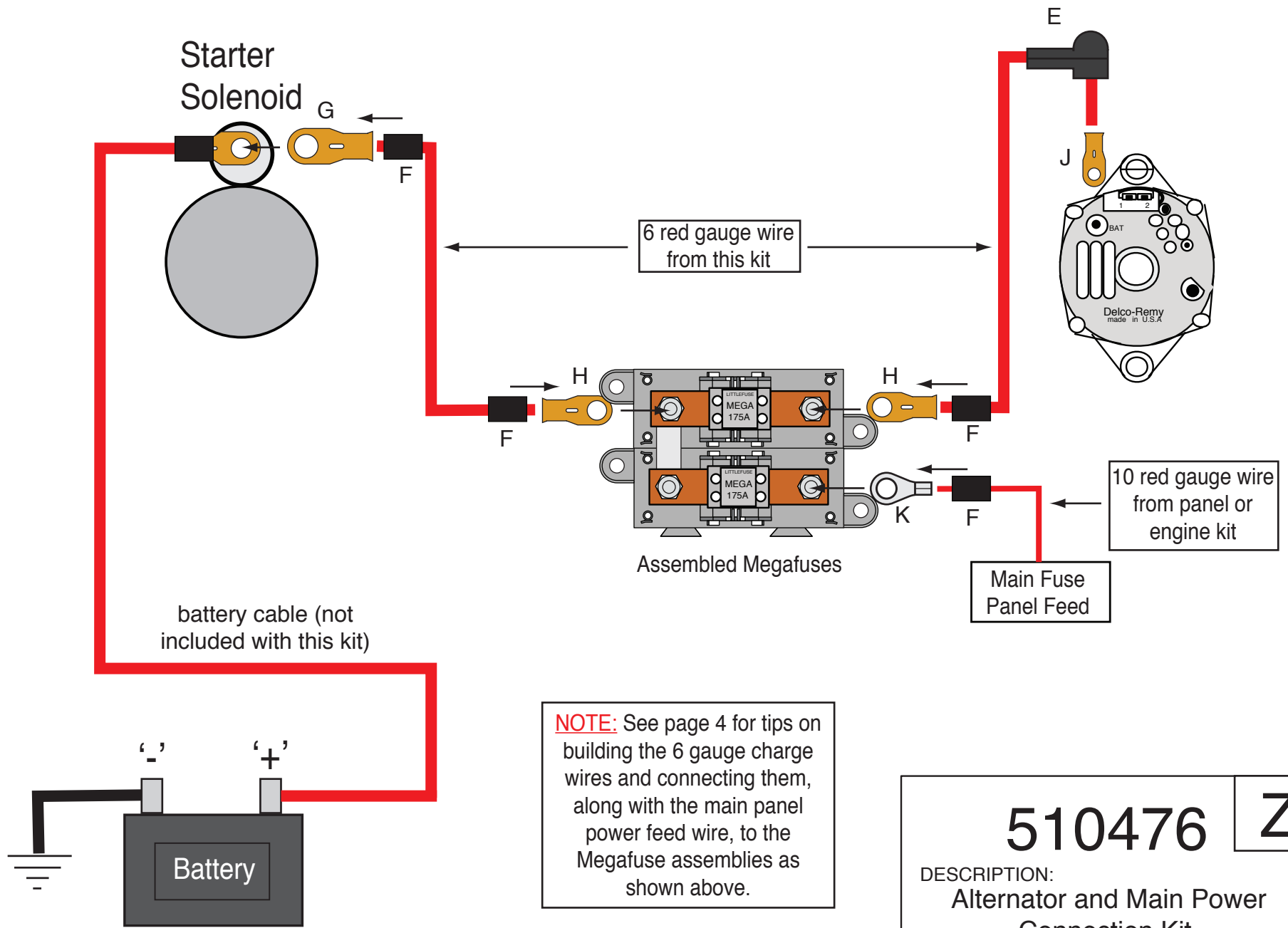
510476

Z

DESCRIPTION:

Alternator and Main Power
Connection Kit
Various Applications

92972153 instruction sheet rev 0.1 6/24/2019



NOTE: See page 4 for tips on building the 6 gauge charge wires and connecting them, along with the main panel power feed wire, to the Megafuse assemblies as shown above.

<h1>510476</h1>	<h1>Z</h1>
<p>DESCRIPTION: Alternator and Main Power Connection Kit Various Applications</p>	
<p>92972153 instruction sheet rev 0.1 6/24/2019</p>	

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:

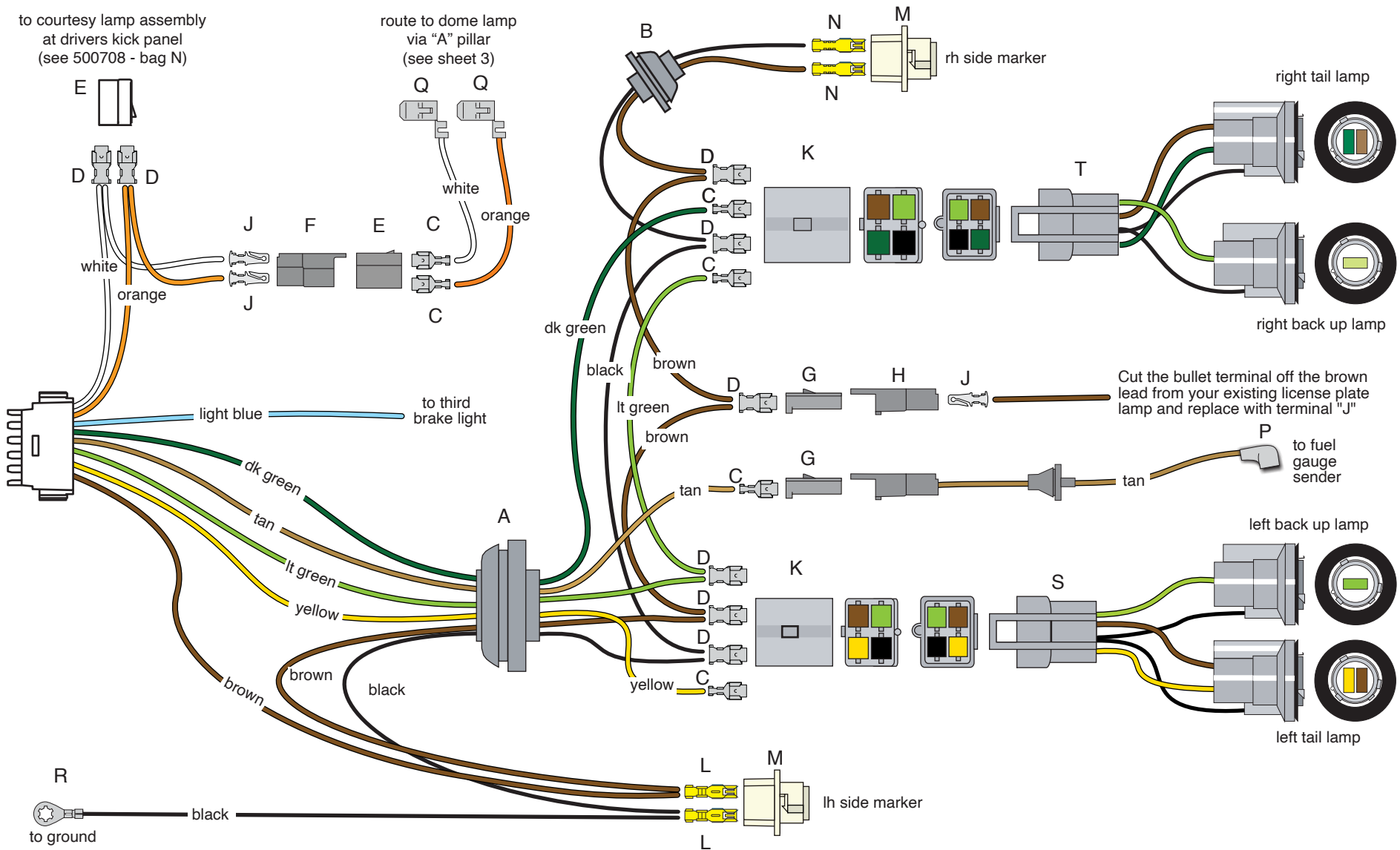
**Alternator and Main Power
Connection Kit
Various Applications**

92972153 instruction sheet rev 0.1 6/24/2019

Classic Update Series

to courtesy lamp assembly
at drivers kick panel
(see 500708 - bag N)

route to dome lamp
via "A" pillar
(see sheet 3)



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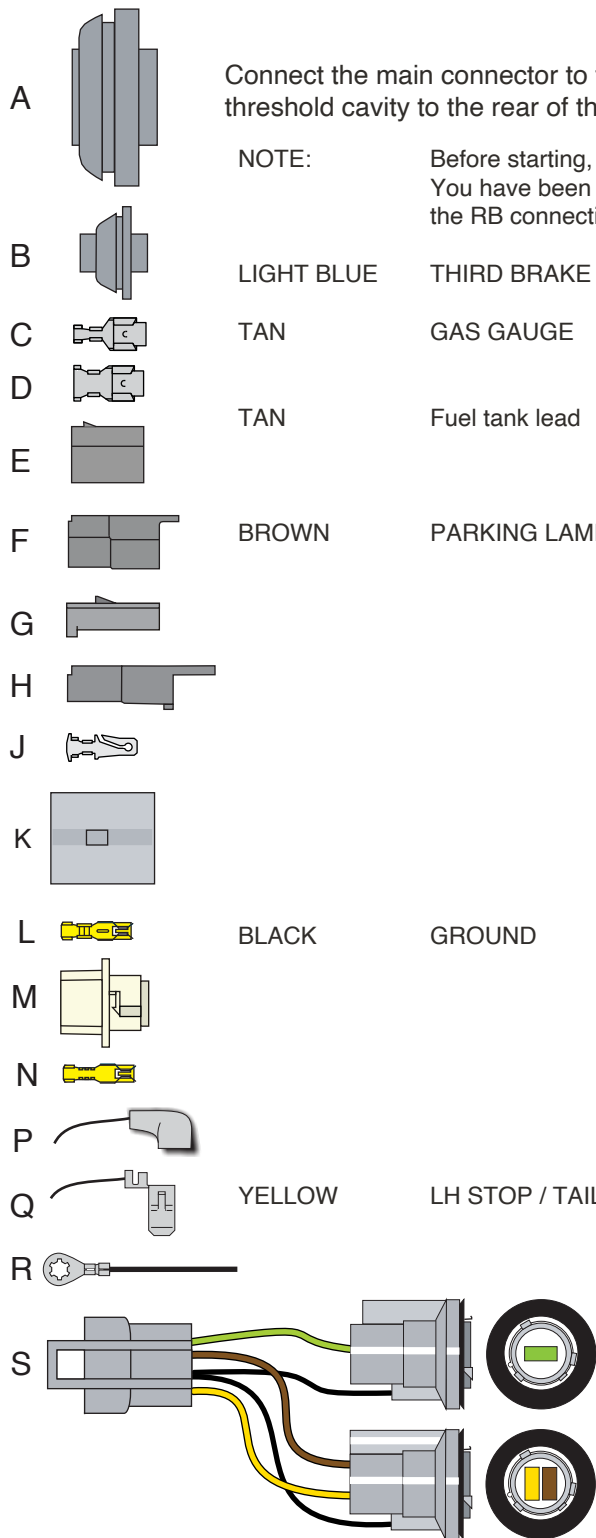
Classic Update Series
1970-72 Chevelle

bag **M**

REAR BODY KIT
510111

92969181 instruction rev 2.0 JDM 02/10/2023

USE THIS SHEET FOR ALL 1970-72 CHEVELLES



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

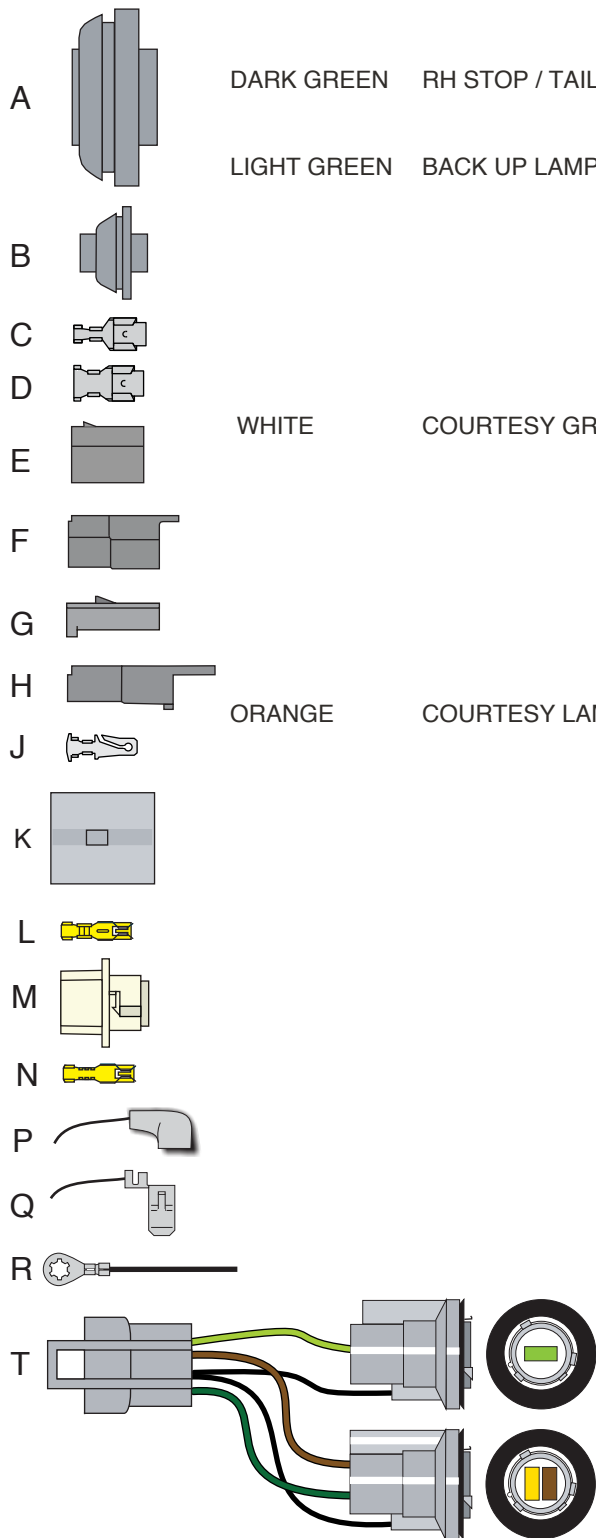
E BROWN PARKING LAMPS Route this wire to the left side marker lamp and trim to length. Double this wire with the cut off portion, install terminal L, and plug into lamp socket M. Route the loose end through grommet A to the LH tail lamp connection and trim to length. Double this wire with the cut off 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.

Q 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



A DARK GREEN RH STOP / TAIL

Route this wire through grommet A to the RH tail lamp, cut to length, install terminal C, and plug this wire into connector K in the exact location as shown on Sheet 1

LIGHT GREEN BACK UP LAMP

Route this wire 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.

WHITE COURTESY GROUND

At the driver's side kick panel area, cut this wire and double it with the cut off portion using terminal D, and plug into connector E maintaining color continuity with the mating connector in the courtesy lamp kit (bag N). If you are using a dome lamp, route the loose end of this wire to the front "A" pillar at the windshield area, install terminal J, and plug into connector F as shown on Sheet 1.

ORANGE COURTESY LAMP

At the driver's side kick panel area, cut this wire and double it with the cut off portion using terminal D, and plug into connector E maintaining color continuity with the mating connector in the courtesy lamp kit (bag N). If you are using a dome lamp, route the loose end of this wire to the front "A" pillar at the windshield area, install terminal J, and plug into connector F as shown on Sheet 1.

NOTE: You can now plug in pigtail assemblies S and T from above into your rear body harness. Be sure to maintain the color continuity with the connections you made in connectors K from sheet 1.

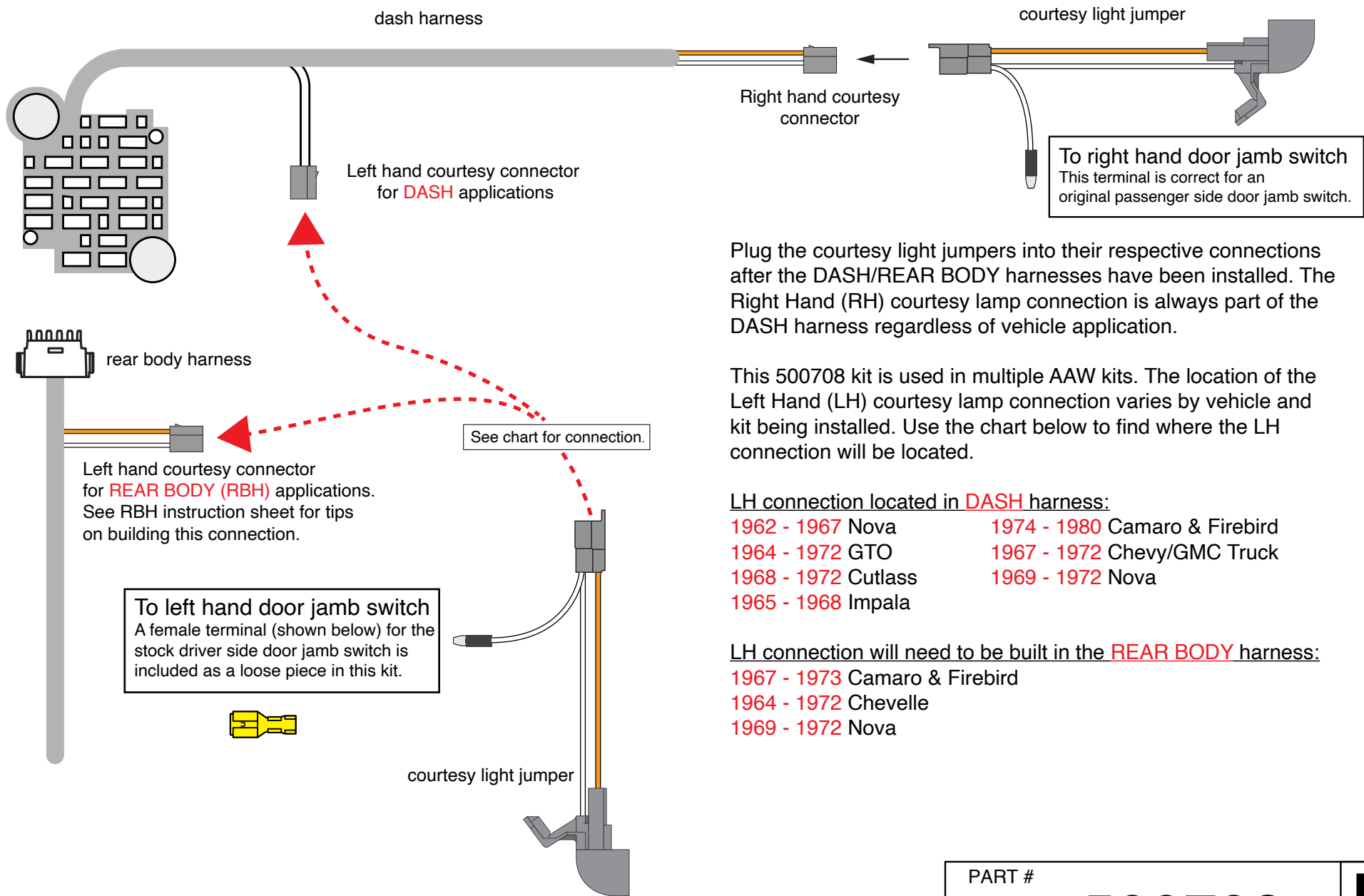
NOTE: A factory dome lamp harness will also plug into this connector, if you are not replacing the headliner at this time. Install the loose white wire Q (supplied with terminal installed) into the dome lamp. Route the other end of this wire back down to connector F (on white wire) location and trim to length. Install terminal C, and plug into connector E maintaining color continuity with the white wire in connector F.

NOTE: A factory dome lamp harness will also plug into this connector, if you are not replacing the headliner at this time. Install the loose orange wire Q (supplied with terminal installed) into the dome lamp. Route the other end of this wire back down to connector F (on orange wire) location and trim to length. Install terminal C, and plug into connector E maintaining color continuity with the orange wire in connector F.



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Plug the courtesy light jumpers into their respective connections after the DASH/REAR BODY harnesses have been installed. The Right Hand (RH) courtesy lamp connection is always part of the DASH harness regardless of vehicle application.

This 500708 kit is used in multiple AAW kits. The location of the Left Hand (LH) courtesy lamp connection varies by vehicle and kit being installed. Use the chart below to find where the LH connection will be located.

LH connection located in **DASH** harness:

- | | |
|---------------------|-------------------------------|
| 1962 - 1967 Nova | 1974 - 1980 Camaro & Firebird |
| 1964 - 1972 GTO | 1967 - 1972 Chevy/GMC Truck |
| 1968 - 1972 Cutlass | 1969 - 1972 Nova |
| 1965 - 1968 Impala | |

LH connection will need to be built in the **REAR BODY** harness:

- | |
|-------------------------------|
| 1967 - 1973 Camaro & Firebird |
| 1964 - 1972 Chevelle |
| 1969 - 1972 Nova |

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



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PART #

500708

N

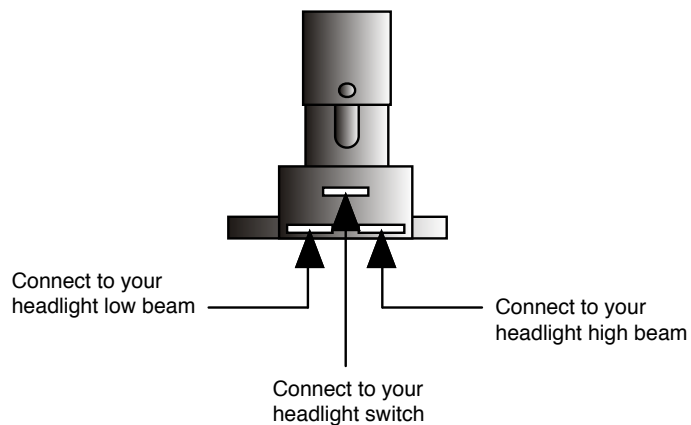
DESCRIPTION:

Courtesy Light Kit

92966085

Rev 2.0 JDM

02/10/2023



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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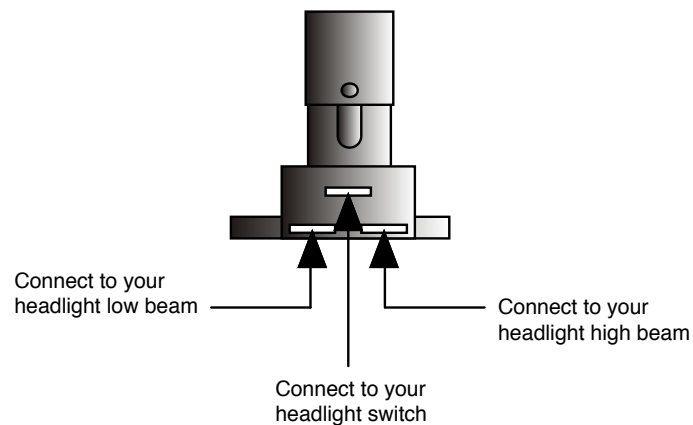
PART #

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:

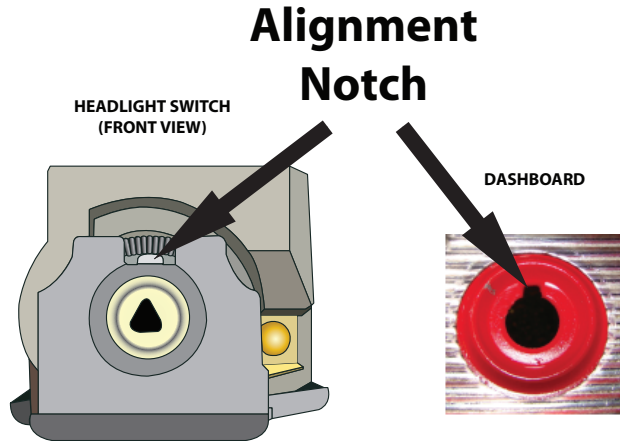
DIMMER SWITCH

92964573 Rev 3.1 12/5/2014

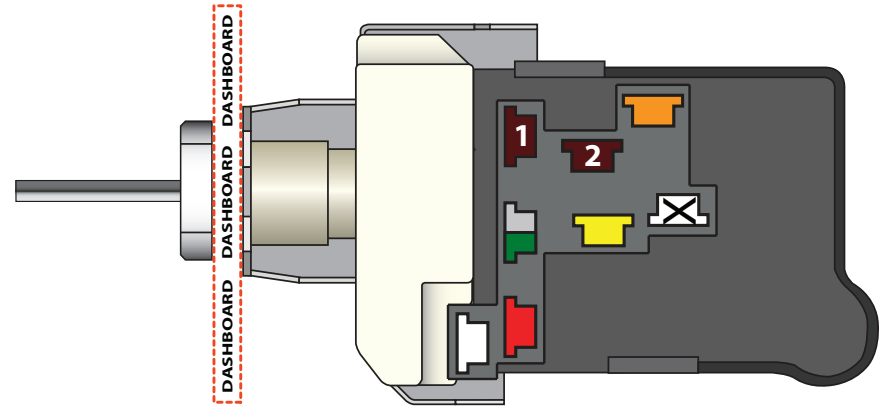
Most switches supplied with Classic Update and Universal Kits ship with the shaft pre-installed. In many instances, the switch can be installed without removing the shaft, but in some cases the switch shaft may need to be trimmed to fit your specific dash. In this situation, reference Trim to Fit instructions 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
	Fused Battery Feed - For park, tail and dash lamps
	Headlight Feed - Power to the headlight dimmer switch
	12V Battery Feed - Unfused power to the switch for headlights
	Courtesy Ground - Ground feed to the dome and courtesy lights
	Part-time Parking Lights - Turns off when the headlights are on (Not supported by all kits)
	Dash Lights - Output to the dash light fuse or lights



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PART # **500332**
 DESCRIPTION:
Headlight Switch

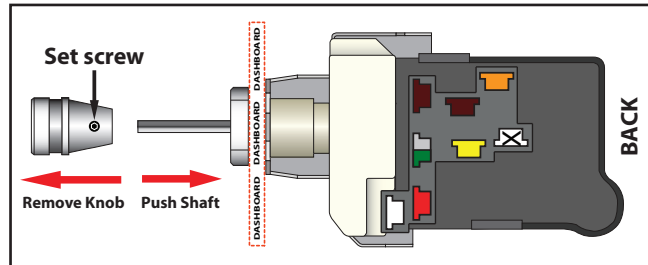
92964649 Rev 3.0 1/10/2020

To Trim Shaft to Fit or Remove Shaft:

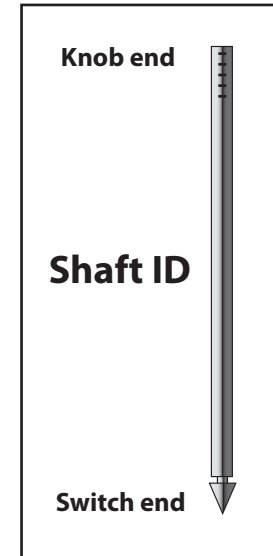
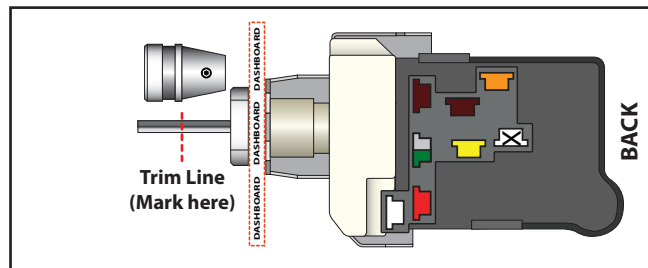
The headlight shaft knob should extend from the face of the mounting nut, and must allow enough clearance for the switch to turn off. If the shaft is longer than necessary for your specific dash it can be trimmed to fit. Always trim the knob end of the shaft only and follow the guidelines below for best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

