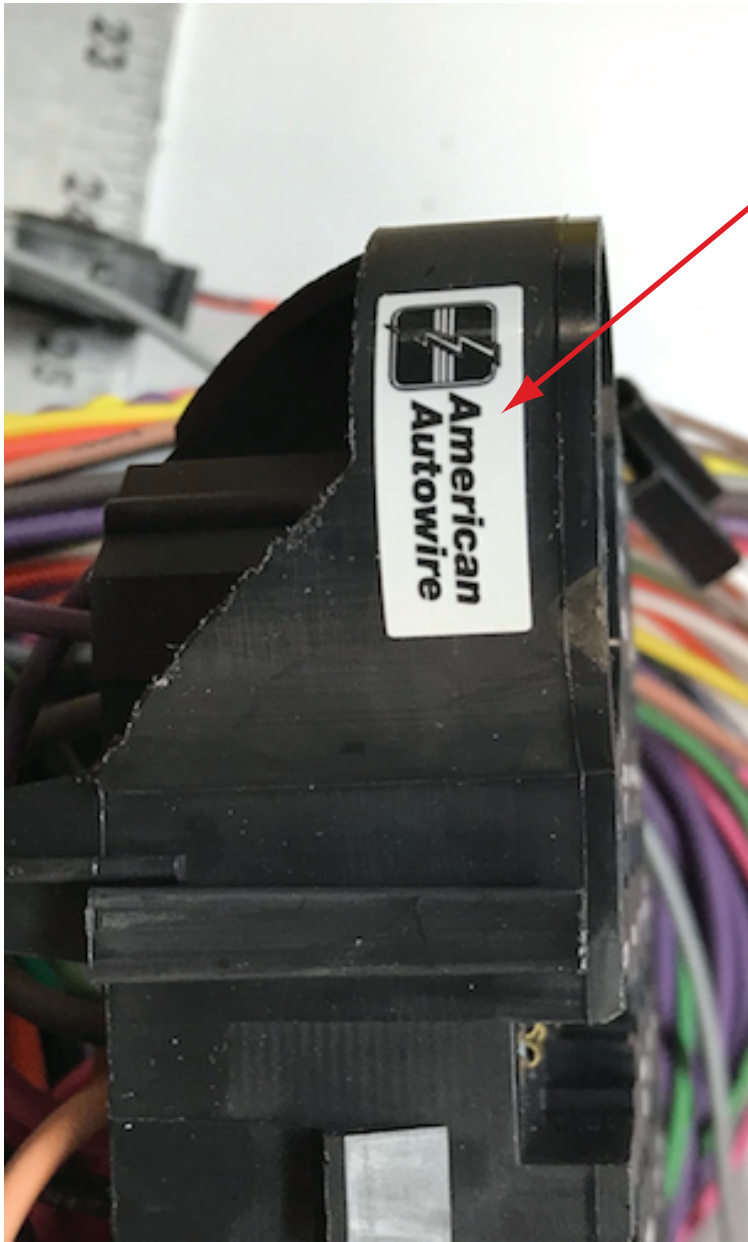


NOTE: If the fuse panel on your 500981 64-67 Chevelle kit **HAS** a sticker like the photo at the left, you have the second design harness and your instructions are listed below and follow this page.



Number	Description
500332	Headlight Switch
500707	Fuse, Relay, and Flasher kit
500708	Courtesy Light kit
500674	Ignition Switch Lock Cylinder & Keys
510705	Ignition Switch
500919	Practice Terminal Crimping Set
510516	Dash Harness kit
510518	Engine Wiring Kit
510519	Front Light Wiring kit
510517	Instrument Cluster Wiring kit
500988	Console Wiring kit
500986	Rear Body Wiring kit
510476	Alternator and main power Connection kit
510730	VSS Connection kit
500042	Floor Dimmer Switch
92972517	Kit Introduction Instruction Sheet
92972518	Warning Sheet

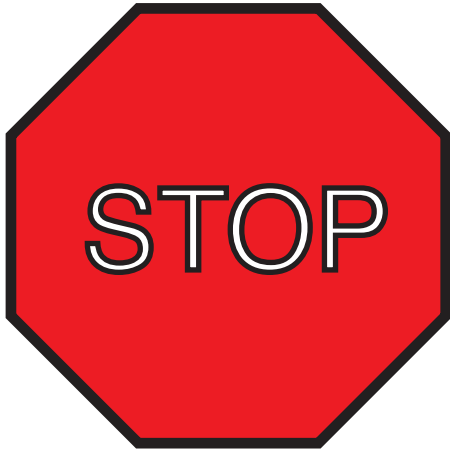


**American
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www.americanautowire.com 856-933-0801

64-67 Chevelle
Second Design
Instructions

92972889 rev. 1.0 2/14/2020



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 is wired for use with a factory heater system or any aftermarket heater and A/C system. 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. For all 1964, 1965 and 1967 Chevelles, the factory original A/C harnesses are available under our Factory Fit product line, and can be ordered separately (1964 - CH45759; 1965 - CF45657; and 1967 - CH70646). For the 1966 Chevelle application, you will need to purchase the AAW A/C add-on kit P/N 510403.
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.



**American
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500981

500981 - Classic Update Series Kit 1964-67 Chevrolet Chevelle



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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
	500674	Ignition Switch lock cylinder and keys	1
	500707	Fuse, Relay, and Flasher kit	1
N	500708	Courtesy Light kit	1
	510705	Ignition Switch	1
	500919	Practice Terminal Crimping Set	1
G	510516	Dash Harness kit	1
L	510519	Front Light Wiring kit	1
J	510518	Engine Wiring Kit	1
M	500986	Rear Body Wiring kit	1
H	510517	Instrument Cluster wiring kit	1
K	500988	Console wiring kit	1
V	510730	VSS Connection Kit	1
Z	510476	Alternator and Main Connection kit	1
	92967369	Firewall Modification Template	1
	92972517	Kit Introduction Instruction Sheet	1
	92972518	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.

500981

92972518 instruction sheet Rev 1.0 10/13/2019

Classic Update Series

1964-67 Chevelle

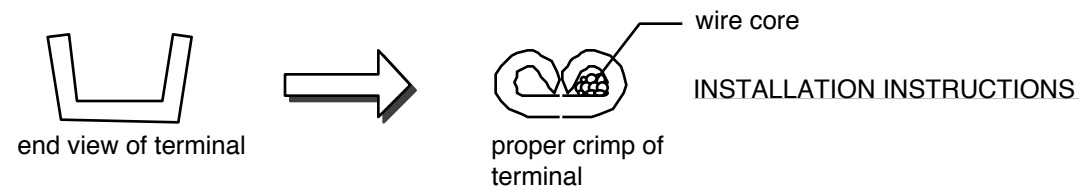
START HERE !

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 510516 Dash Harness Kit
- H 510517 Instrument Cluster Kit
- J 510518 Engine Kit
- K 500988 Console Kit
- L 510519 Front Light Kit
- M 500986 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.

AMERICAN AUTOWIRE MAKES IT EASY !!

We carry many accessories for your 64-67 Chevelle

p/n R0067108
OEM style non-stick harness tape



OEM style wiper switch.

- p/n 01993632 (64) 2 spd
- p/n 01993633 (64) 1 spd w/washer
- p/n 01993678 (65) 2 spd
- p/n 01993680 (65) 1 spd
- p/n 01993679 (66) 2 spd
- p/n 01993395 (67) 2 spd



p/n 01993661 (64)
p/n 01993307 (65 - 67)
Muncie 4 speed back up lamp switch.



p/n 510585
OEM small terminal crimping tool (18-14 gauge).



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

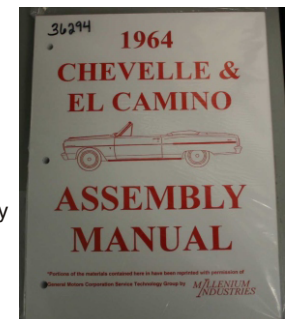


p/n 38131
Breakerless ignition module
GM V-8 POINT CONVERSION KIT



p/n 36294 (1964)
p/n 36295 (1965)
p/n 36296 (1966)
p/n 36297 (1967)

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



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Classic Update Series

1964-67 Chevelle

500981

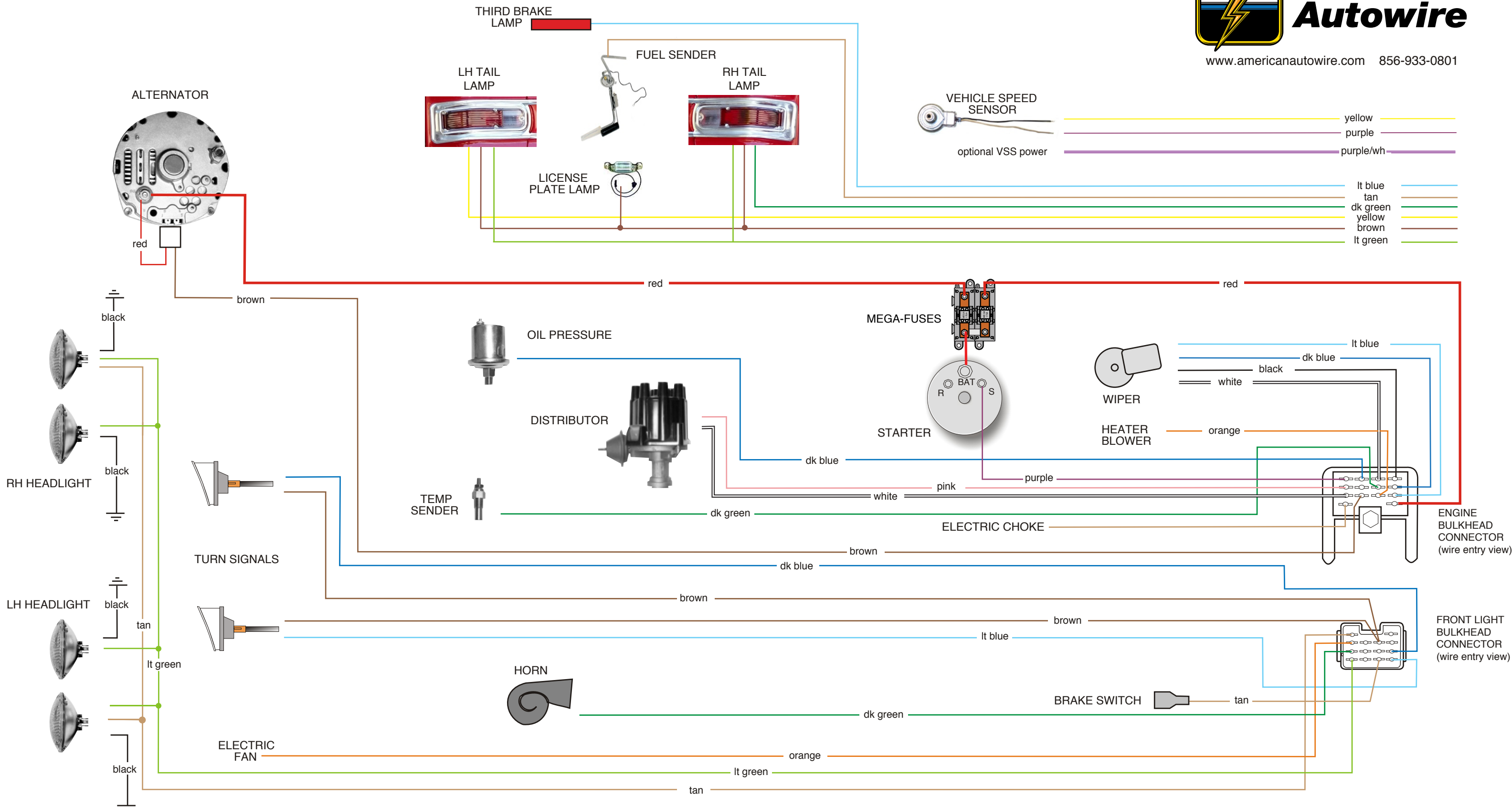
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92972517 instruction sheet rev. 0.0 8/19/2019

Classic Update Series

1964-67 Chevelle



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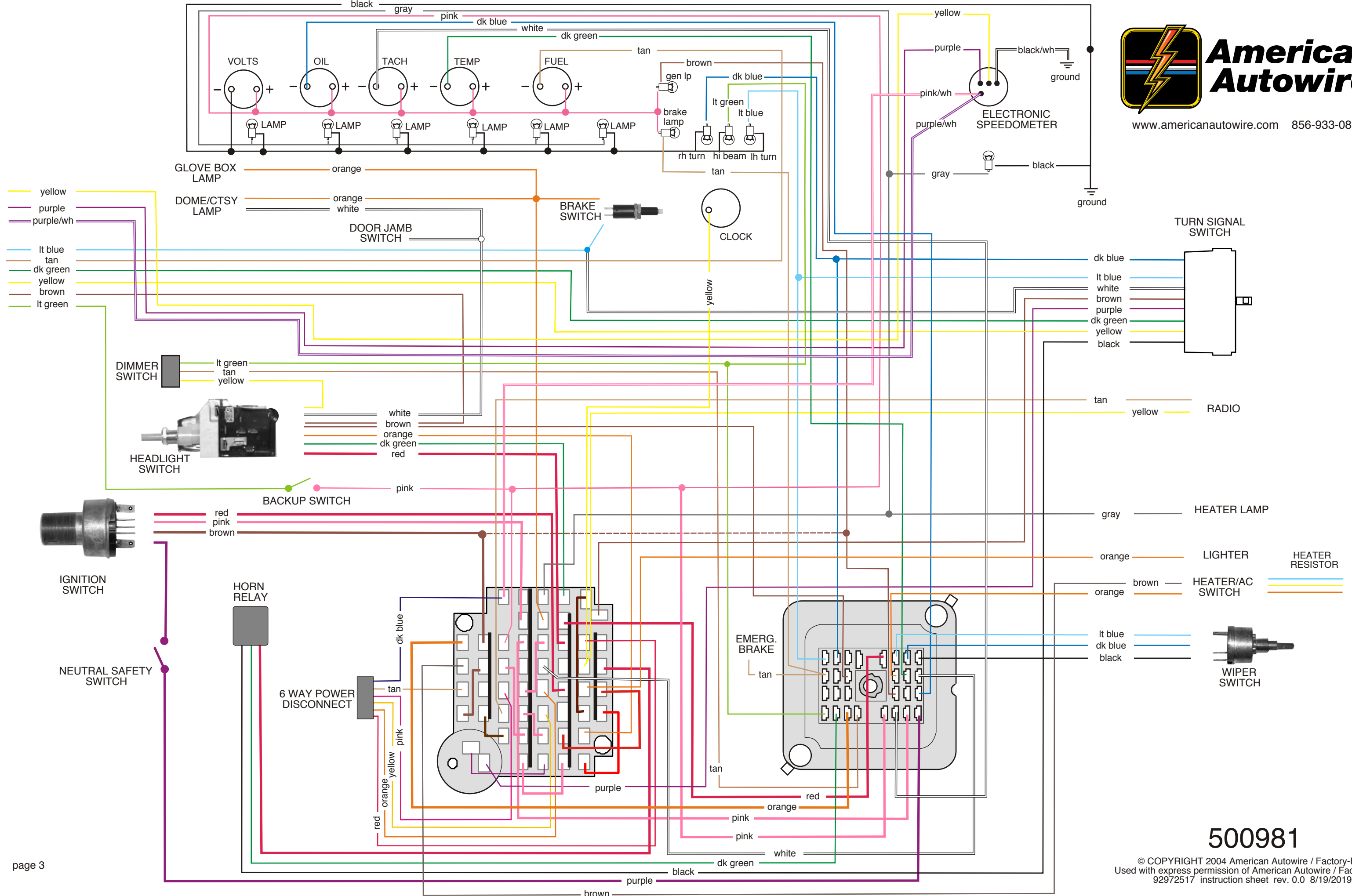
500981

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,
 and specific applications (such as Rally Sport)

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 92972517 instruction sheet rev. 0.0 8/19/2019



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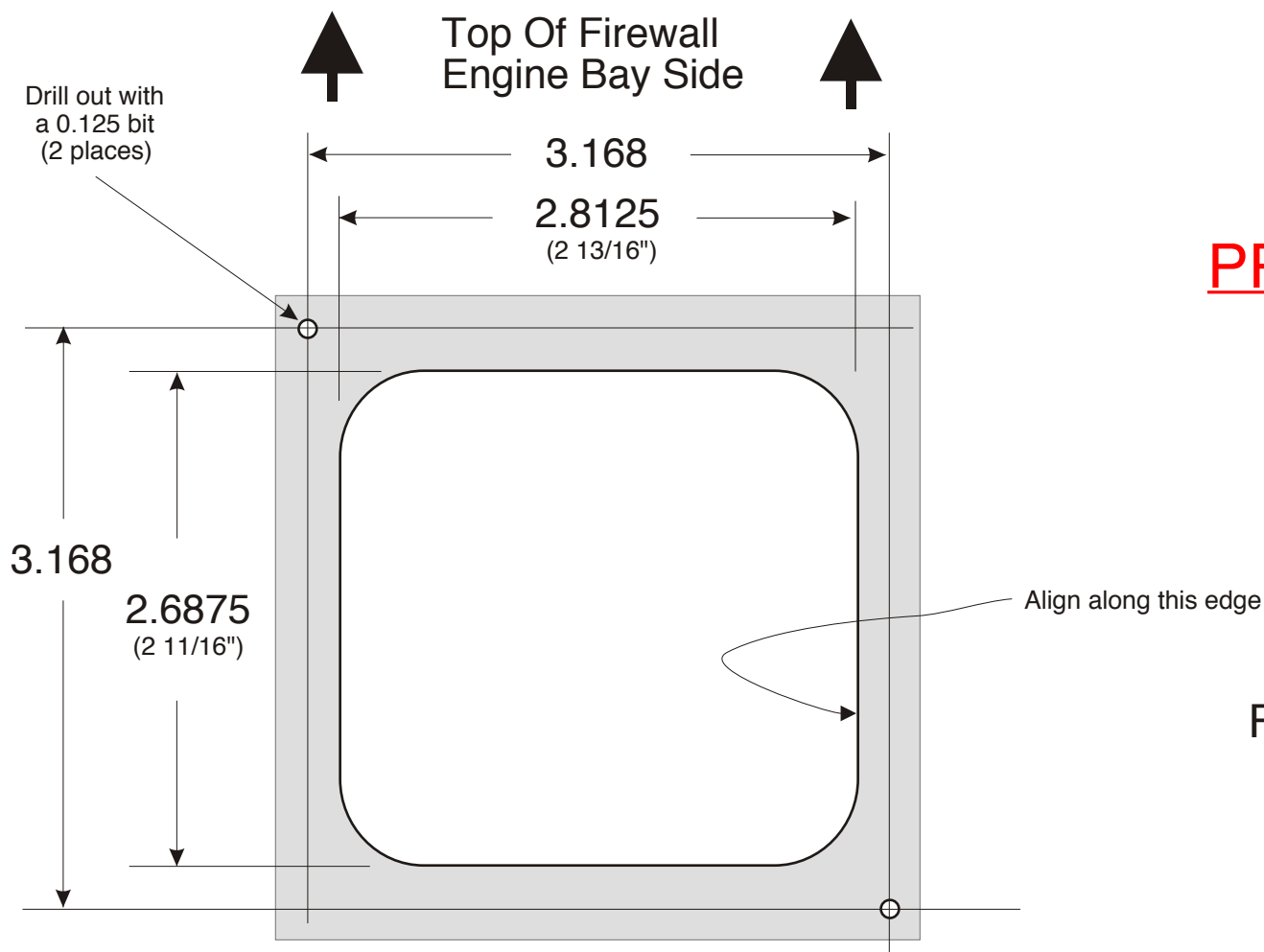


Template for firewall modification for some Classic Update Kits

Classic Update Series kits are based on the 1968 and later GM bulkhead assembly which has a different mounting footprint than earlier bulkhead connectors. Therefore, it will be necessary to modify the firewall in 1967 and earlier cars to accept the 1968 and later design bulkhead. This enclosed template can be used for this purpose.

We suggest that this template be glued to stiff cardboard or a thin piece of plastic. The white area can then be cut out with a razor knife to define the area of material that needs to be removed from the existing bulkhead area. Proceed as follows:

1. Position the template against the firewall aligning the right hand edge with the right hand edge of the existing bulkhead hole.
2. Trace the opening area onto the existing bulkhead and cut out the area.
3. Drill the two .125 holes for the new bulkhead mounting screws.
4. Mount the fuse box assembly from the passenger compartment side and check the fit into the new bulkhead hole. It may be necessary the do some fine tuning on the hole size for an exact fit.
5. Screw in the new fuse box retaining screws to complete securing the new fuse box assembly to the firewall

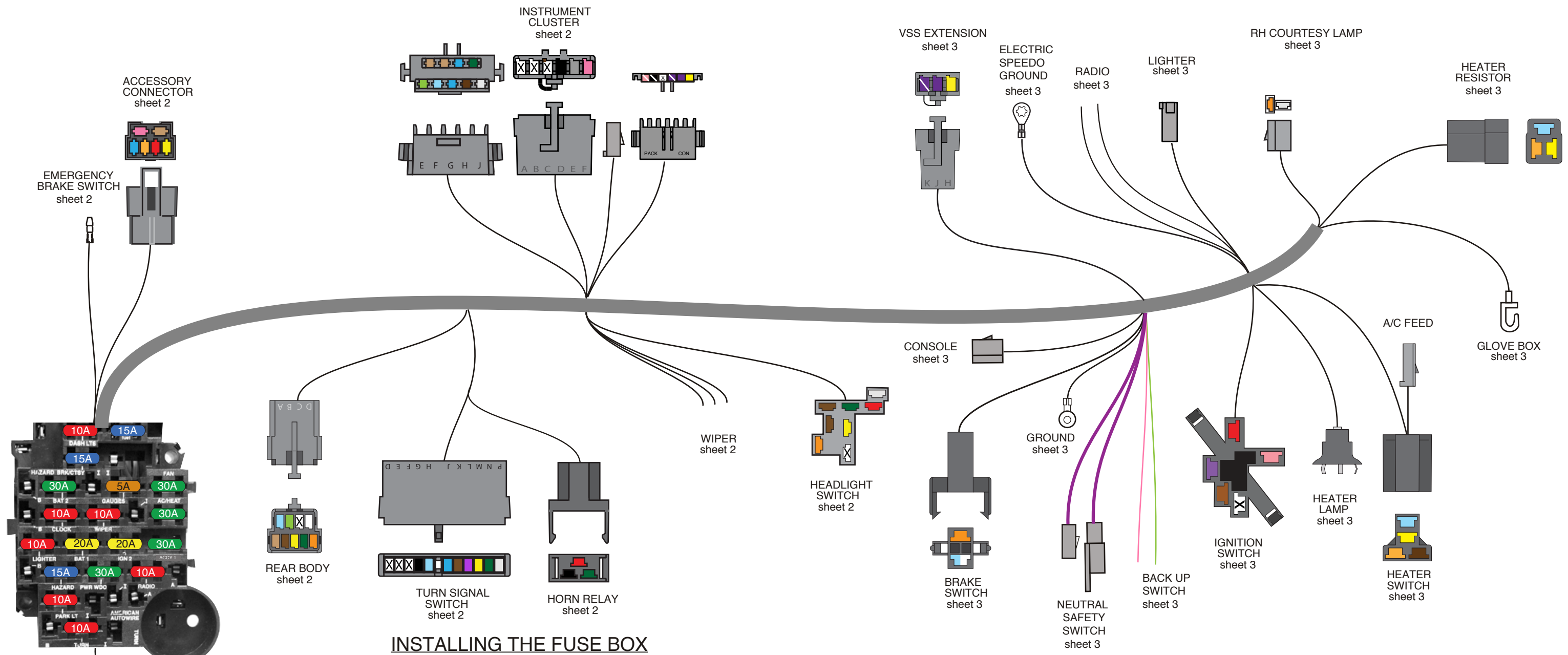


PRINT ON ADHESIVE LABEL SHEET

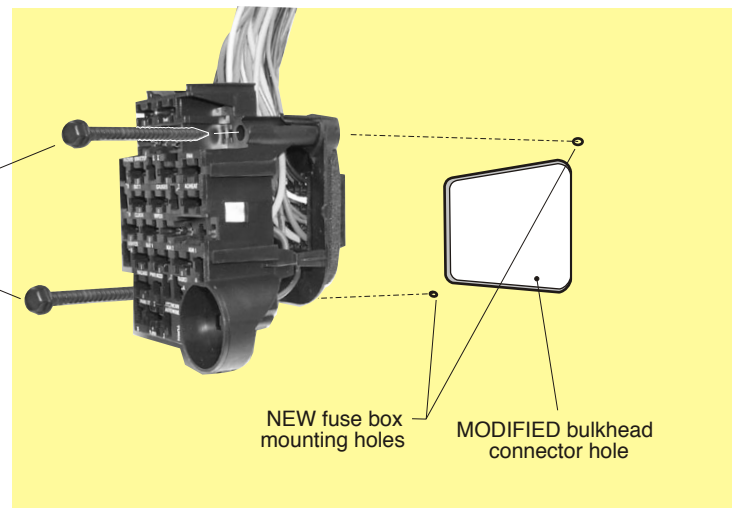
Firewall Modification Template

92967369

92967369 instructions Rev 5.0 4/22/2014



INSTALLING THE FUSE BOX

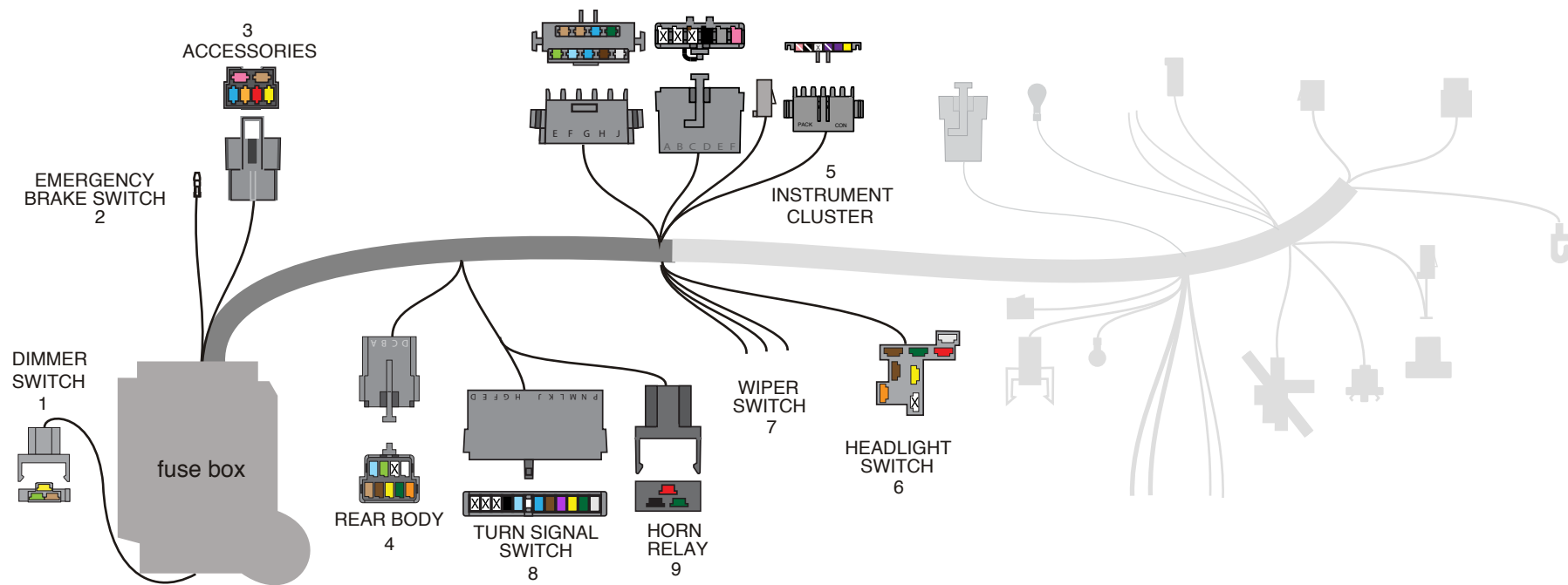


Fuse Panel Installation Instructions

- 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. Modify your firewall opening and install the fuse box (see item #1 below left, and 92967369 template).
 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).

1. Locate the stock OEM bulkhead hole in the driver side of the firewall. **NOTE:** You will need to modify the opening in the firewall by making it larger. See firewall template 92967369 to help with this operation. The new right hand upper mounting hole will be located where there is a raised area in the firewall very near the brake booster. The fusebox will still mount fine
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	Thin wire is feed to high beam indicator light in instrument cluster
Light Green	Heavy wire is headlight high beam feed wire.
Tan	Headlight low beam feed wire.
Yellow	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 attached and terminals as power leads for the following:			
	<u>Fuse</u>	<u>Rating</u>	
Dark Blue	FUEL	15 amp	Fused 12 volt IGNITION feed for fuel pump (may also be used to feed power to another ignition circuit)
Orange	BAT1	20 amp	Fused 12 volt BATTERY feed for power seats (may also be used to feed power to another battery circuit)
Red	BAT2	30 amp	Fused 12 volt BATTERY feed for power door locks (may also be used to feed power to another accessory circuit)
Pink	IGN1	20 amp	Fused 12 volt IGNITION feed for cruise control (may also be used to feed power to another ignition circuit)
Yellow	PWRWDO	30 amp	Fused 12 volt IGNITION feed for power windows (may also be used to feed power to another ignition circuit)
Tan	ACCY1	30 amp	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 500986, bag L.	
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

These connectors will plug into the gauge disconnect harness 510517, bag H. Wire identifications are described on the instruction sheets from bag H.	
--	--
6. HEADLIGHT SWITCH

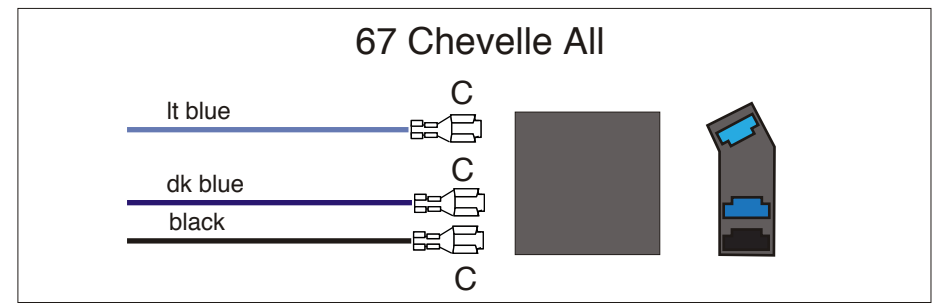
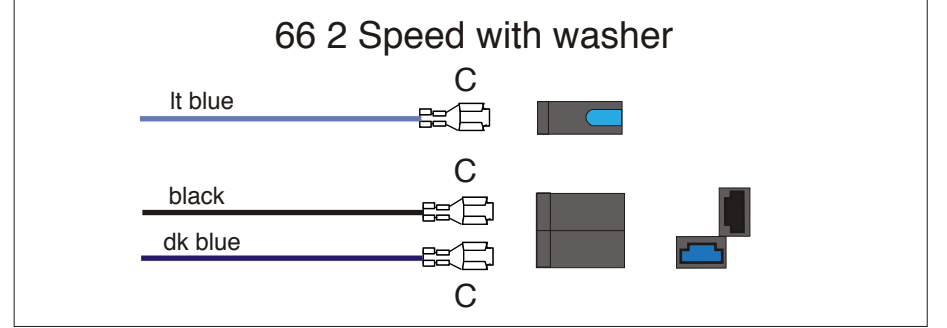
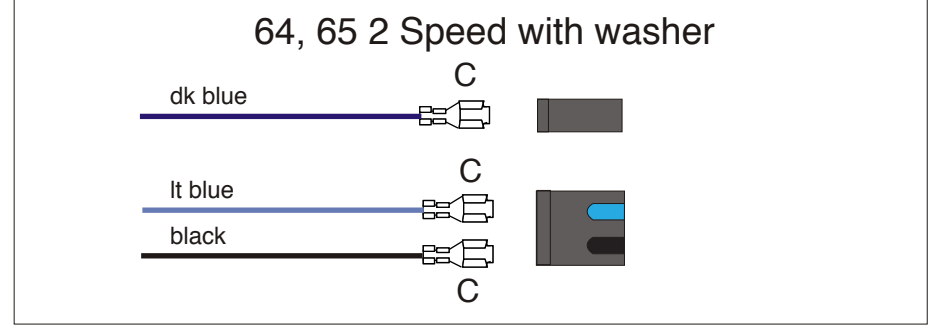
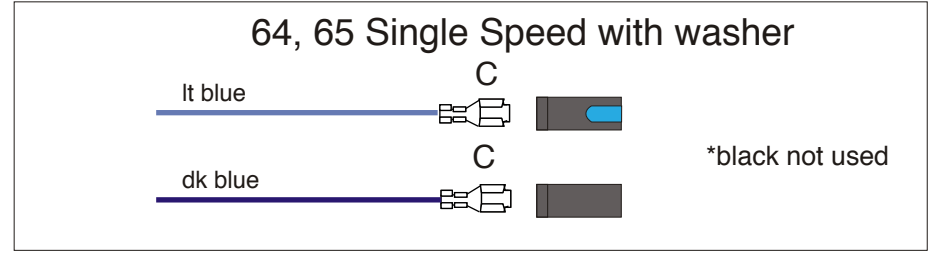
Red	12 volt feed to switch	BAT location on headlight switch
Orange	12 volt feed in to park/tail	PARK / TAIL FEED IN location on headlight switch. (commonly found on GM headlight switches).
Brown	Park lamp feed out	PARK LAMP OUT location on headlight switch
Yellow	Dimmer feed	DIMMER FEED location on headlight switch
Dark Green	Instrument lamp feed	INSTRUMENT LAMP location on headlight switch
White	Dome / courtesy ground	GROUND location on headlight switch
7. WIPER

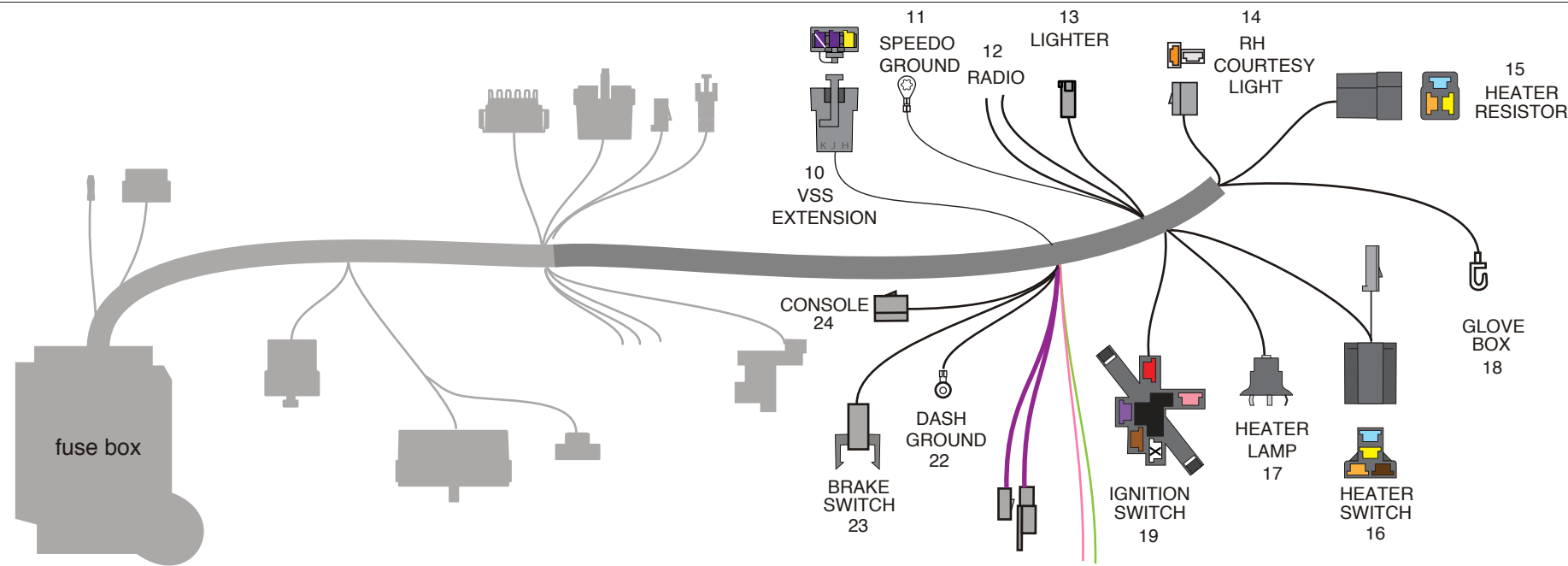
Black	Ground circuit for low speed.
Light Blue	Ground circuit for hi speed.
Dark Blue	Ground circuit for washer.
8. TURN SIGNAL SWITCH

This harness has a connector on it for the 3-7/8 1969-1974 GM column connection used by GM and many after-market manufacturers. If you are using a stock 1964-67 turn signal switch, remove the existing connector and terminals from your steering column and install terminals M and connector L (see diagram G) on sheet 3. If using a late model GM steering column or an after-market column using the 4-1/4 GM turn signal connector, replace existing connector with connector L, matching wires by color	
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
9. HORN RELAY

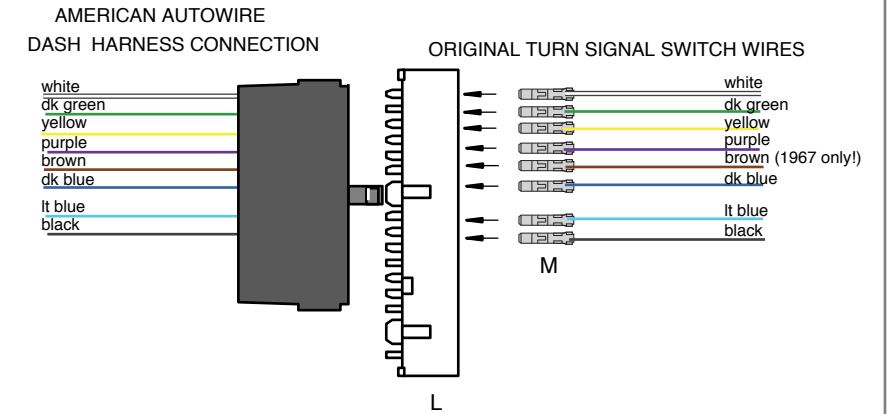
Plug the horn relay (found in the fuse bag) into this connector.	
Red	12 volt battery
Black	Relay ground circuit (to steering column)
Dark Green	Triggered 12 volts to horn

Wiper switch connections
In each case install the female terminal supplied and apply connector shown.





- | | | |
|----|------------------------|---|
| 10 | 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. |
| 11 | ELECTRIC SPEEDO GROUND | Black Connect to a good chassis ground. DO NOT attach this wire together at the same point as the DASH GROUND. This ground must be in a different location than the DASH GROUND. |
| 12 | RADIO | Tan Radio accessory feed (on-off).
Yellow Radio 12 volt clock lead (battery feed) |
| 13 | LIGHTER | Orange Connect to lighter. (battery feed) |
| 14 | RH COURTESY LAMP | Plug this connector into the mating connector from the courtesy lamp kit bag N, 500708.
Orange 12 volt battery feed to lamp
White Ground circuit for lamp |
| 15 | HEATER RESISTOR | Plug this connector into the factory heater resistor located on top of the heater box of a non A/C car. |
| 16 | HEATER SWITCH | Plug this connector into the factory heater switch.
Brown 12 volt accessory feed to heater / ac switch (if using aftermarket or factory a/c, use the short brown wire as the accessory feed wire to your a/c harness).
Yellow Heater resistor
Lt Blue Heater resistor
Orange Heater resistor |
| 17 | HEATER LAMP | Gray Heater control lamp |
| 18 | GLOVE BOX LIGHT | Orange Connect to the original factory glove box lamp switch. If not using, insulate the fish hook terminal, and tape it back. |
| 19 | IGNITION SWITCH | Plug this connector onto the 510632 ignition switch.
Red 12 volt battery feed
Pink 12 volt ignition feed
Brown 12 volt accessory feed
Purple 12 volt starter feed |
| 20 | 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 |
| 21 | NEUTRAL SAFETY SWITCH | If using a column mounted automatic transmission, plug these wires into the NSS jumper harness in Diagram F at the right, then plug onto the neutral safety switch on the column.
If using with console mounted automatic transmission, plug these wire into the NSS wires on the console harness. If using a manual transmission, plug these wires together
Purple 12 volt feed 'in' to neutral safety switch.
Purple 12 volt feed 'out' to starter |
| 22 | DASH GROUND | Black Connect to a good chassis ground. DO NOT attach this wire together at the same point as the ELECTRIC SPEEDO GROUND. This ground must be in a different location than the ELECTRIC SPEEDO GROUND. |
| 23 | BRAKE SWITCH | Plug this connector into the factory brake switch.
Orange 12 volt feed 'in' to switch.
White 12 volt feed 'out' to steering column switch.
Lt Blue 12 volt feed 'out' to third brake light. |
| 24 | CONSOLE | Plug into console extension 500988 where applicable. These wires are for use on a console vehicle. For wire functions, refer to bag K, 500664
Orange 12 volt battery feed
Gray PRNDL illumination lamp |



NOTE: Some original turn signal switches used striped wire. The color of the stripe will correspond to the color shown above (EG: black with a light blue stripe = light blue).

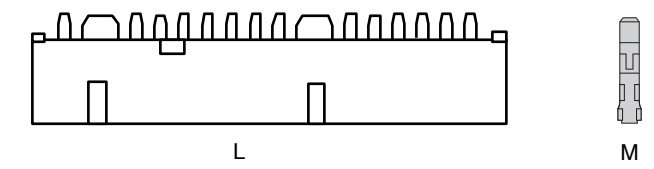
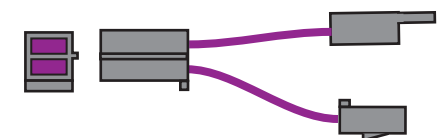


DIAGRAM G

DIAGRAM F

Automatic Transmission Neutral Safety Switch Jumper Harness for a car with a column mounted automatic transmission. Plug onto #21 at the left.



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Classic Update Series

*** These are special instructions for connecting your wiring system to a stock instrument cluster. ***

(Note: This kit does not support the use of a stock ammeter.)

REFER TO THE ATTACHED DIAGRAMS FOR YOUR APPLICATION YEAR. USE THE ENCLOSED PARTS AND INFORMATION BELOW FOR WIRE TERMINATION AND GAUGE CONNECTION.

NOTE: If you are using aftermarket gauges, follow the instructions on sheet 9 and from the after market gauge package included in this kit (92965220).

CONNECTOR A

TAN	BRAKE LIGHT SW	Install components shown on the following sheets, and plug into the brake light hole in cluster. ('67 Chevelle and Nova only). For other applications, this wire is not used and should be removed from the connector.
DK BLUE	RIGHT DASH IND	Install components shown on the following sheets, and plug into the right turn indicator hole in the cluster.
LT BLUE	LEFT DASH IND	Install components shown on the following sheets, and plug into the left turn indicator hole in the cluster.
LT GREEN	HI BEAM INDICATOR	Install components shown on the following sheets, and plug into the high beam hole in cluster.
TAN	GAS GAUGE	Install components shown on the following sheets, and plug into the fuel gauge.
DK BLUE	OIL PRESSURE SENDER	Install components shown on the following sheets, and plug into the oil gauge or lamp.
DK GREEN	WATER TEMP SENDER	Install components shown on the following sheets, and plug into the temp gauge or lamp.
WHITE	COIL TACH (loose wire)	This wire is used on factory or aftermarket tach applications. Install components shown on the following sheets, and plug into the tachometer.
BROWN	ALT IGNITION (loose wire)	This wire is used on warning lamp applications. This wire is stamped "ALT-IGN". Install components shown on the following sheets, and plug into the generator (alternator) lamp hole in cluster.

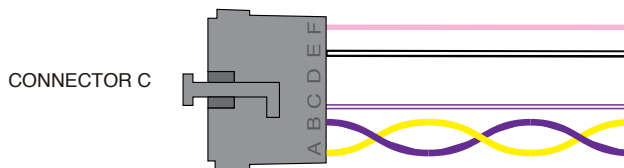
CONNECTOR B

PINK	12V IGNITION	Install components shown on the following sheets, and connect to gauges or warning lights requiring a 12V ignition feed.
GREY	DASH LIGHTS	Install components shown on the following sheets, and plug into the instrument lamps.
BLACK	GROUND	Connect to the back of the instrument cluster housing.

CONNECTOR C

This connector is used when using an aftermarket electronic speedometer. Follow the manufacturer's instructions and the generic instructions on page 9 when installing these wires with custom gauges. Twist the yellow and purple wires together for their entire length to prevent interference.

NOTE: If you are using the stock speedometer this connection will not be used.



CLOCK EXTENSION

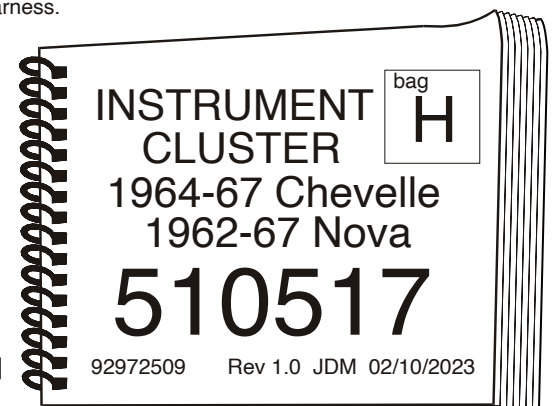
This wire assembly will plug into your factory dash mounted clock. This wire can also be used as a battery power for aftermarket gauges.

YELLOW	CLOCK BAT	Connect this wire onto the power stud on the back of the clock and plug into the mating connector on the Dash harness.
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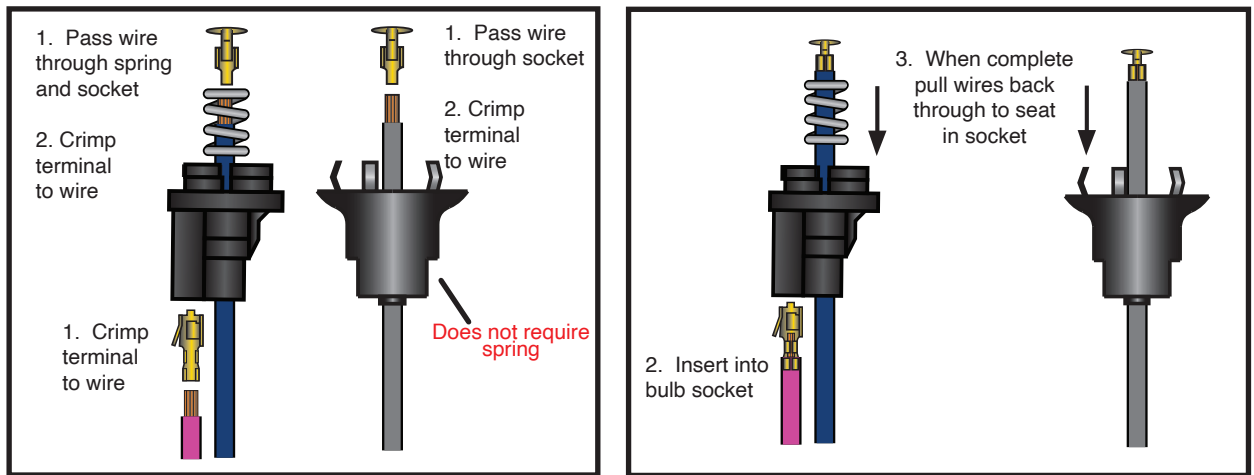


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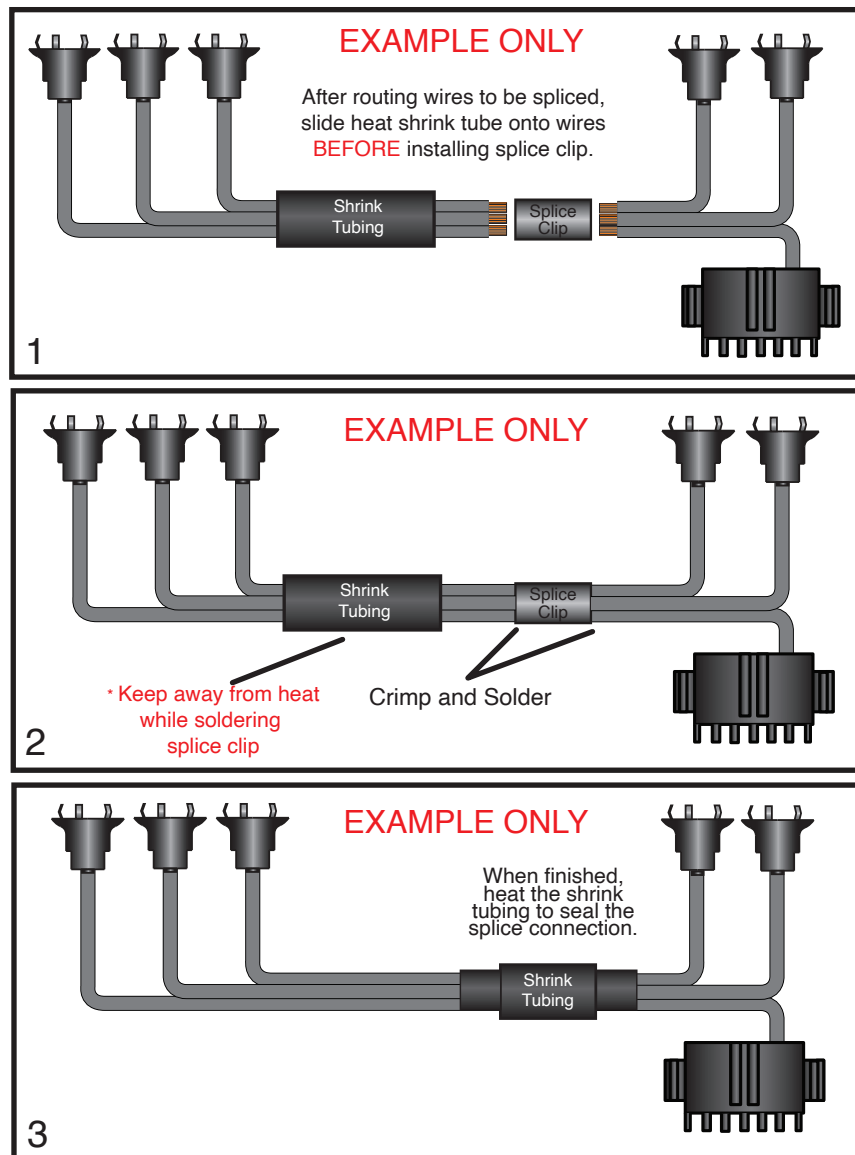


How to install lamp sockets and lamp socket terminals.



How to use the splice clip to join multiple wires.

Below is just an **EXAMPLE** of how to use the splice clip and shrink tubing, see your specific application on the following pages for actual splice information.



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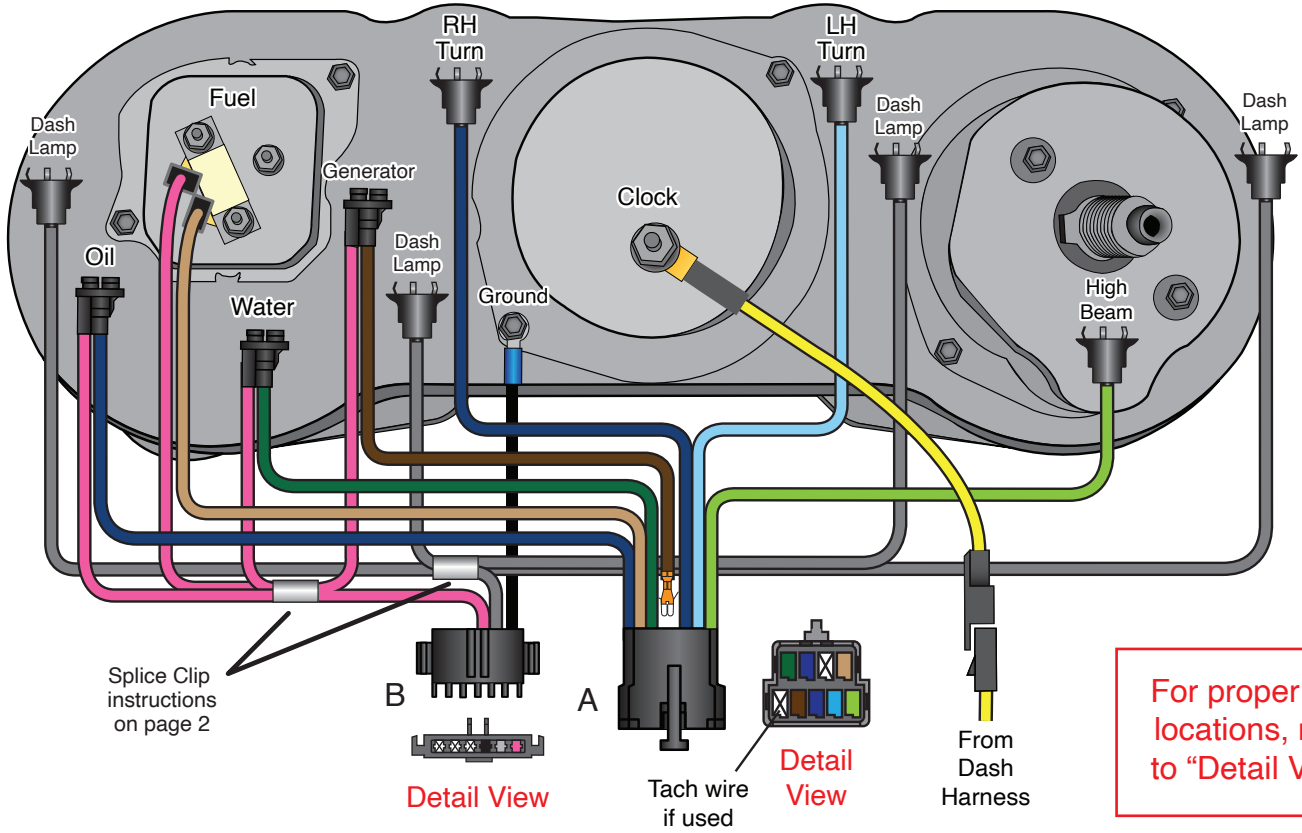
1964-67 Chevelle

1962-67 Nova

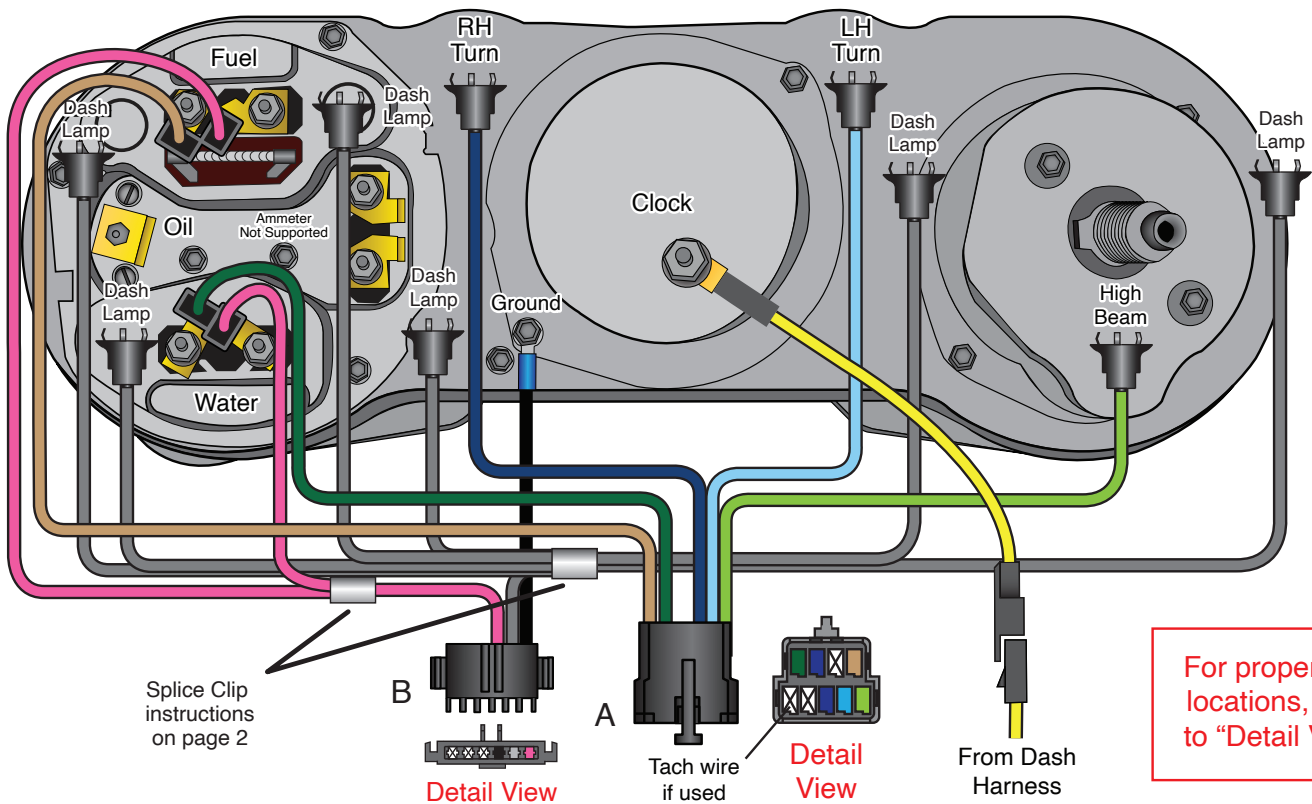
INSTRUMENT CLUSTER

510517

1964-65 Chevelle Warning Light Cluster Connections



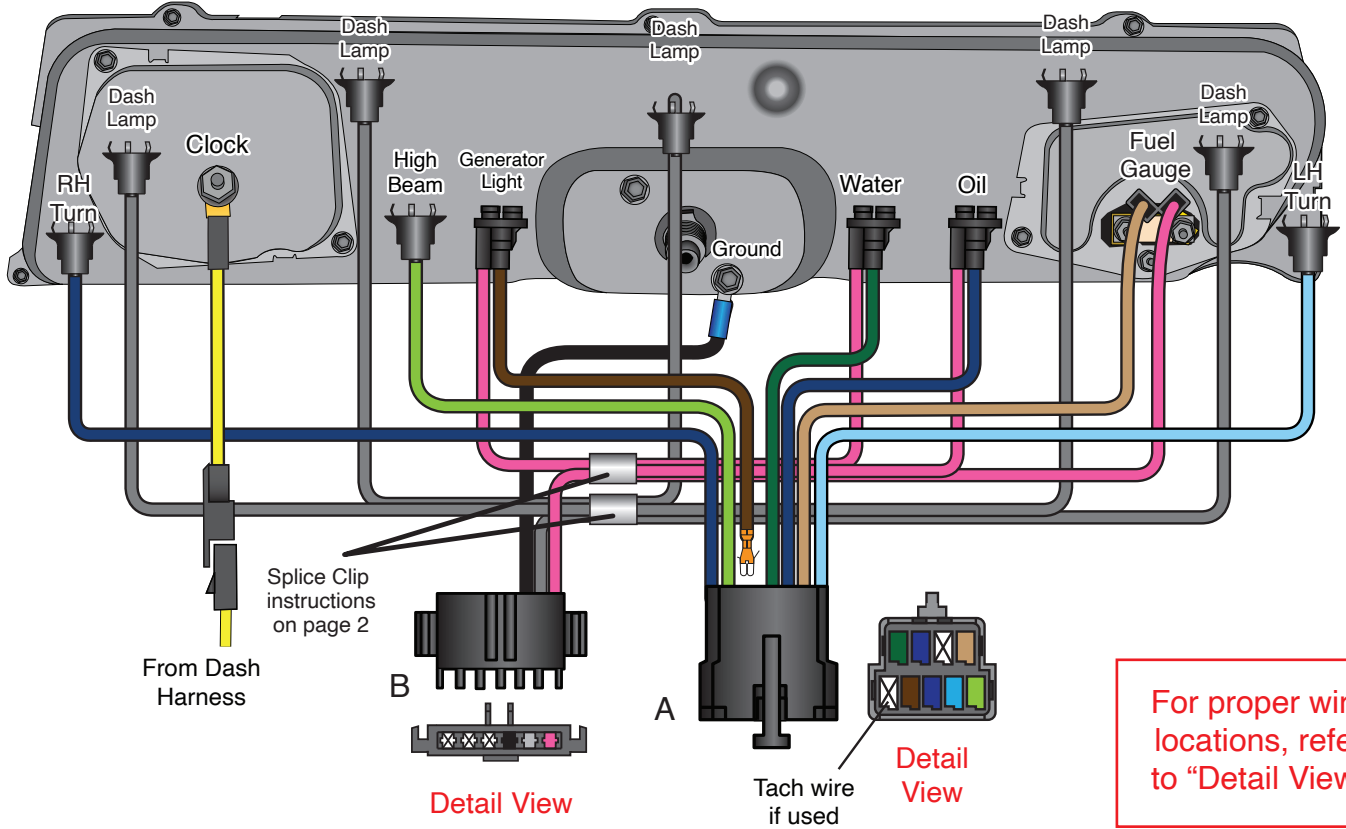
1964-65 Chevelle Gauge Cluster Connections



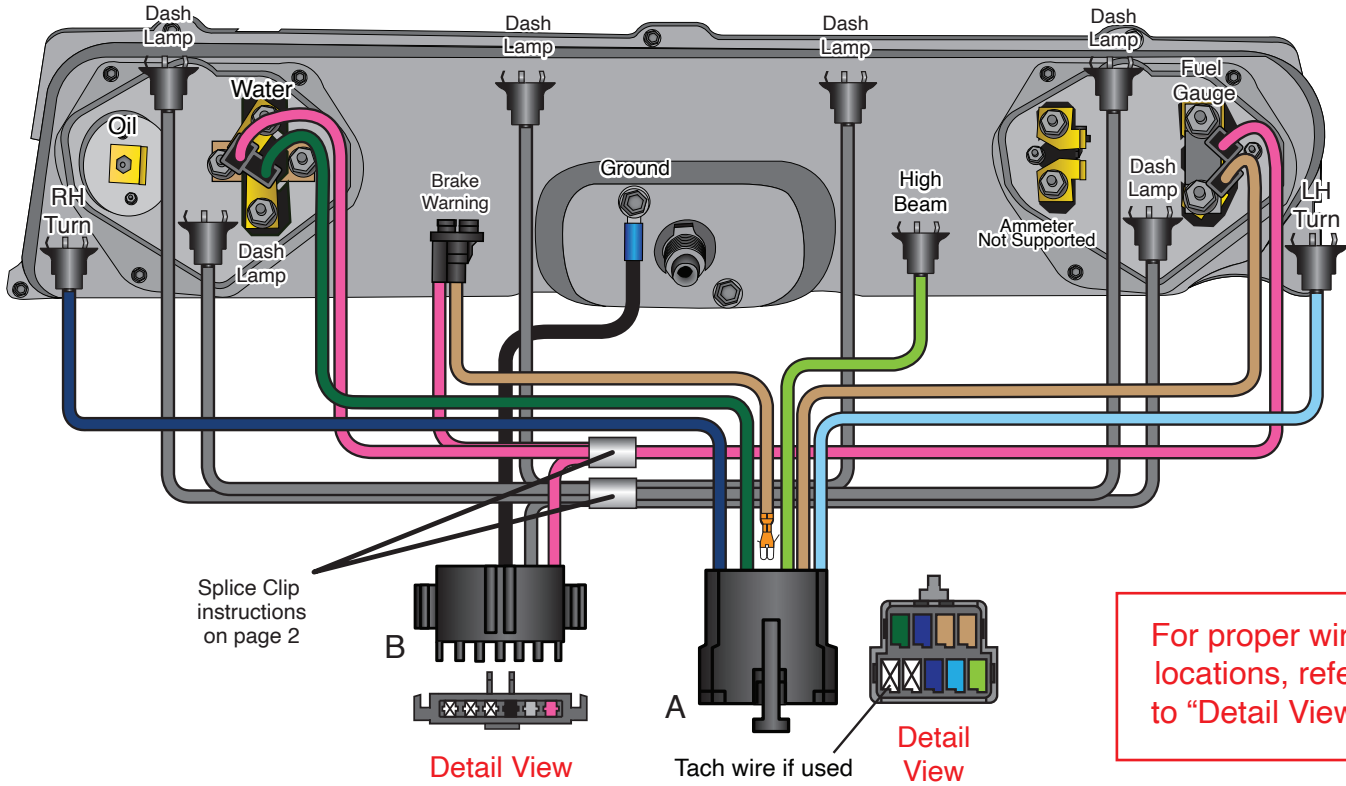
**American
Autowire**

1964-67 Chevelle
1962-67 Nova
INSTRUMENT CLUSTER
510517

1966 Chevelle Warning Light Cluster Connections



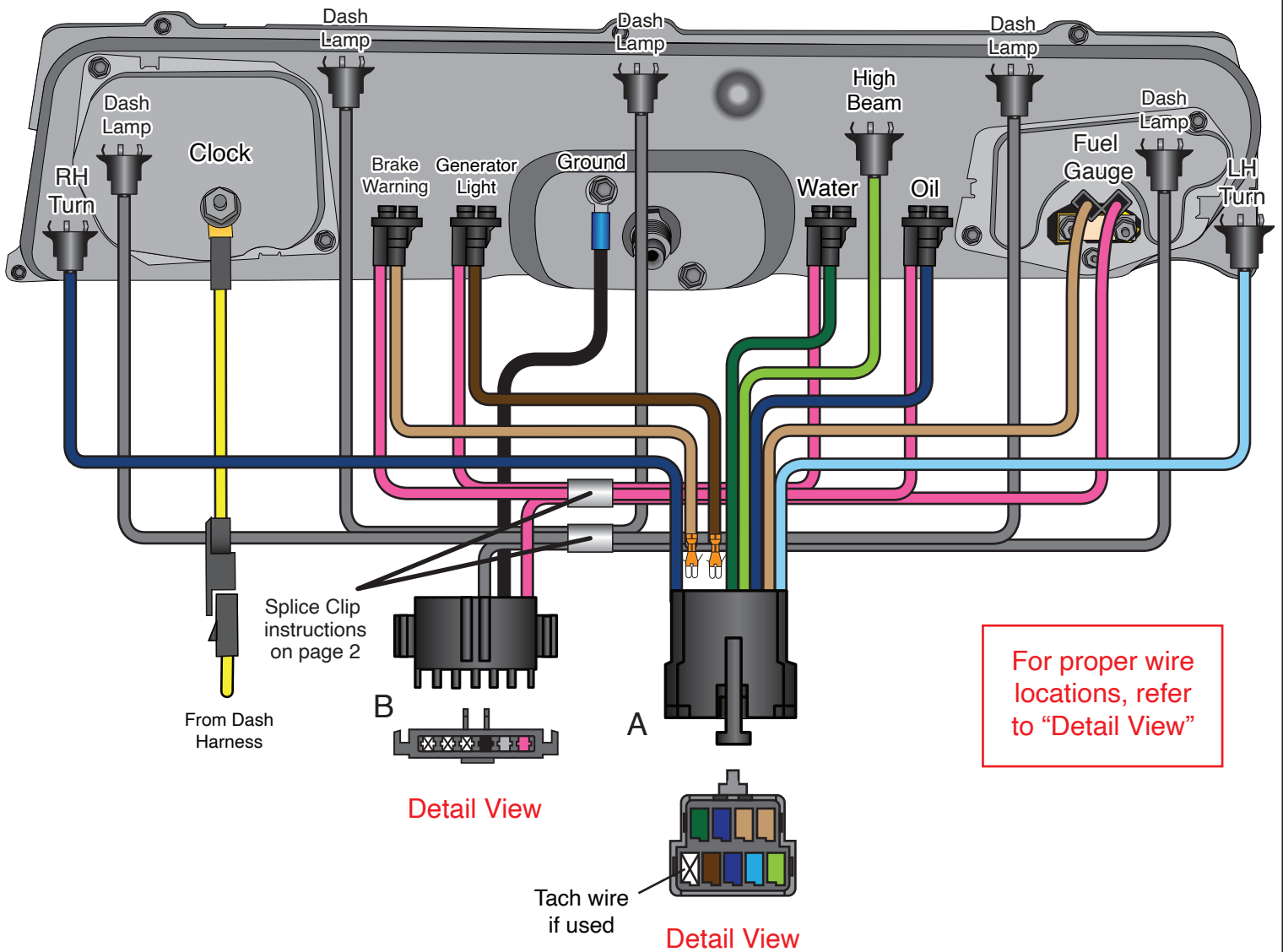
1966-67 Chevelle Gauge Cluster Connections



**American
Autowire**

1964-67 Chevelle
1962-67 Nova
INSTRUMENT CLUSTER
510517

1967 Chevelle Warning Light Cluster Connections



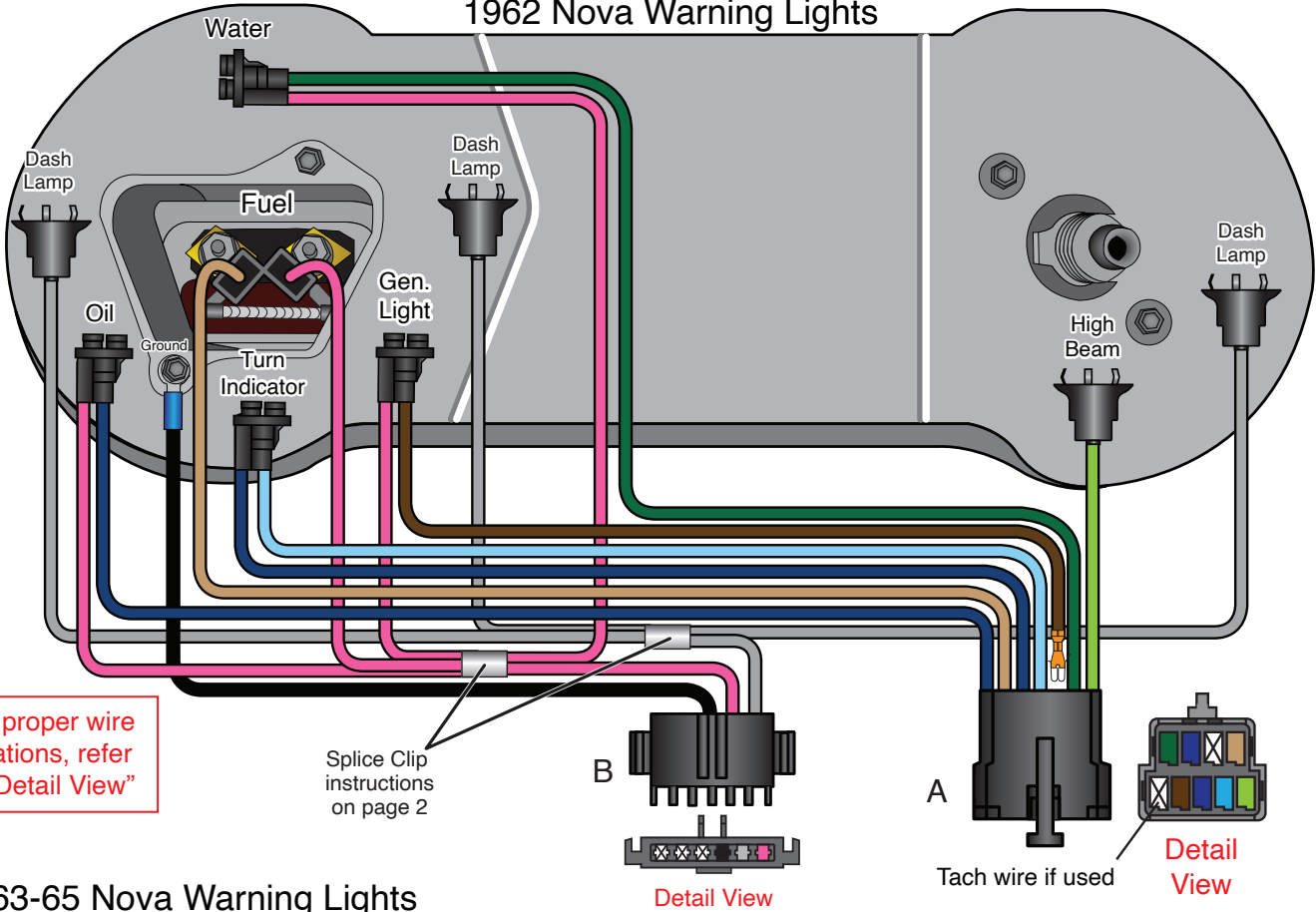
For proper wire locations, refer to "Detail View"



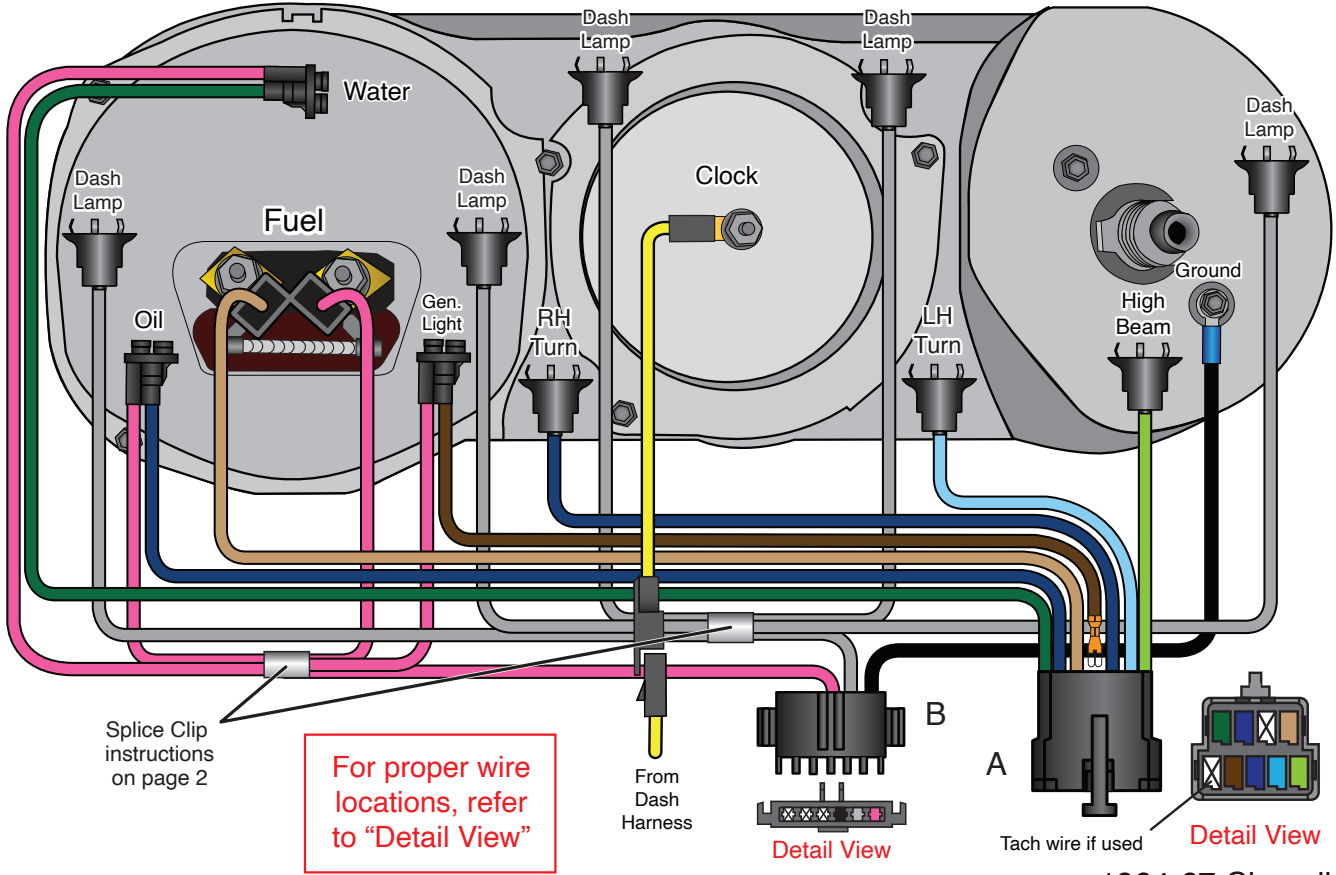
**American
Autowire**

1964-67 Chevelle
1962-67 Nova
INSTRUMENT CLUSTER
510517

1962 Nova Warning Lights



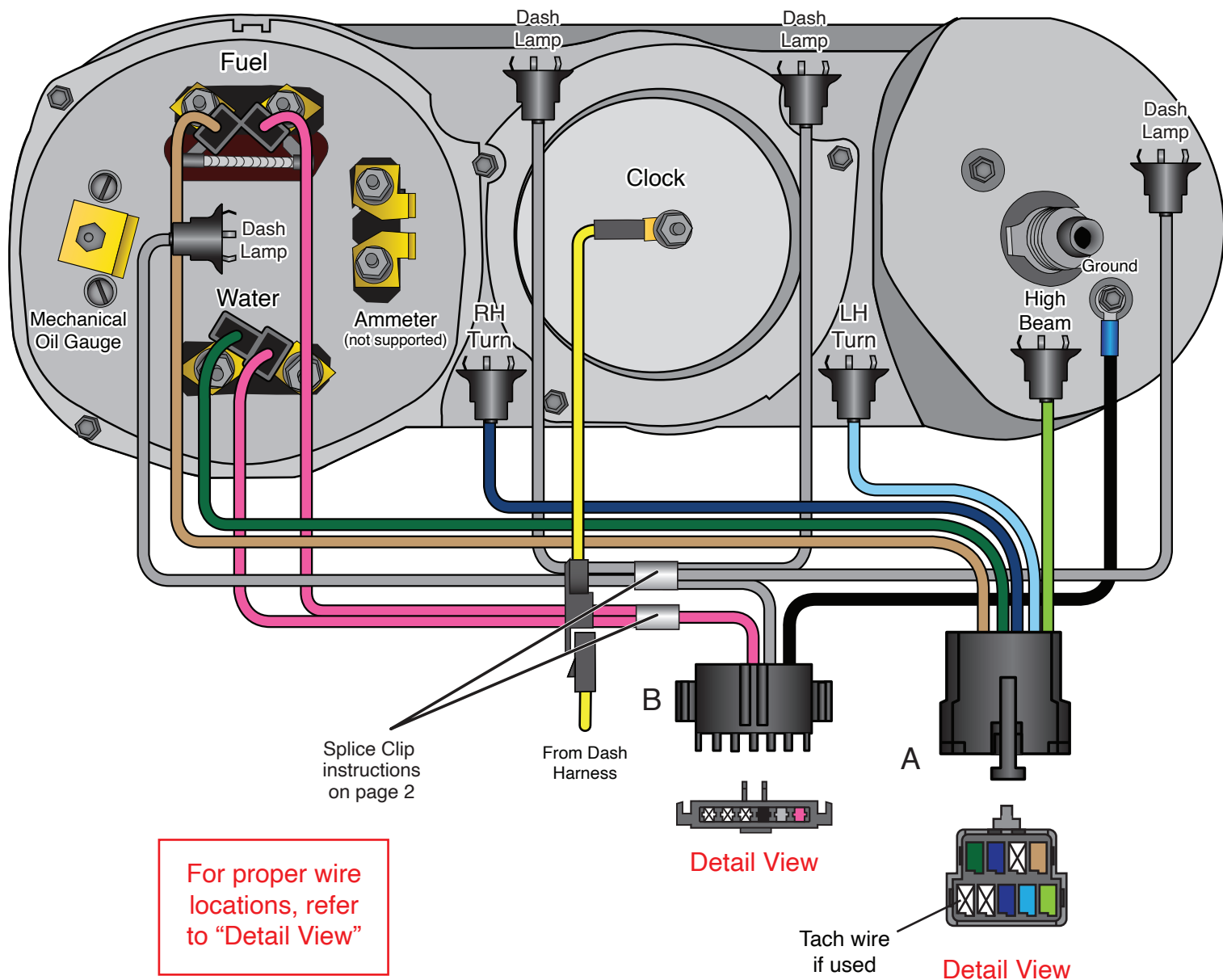
1963-65 Nova Warning Lights



**American
Autowire**

1964-67 Chevelle
1962-67 Nova
INSTRUMENT CLUSTER
510517

1963-5 Nova Gauges



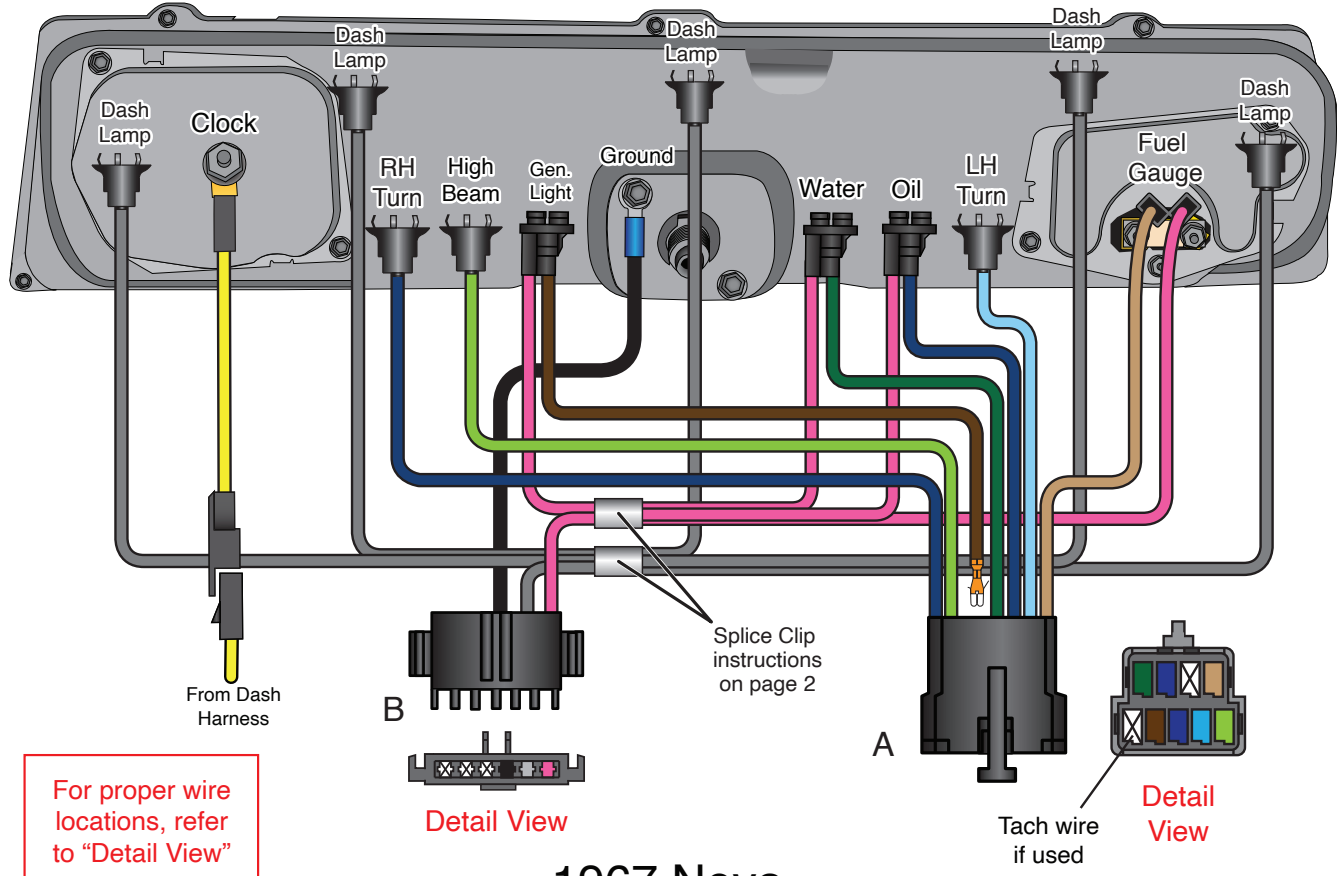
For proper wire locations, refer to "Detail View"



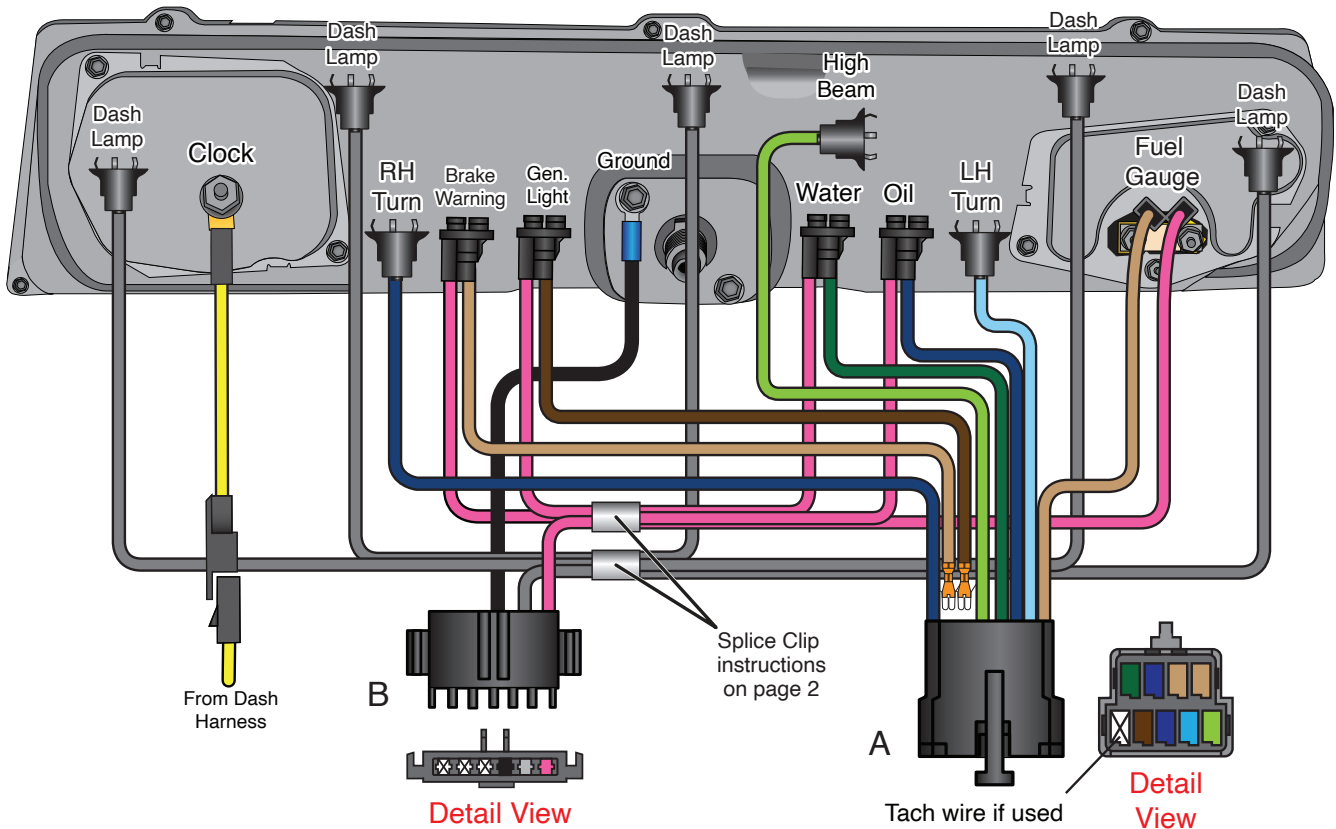
American Autowire

1964-67 Chevelle
 1962-67 Nova
 INSTRUMENT CLUSTER
510517

1966 Nova



1967 Nova

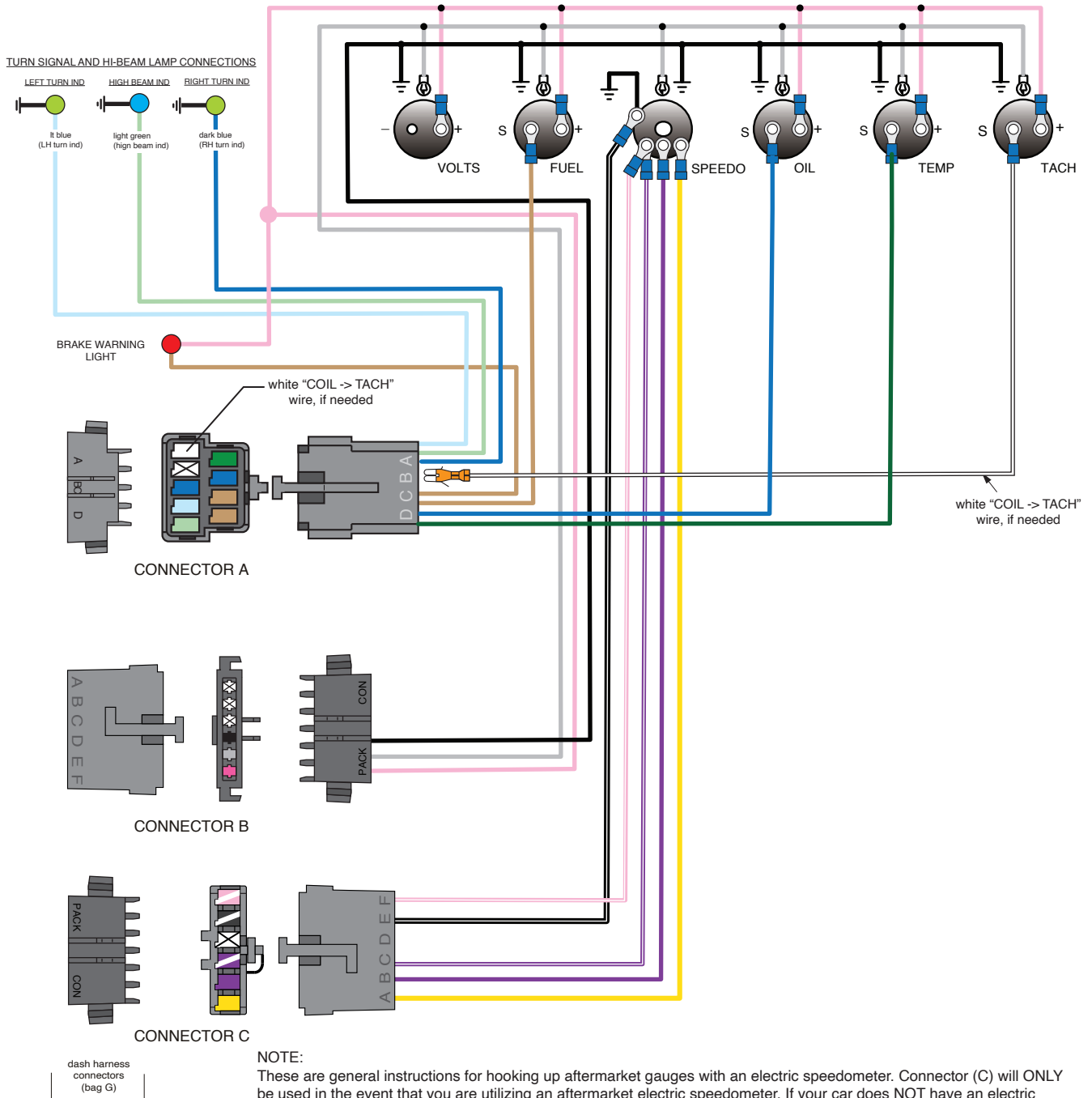


**American
Autowire**

1964-67 Chevelle
1962-67 Nova
INSTRUMENT CLUSTER
510517

Typical aftermarket gauge installation instructions:

(Please refer to the gauge manufacturer's instructions for specific connection requirements.)



NOTE:

These are general instructions for hooking up aftermarket gauges with an electric speedometer. Connector (C) will ONLY be used in the event that you are utilizing an aftermarket electric speedometer. If your car does NOT have an electric speedometer, then Connector C 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.

<u>Yellow</u>	VSS Ground	Connect to VSS neg. "-" on speedometer.
<u>Purple</u>	VSS Signal	Connect to VSS input on speedometer. NOTE: Twist the yellow and purple wires together for their entire length to prevent interference.
<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
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1964-67 Chevelle
1962-67 Nova
INSTRUMENT CLUSTER
510517

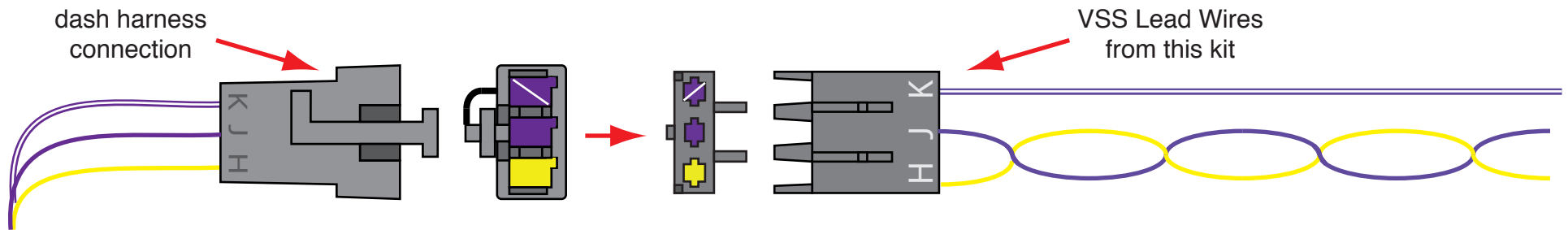
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**American
Autowire**

1964-67 Chevelle
1962-67 Nova
INSTRUMENT CLUSTER
510517

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

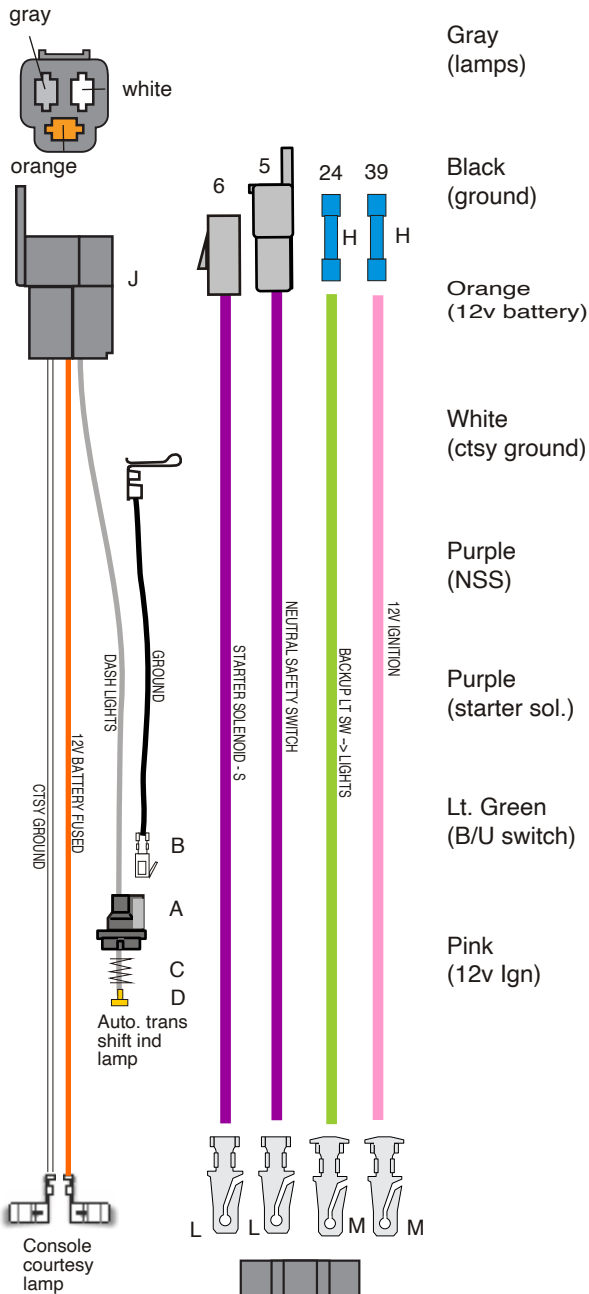
510730

92972371 Rev 0.0 4/9/2019

bag
V

Classic Update Series

1964 Chevelle Factory Console



Gray
(lamps)

Plug connector J into mating connector on dash harness 510516, sheet 3, item #24. Route the loose end down to the console area and cut to length. Install light socket A, spring C onto wire and crimp terminal D onto wire.

Black
(ground)

Clip ground terminal onto a console bracket and route the loose end to light socket A. Cut to length and crimp on terminal B. Then Install into light socket A as shown.

Orange
(12v battery)

With connector J plugged into mating connector on dash harness 510516, as above, route the other end to the rear of the console and install into either courtesy light terminal location.

White
(ctsy ground)

With connector J plugged into mating connector on dash harness 510516, as above, route the other end to the rear of the console and install into the opposite courtesy light terminal location from the orange wire.

Purple
(NSS)

Plug into dash harness 510516, sheet 3, item #21. Route the loose end down to the console Neutral Safety Switch (NSS), cut to length, crimp on terminal L, and plug into connector K as shown.

Purple
(starter sol.)

Plug into dash harness 510516, sheet 3, item #21. Route the loose end down to the console Neutral Safety Switch (NSS), cut to length, crimp on terminal L, and plug into connector K as shown.

Lt. Green
(B/U switch)

Crimp on terminal M, and plug into connector K as shown. Plug connector K into the pigtail coming from the console neutral safety switch / backup light assembly. Route the loose end to dash harness 510516, sheet 3, item #20. Using a blue butt splice, H, splice the two green wires together.

Pink
(12v lgn)

Crimp on terminal M, and plug into connector K as shown. Plug connector K into the pigtail coming from the console neutral safety switch / backup light assembly. Route the loose end to dash harness 510516, sheet 3, item #20. Using a blue butt splice, H, splice the two pink wires together.

Console courtesy lamp

View of open end of connector opposite wire entry end



American Autowire

Console Connection Kit

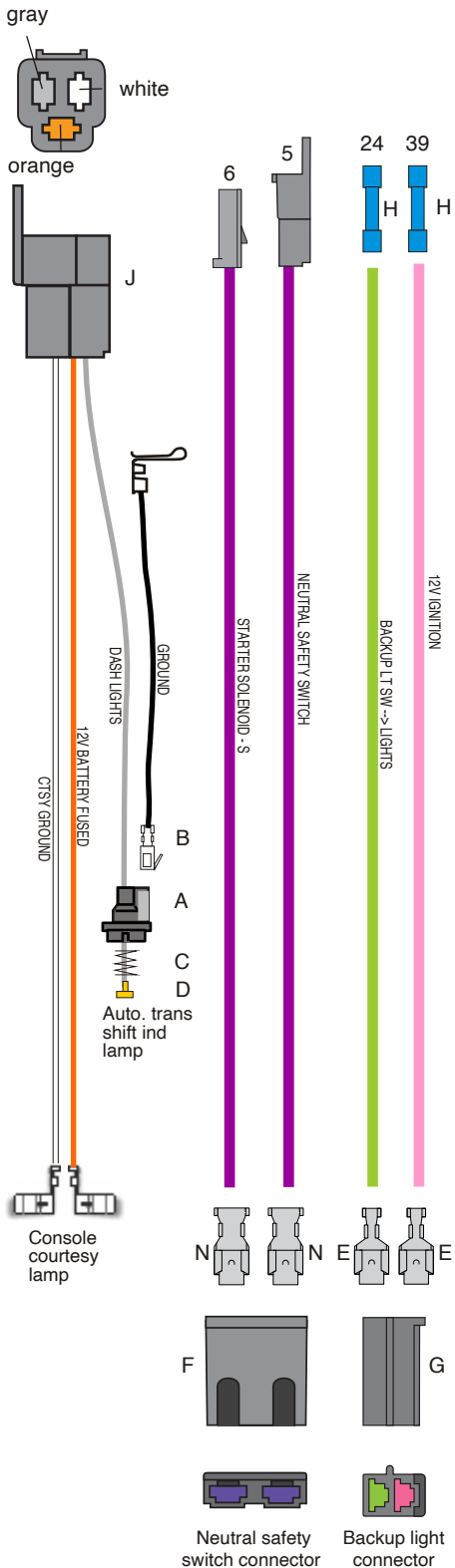
bag
K

1964-67 Chevelle

500988

Classic Update Series

1965 Chevelle Factory Console



Gray
(lamps)

Plug connector J into mating connector on dash harness 510516, sheet 3, item #24. Route the loose end down to the console area and cut to length. Install light socket A, spring C onto wire and crimp terminal D onto wire.

Black
(ground)

Clip ground terminal onto a console bracket and route the loose end to light socket A. Cut to length and crimp on terminal B. Then Install into light socket A as shown.

Orange
(12v
battery)

With connector J plugged into mating connector on dash harness 510516, as above, route the other end to the rear of the console and install into either courtesy light terminal location.

White
(ctsy ground)

With connector J plugged into mating connector on dash harness 510516, as above, route the other end to the rear of the console and install into the opposite courtesy light terminal location from the orange wire.

Purple
(NSS)

Plug into dash harness 510516, sheet 3, item #21. Route the loose end down to the console Neutral Safety Switch (NSS), cut to length, crimp on terminal E, and plug into connector F as shown.

Purple
(starter sol.)

Plug into dash harness 510516, sheet 3, item #21. Route the loose end down to the console Neutral Safety Switch (NSS), cut to length, crimp on terminal E, and plug into connector F as shown.

Lt. Green
(B/U switch)

Crimp on terminal E, and plug into connector G as shown. Plug connector G into the backup light assembly. Route the loose end to dash harness 510516, sheet 3, item #20. Using a blue butt splice, H, splice the two Lt. Green wires together.

Pink
(12v Ign)

Crimp on terminal E, and plug into connector G as shown. Plug connector G into the backup light assembly. Route the loose end to dash harness 510516, sheet 3, item #20. Using a blue butt splice, H, splice the two Pink wires together.



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Console
Connection
Kit

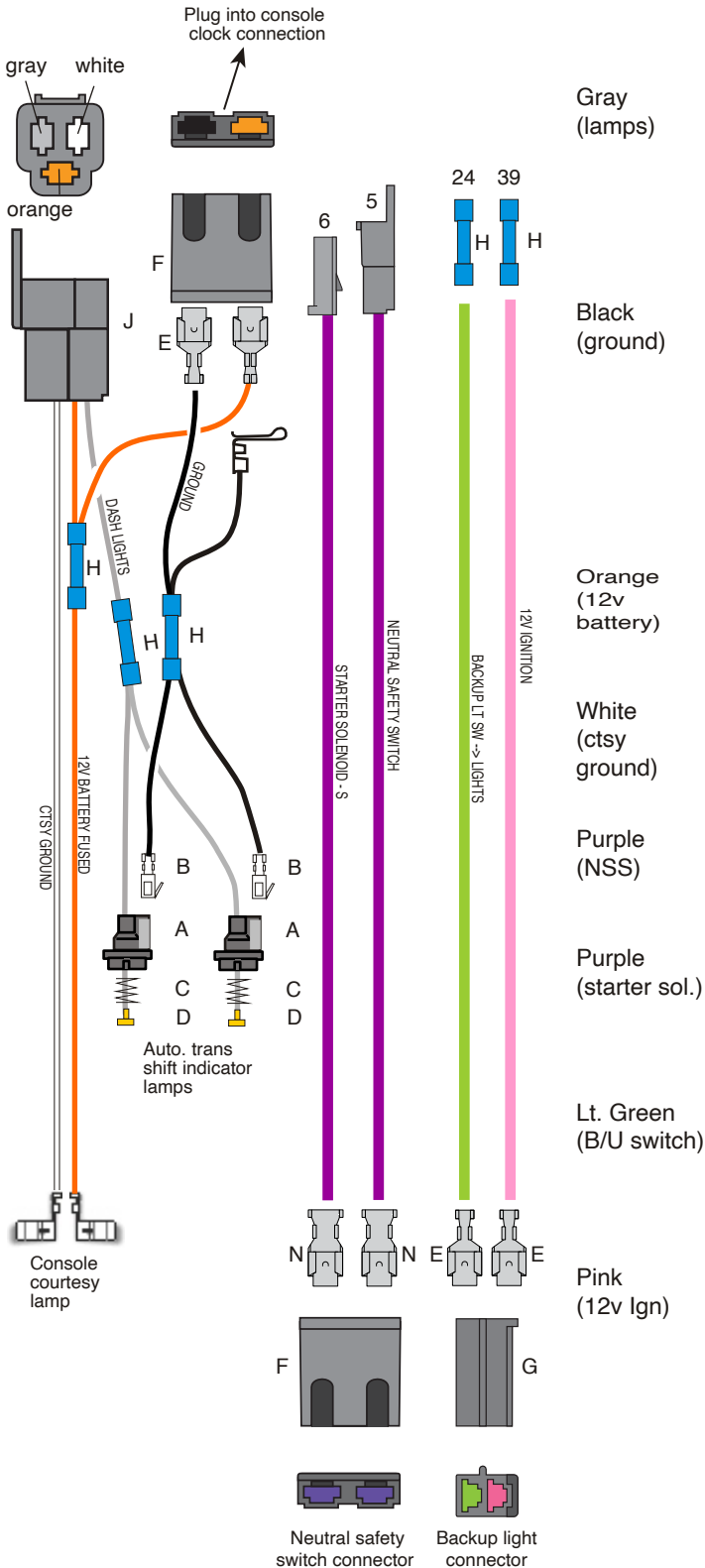
bag
K

1964-67 Chevelle

500988

Classic Update Series

1966-67 Chevelle Factory Console



Plug connector J into mating connector on dash harness 500957,

Plug connector J into mating connector on dash harness 510516, sheet 3, item #24. Route the loose end down to the console area and cut to length, creating a lamp feed wire. With the remaining wire, create 2 separate wires and install 2 light sockets A, 2 springs C and crimp terminals D on to each wire as shown. Connect the 2 lamp socket pigtails to the lamp lead wire using a blue butt splice H, splicing the 3 gray wires together as shown.

Clip ground terminal onto a console bracket and rout the loose end to the shift indicator area and cut to length, creating a ground lead wire. With remaining wire, create three separate wires. Crimp terminal B onto two of the wires and install into light sockets A as shown. Crimp terminal L onto remaining wire and plug into connector F as shown to create a clock ground. Connect the two lamp socket grounds to the ground lead wire and clock ground wire using a blue butt splice H, splicing the two wires together as shown.

With connector J plugged into mating connector on dash harness 510516, as above, route the other end to the rear of the console and install into either courtesy light terminal location.

With connector J plugged into mating connector on dash harness 510516, as above, route the other end to the rear of the console and install into the opposite courtesy light terminal location from the orange wire.

Plug into dash harness 510516, sheet 3, item #21. Route the loose end down to the console Neutral Safety Switch (NSS), cut to length, crimp on terminal E, and plug into connector F as shown.

Plug into dash harness 510516, sheet 3, item #21. Route the loose end down to the console Neutral Safety Switch (NSS), cut to length, crimp on terminal E, and plug into connector F as shown.

Crimp on terminal E, and plug into connector G as shown. Plug connector G into the backup light assembly. Route the loose end to dash harness 510516, sheet 3, item #20. Using a blue butt splice, H, splice the two Lt. Green wires together.

Crimp on terminal E, and plug into connector G as shown. Plug connector G into the backup light assembly. Route the loose end to dash harness 510516, sheet 3, item #20. Using a blue butt splice, H, splice the two Pink wires together.

Console
Connection
Kit

bag
K

1964-67 Chevelle

500988



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92968208 instr Rev 2.0 JDM 08/23/2023

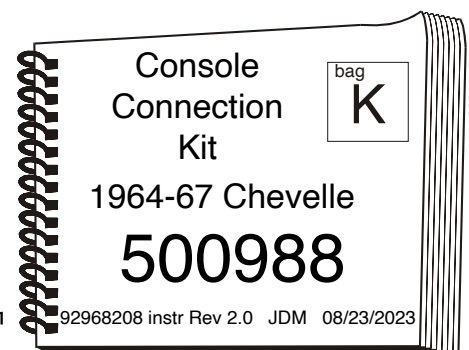
Classic Update Series

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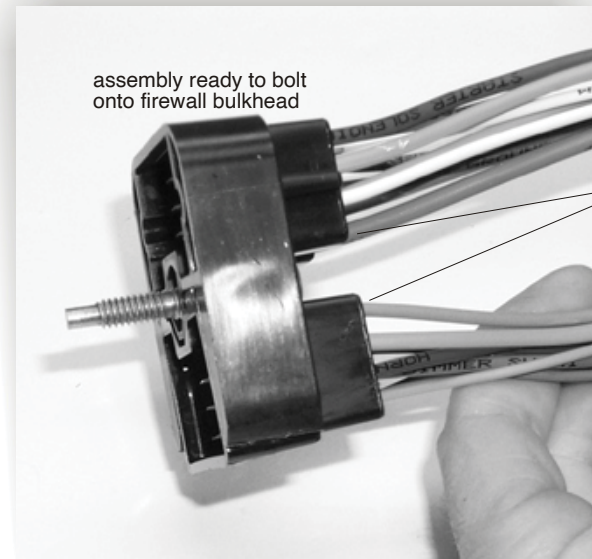
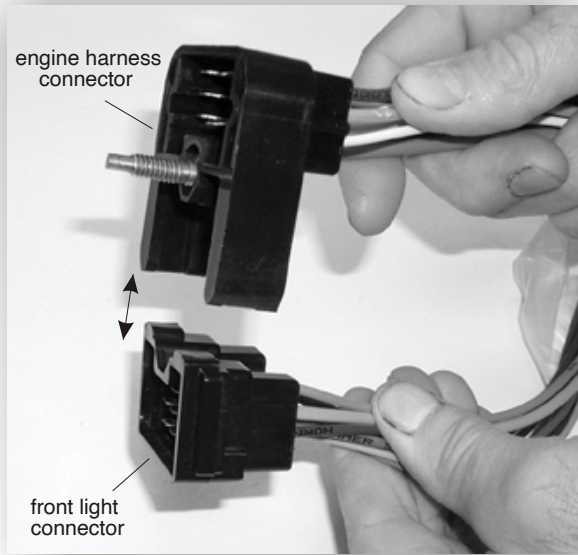


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Classic Update Series



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 non-adhesive wrap 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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1964-67 Chevelle

bag

J

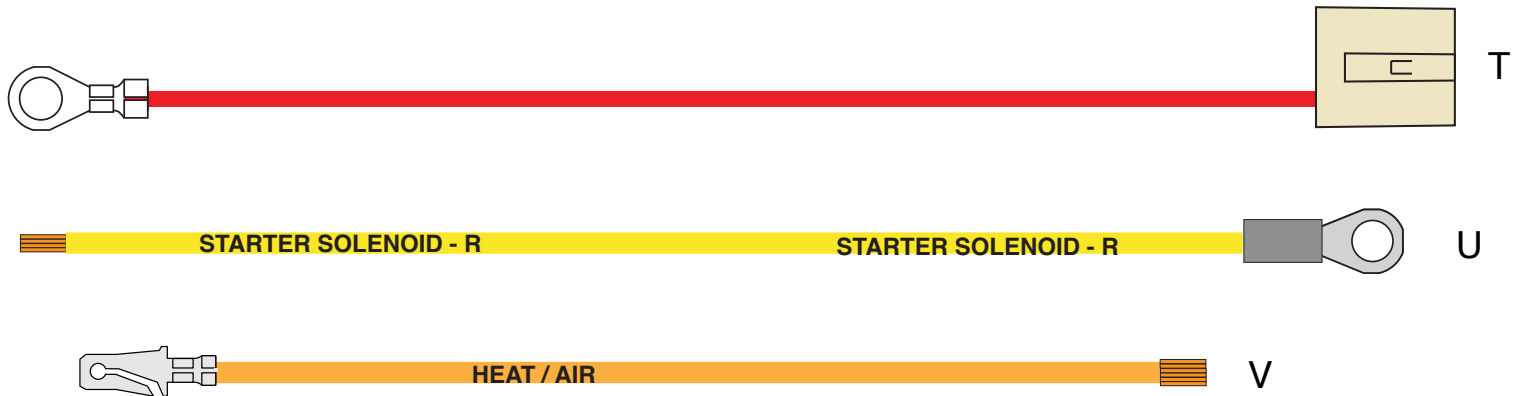
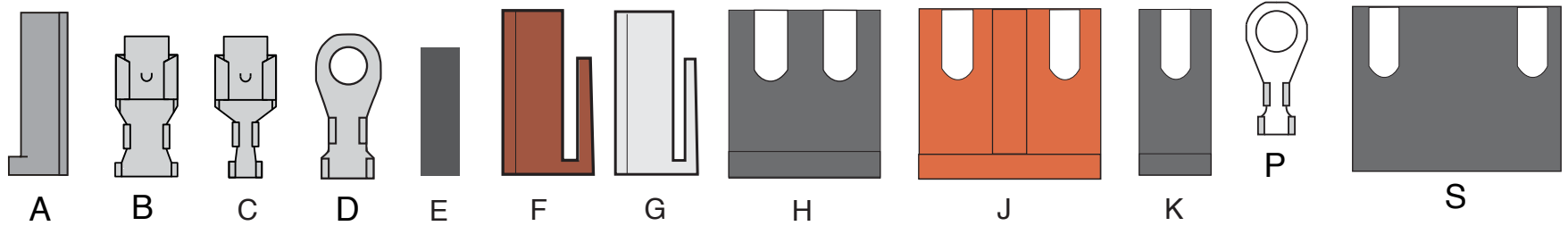
Classic Update Series

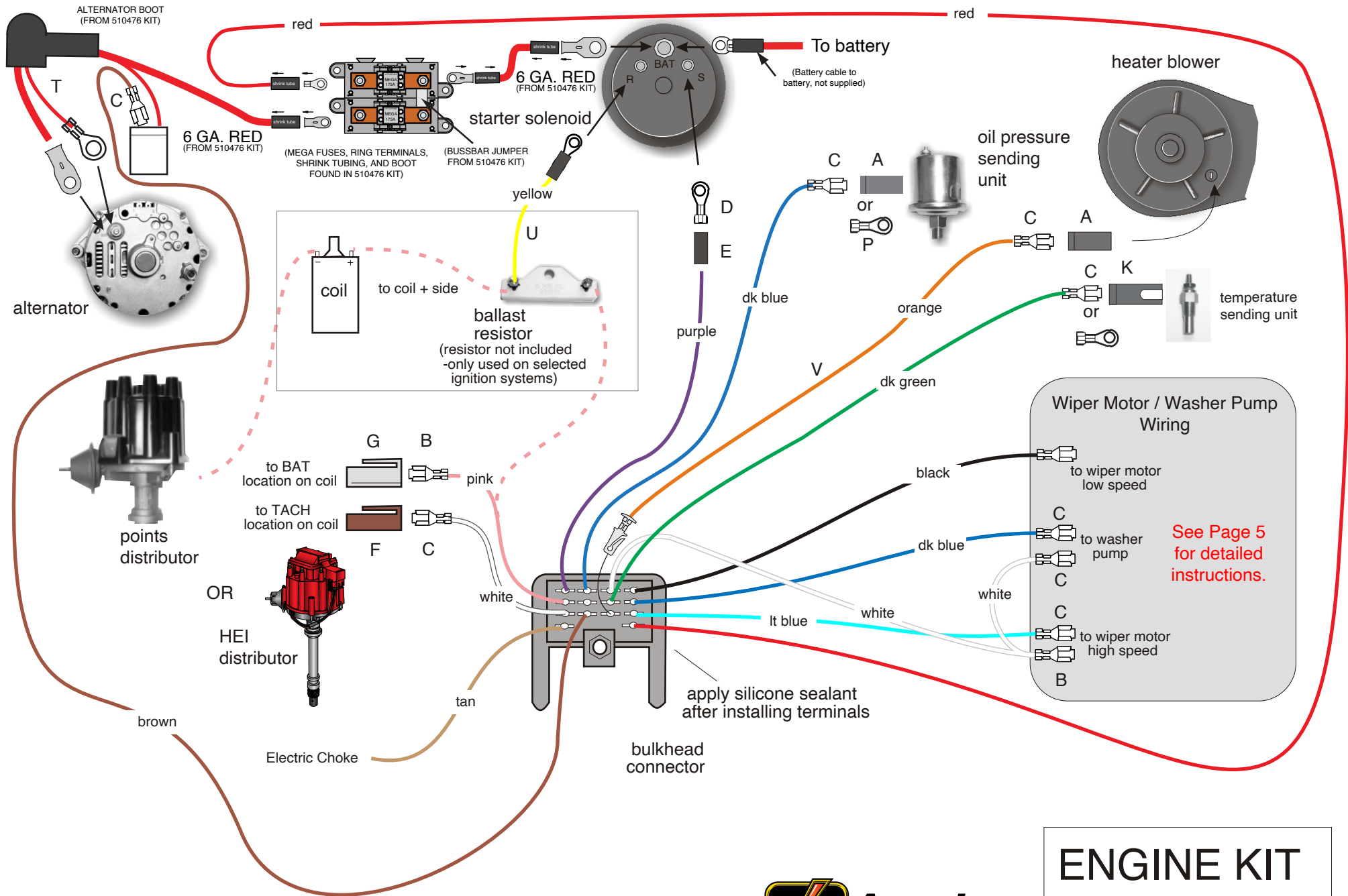
**ENGINE KIT
510518**

92972512 instruction Rev. 1.0 08/25/2023

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 page 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 page for the sub-kit harness you are working on. We have supplied additional terminals in the event that extra terminals are necessary.





1964-67 Chevelle



**American
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**ENGINE KIT
510518**

1964-67 Chevelle Engine

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

RED	12V BATTERY	Route this wire to the Mega Fuse, cut to length, use the ring terminal and shrink tubing from the 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 D, then install onto the 'S' terminal of the solenoid.
DARK BLUE	OIL PRESSURE SENDER	Connect this wire to the oil pressure sending unit using terminal P or terminal C with connector A (depending on your sending unit).
ORANGE	HEAT / AIR	If using after-market air conditioning, this wire (wire V) will not be used. If using a stock heater only system, plug the terminated end into the engine bulkhead connector as shown on page 3. Route this (assembly V) wire to the heater blower, cut to length, install terminal C and connector A and plug into the blower motor.
PINK	12V IGNITION	If using an HEI distributor, or after-market ignition system which requires a 12V feed: Route the PINK wire to the coil and trim to length. Install terminal B and connector G, and plug into distributor cap "BAT" location. If using a points type ignition system which required reduced voltage: Route the PINK wire to the ignition feed side of the ballast resistor. Connect the loose piece (assembly U) YELLOW (STARTER SOLENOID-R) wire to the R terminal on the starter solenoid and connect the other end to the coil side of the ballast resistor (not included). Connect a piece of left over PINK wire to the coil side of the ballast resistor and route the to the distributor coil "+ " side.
DARK GREEN	WATER TEMP SENDER	Connect this wire to the temperature sending unit using terminal P or terminal C and connector K (depending on your sending unit).
WHITE	COIL-TACH	Route this wire to he coil and trim to length. If using an HEI distributor, terminal C and connector F are included for connection. Plug into the TACH location or negative side of coil. If you are not using a tachometer, this wire must be removed from the engine bulkhead connector.
ALTERNATOR		Use the 6ga red wire, boot and ring terminal from the 510476 kit, route from the alternator to the Mega Fuse, and cut to length. Connect as shown on page 3 of this instruction set and on the 92972153 (510476) instruction set.
SMALL RED	(assembly T)	Send the ring terminal end of this wire through the alternator boot (as shown on page 3) and connect to the battery stud on the alternator. Do not plug the connector into the alternator yet as the brown Alternator Ign wire needs to be added before the connector is plugged in.
BROWN	ALTERNATOR IGN	Route this wire to the alternator and cut to length. Install terminal C 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.

Once the main connector has all of it's wires plugged in, the connector cavities should be sealed with dielectric grease on the terminals. Also, to assure a moisture resistant seal, silicone can be applied to seal the outside of the connector.



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ENGINE KIT
510518

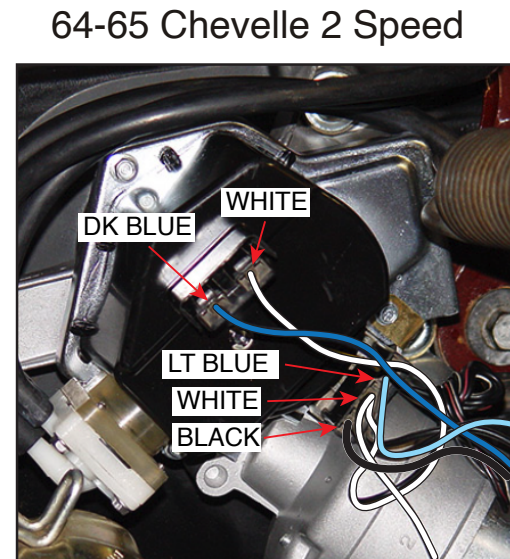
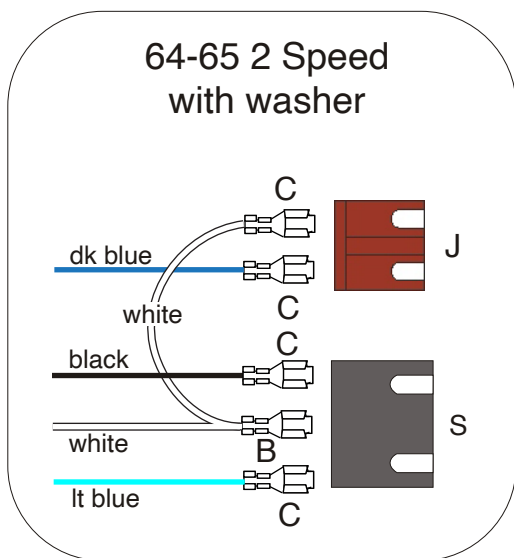
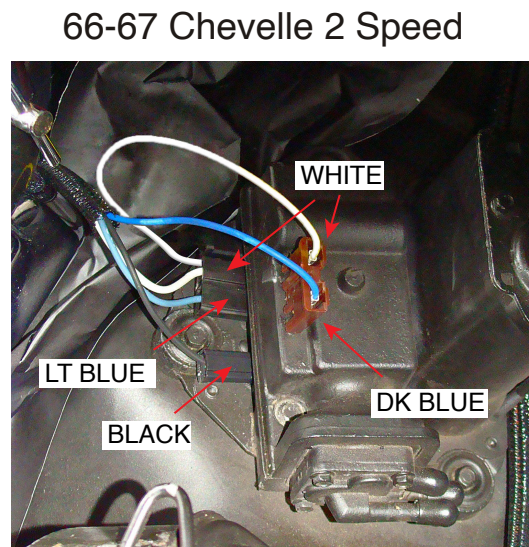
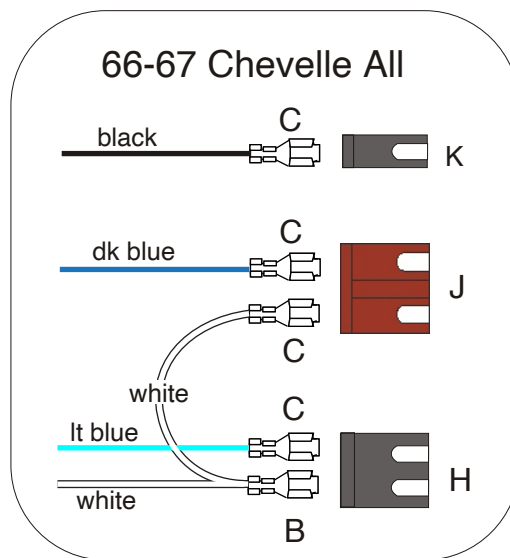
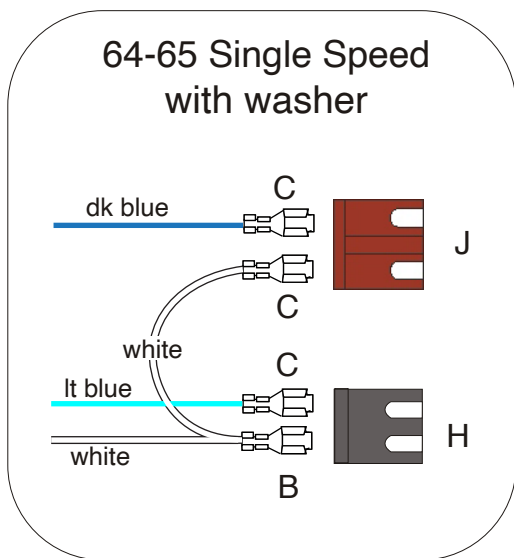
92972512 instruction Rev. 1.0 08/25/2023

The following wires are for use on a stock wiper system. If using an after-market wiper system, follow the manufacturer's instructions.

BLACK	WIPER LO SPEED GROUND
DARK BLUE	WIPER WASHER GROUND
LIGHT BLUE	WIPER HI SPEED GROUND
WHITE	WIPER ACC

Route to the wiper motor and trim to length. Install terminal C.
 Route this wire to the wiper motor and trim to length. Install terminal C.
 Route this wire to the wiper motor and trim to length. Install terminal C.
 Route this wire to the wiper motor and trim to length. Using terminal B, double and solder with the cut off portion and install terminal C on the end of the cut off portion.

Use the drawings and photos below to install the appropriate connectors for your application.



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ENGINE KIT 510518

92972512 instruction Rev. 1.0 08/25/2023

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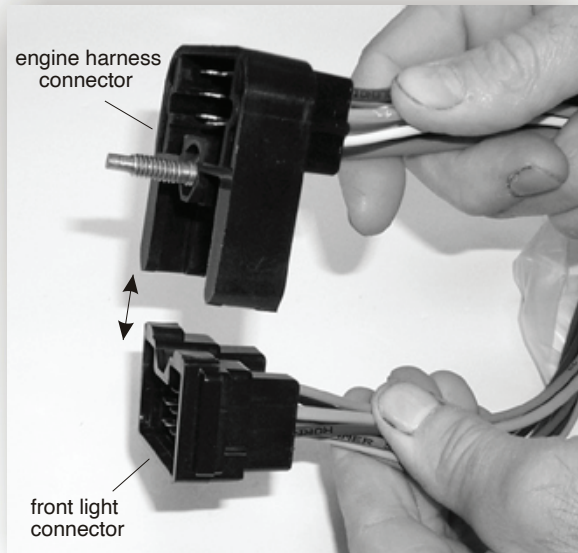
**American
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ENGINE KIT
510518

92972512 instruction Rev. 1.0 08/25/2023

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!



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 !



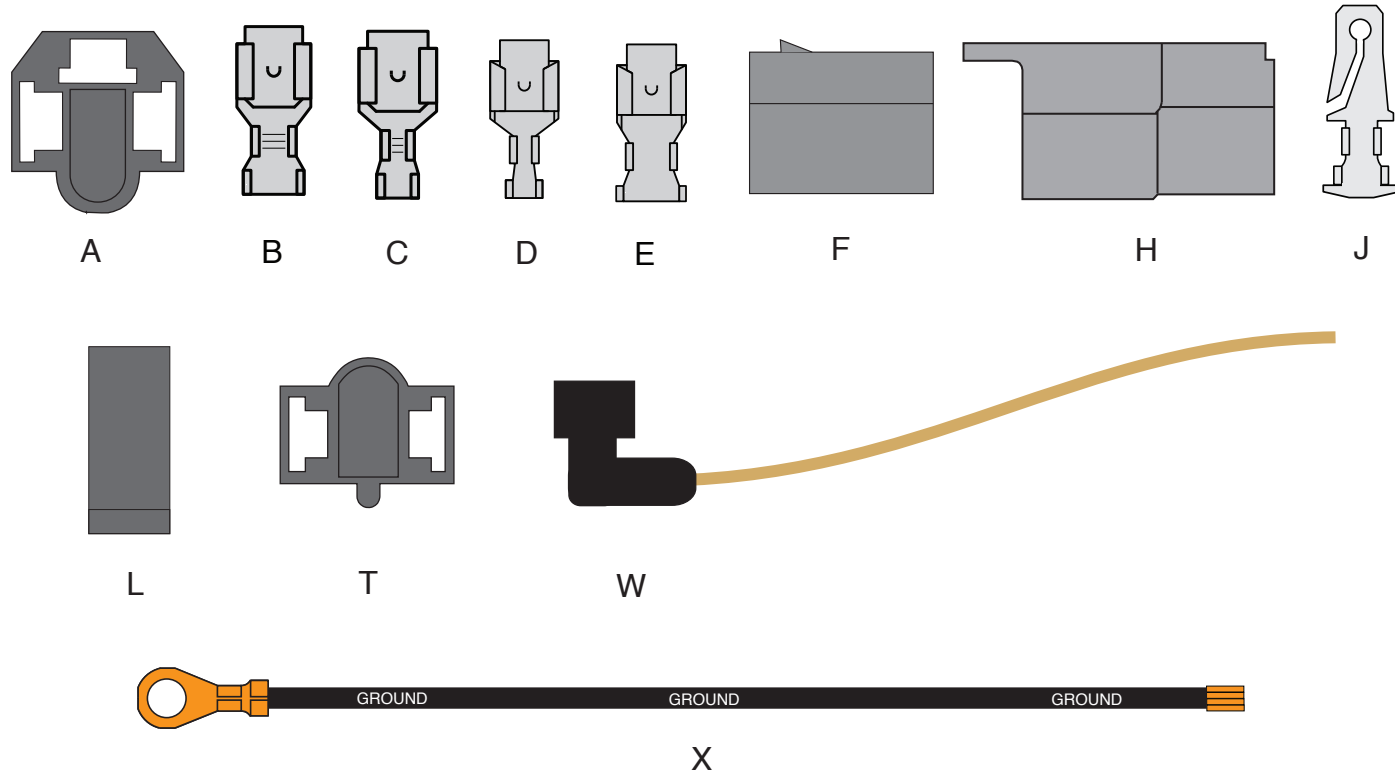
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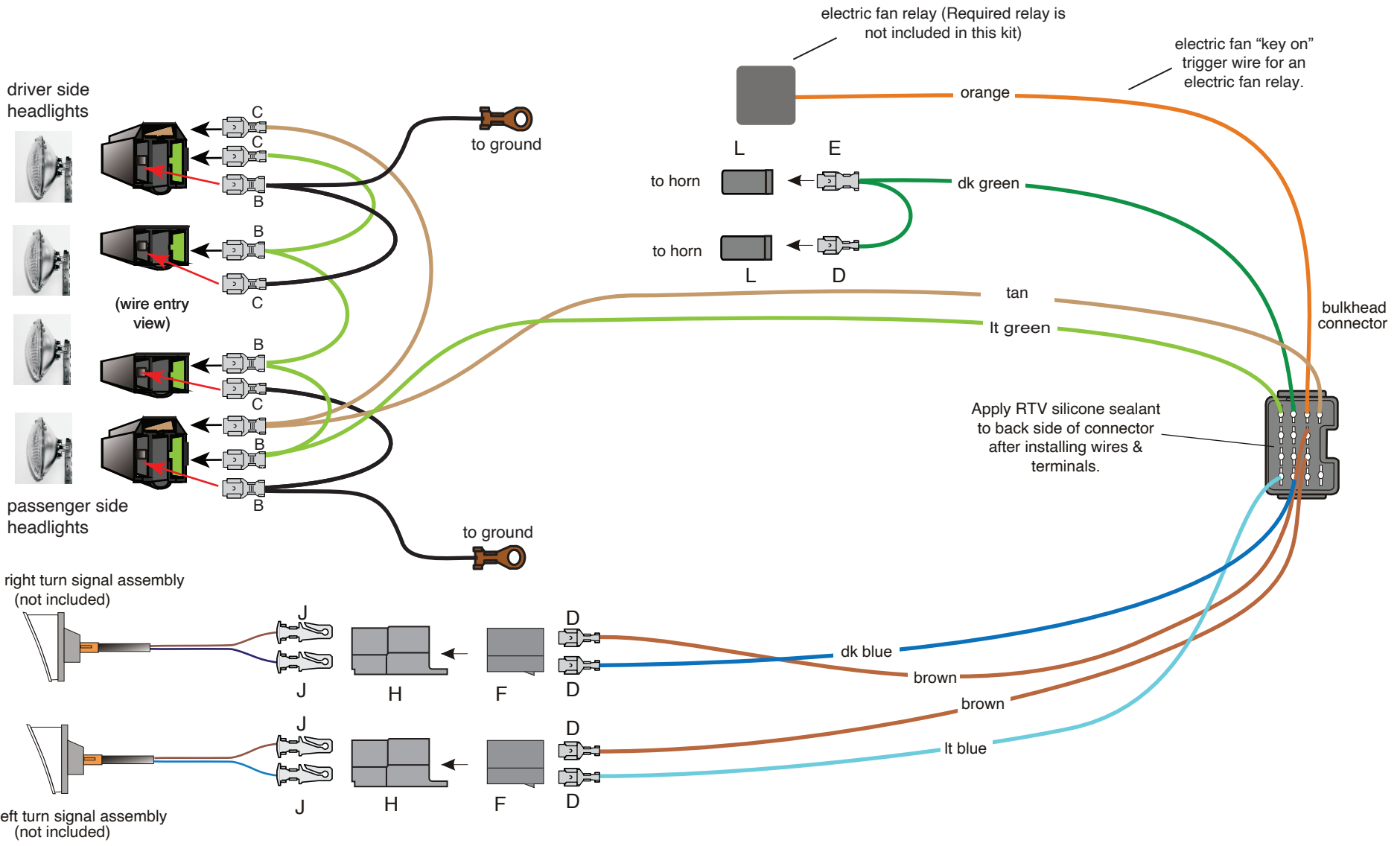
Terminals used in this installation.

This kit contains loose piece terminals and connectors necessary to complete a connection to a specific component. Each connection on the instruction page 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 page for the sub-kit harness you are working on. We have supplied additional terminals in the event that extra terminals are necessary.



FRONT LIGHT KIT
510519
92972515 instruction rev 1.0 11/20/2023

Classic Update Series



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1964-65 Chevelle
Front Light

FRONT LIGHT KIT
510519
92972515 instruction rev 1.0 11/20/2023

1964-65 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 dash bulkhead.

LIGHT BLUE	LEFT FRONT TURN	Route this wire to the LH turn signal lamp, install terminal D and plug into connector F, as shown on page 3.
DARK BLUE	RIGHT FRONT TURN	Route this wire to the RH turn signal lamp, install terminal D and plug into connector F, as shown on page 3.
BROWN	PARK LIGHTS	Route one of these brown wires to the left hand turn signal lamp, cut to length and install terminal D. Plug this wire into connector F along with the LIGHT BLUE wire above. Route the other brown wire to the right hand turn signal lamp, cut to length, install terminal D. Plug this wire into connector F, along with the DARK BLUE wire above.

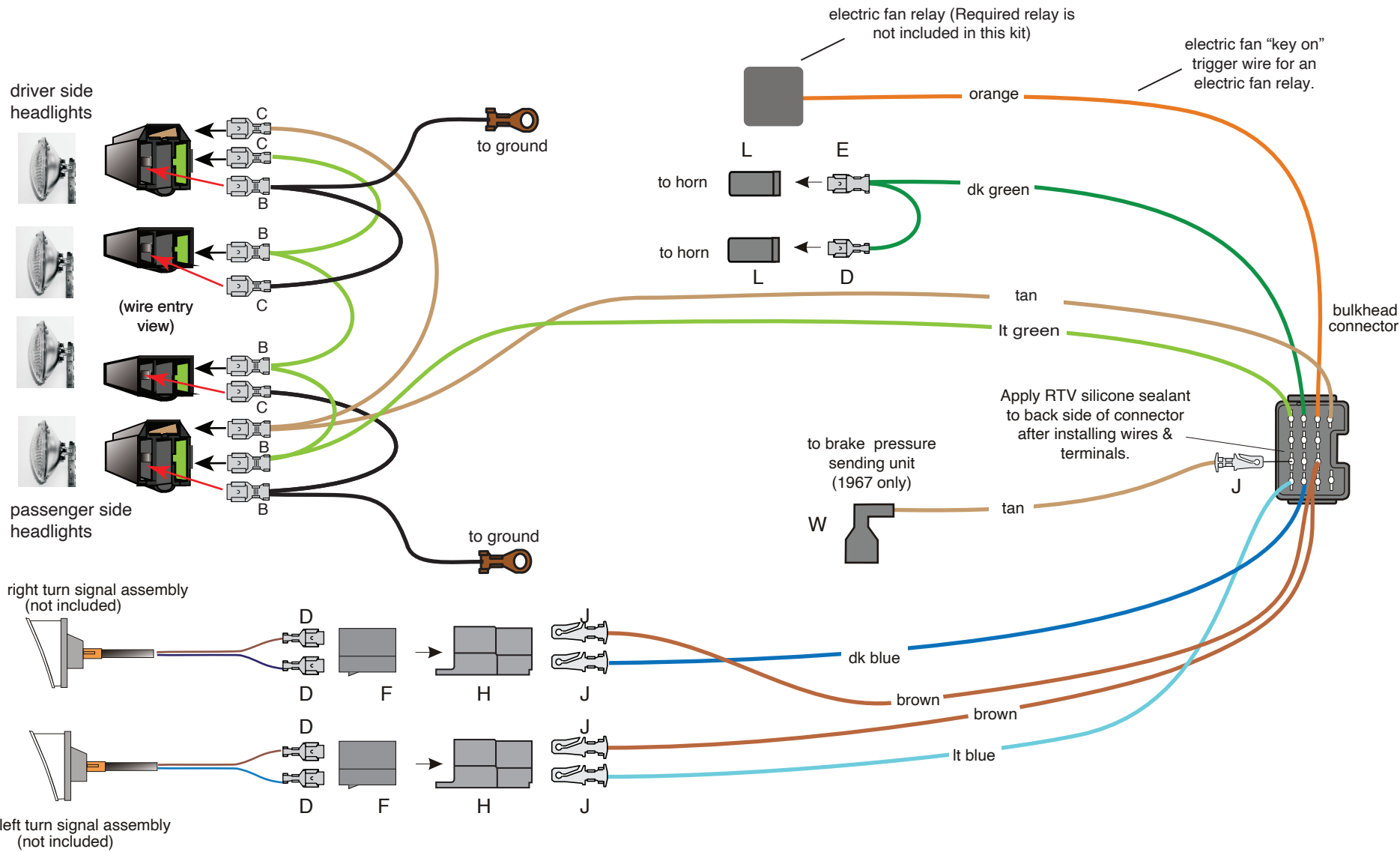
NOTE: The running and directional light assemblies use factory parking lamp housing assemblies. To install them, plug connector F (on the wires above) onto the factory parking lamp housing assemblies. Repeat for both front parking lamps. In the event that the original lead connections on your parking lamps are damaged, we have provided terminals J and connectors H.

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 page 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 page 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 inner headlight, cut to length, double it with the cutoff portion, install terminal B, and plug it into connector T in the location shown on page 3. 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 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 page 3.
BLACK	GROUND	Route this black wire X, with the ground ring terminal installed, 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. Take the short jumper over to the driver side inner headlight, cut to length, install terminal C, and plug it into connector T in the location shown on page 3. Repeat this process for the passenger side.
DK GREEN	HORN	Route to horns and install terminals D & E, then plug into connectors L as shown on page 3.
ORANGE	ELECTRIC FAN	NOTE: We recommend that this wire be used as the trigger wire for the electric fan relay.
TAN	BRAKE LIGHT SWITCH	This wire is not used on a stock 1964-65 Chevelle.

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

FRONT LIGHT KIT
510519
92972515 instruction rev 1.0 11/20/2023

Classic Update Series



**American
Autowire**

1966-67 Chevelle
Front Light

FRONT LIGHT KIT
510519
92972515 instruction rev 1.0 11/20/2023

1966-67 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 dash bulkhead.

LIGHT BLUE	LEFT FRONT TURN	Route this wire to the LH turn signal lamp, install terminal J and plug into connector H, as shown on page 5.
DARK BLUE	RIGHT FRONT TURN	Route this wire to the RH turn signal lamp, install terminal J and plug into connector H, as shown on page 5.
BROWN	PARK LIGHTS	Route one of these brown wires to the left hand turn signal lamp, cut to length and install terminal J. Plug this wire into connector H along with the LIGHT BLUE wire above. Route the other brown wire to the right hand turn signal lamp, cut to length, install terminal J. Plug this wire into connector H, along with the DARK BLUE wire above.

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 assemblies. Repeat for both front parking lamps. In the event that the original lead connections on your parking lamps are damaged, we have provided terminals D and connectors F.

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 page 5. 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 page 5.
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 inner headlight, cut to length, double it with the cutoff portion, install terminal B, and plug it into connector T in the location shown on page 5. 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 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 page 5.
BLACK	GROUND	Route this black wire X, with the ground ring terminal installed, 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. Take the short jumper over to the driver side inner headlight, cut to length, install terminal C, and plug it into connector T in the location shown on page 5. Repeat this process for the passenger side.
DK GREEN	HORN	Route to horns and install terminals D & E, then plug into connectors L as shown on page 5.
ORANGE	ELECTRIC FAN	NOTE: We recommend that this wire be used as the trigger wire for the electric fan relay.
TAN	BRAKE LIGHT SWITCH	This wire is not used on a stock 1966 Chevelle. For 1967 Chevilles, plug assembly W onto the stock brake light switch. Route the other end to the front light connector, cut to length, install terminal J and plug this wire into the front light connector as shown on page 5.

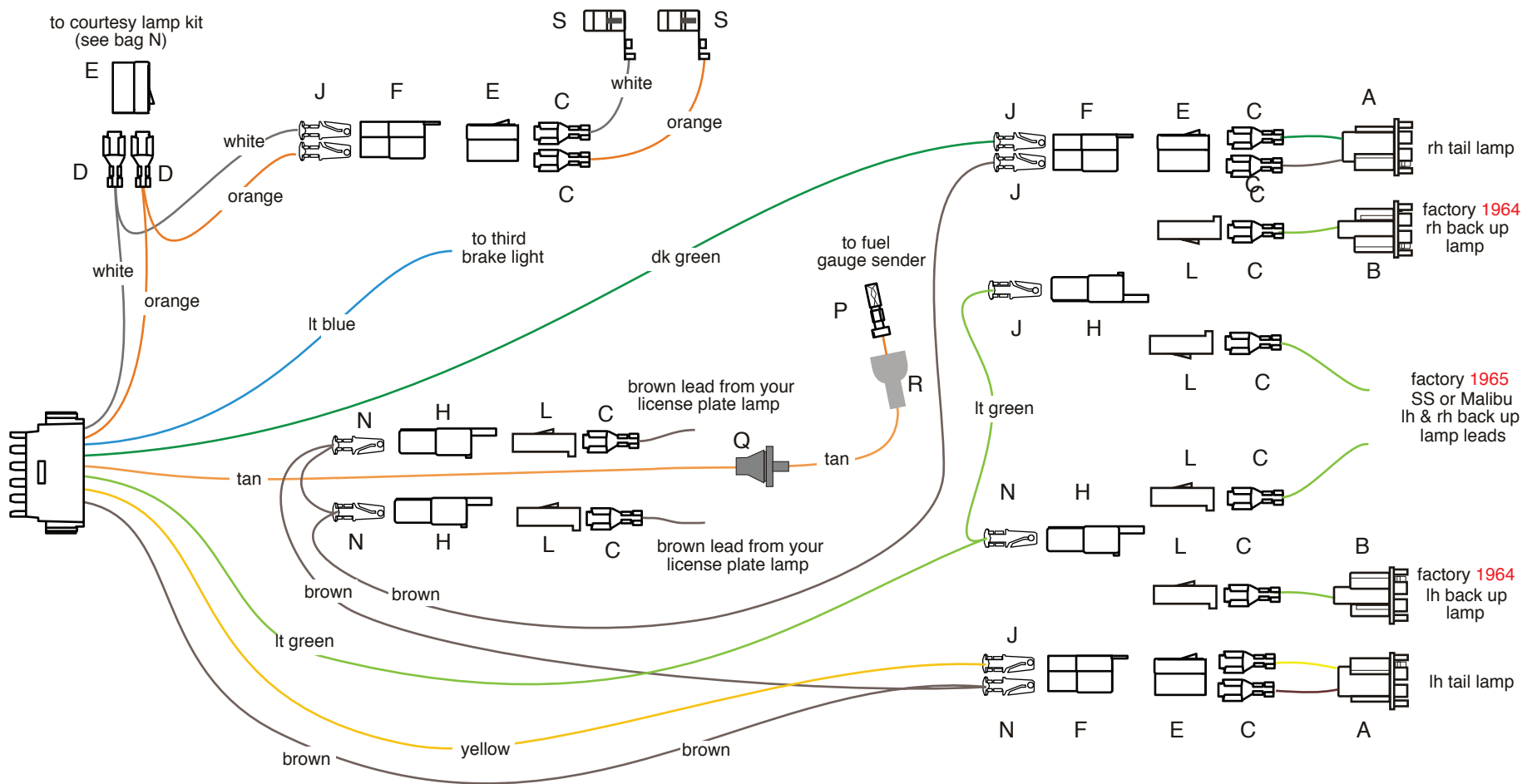
After all wires are installed from this kit, the main connector should have die-electric grease applied to the terminals. To assure a moisture resistance seal, apply silicone sealant to the outside of the main connector around each wire.

FRONT LIGHT KIT

510519

92972515 instruction rev 1.0 11/20/2023

Classic Update Series



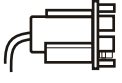
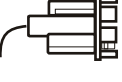



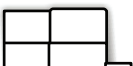






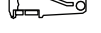

**American
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800-482-9473

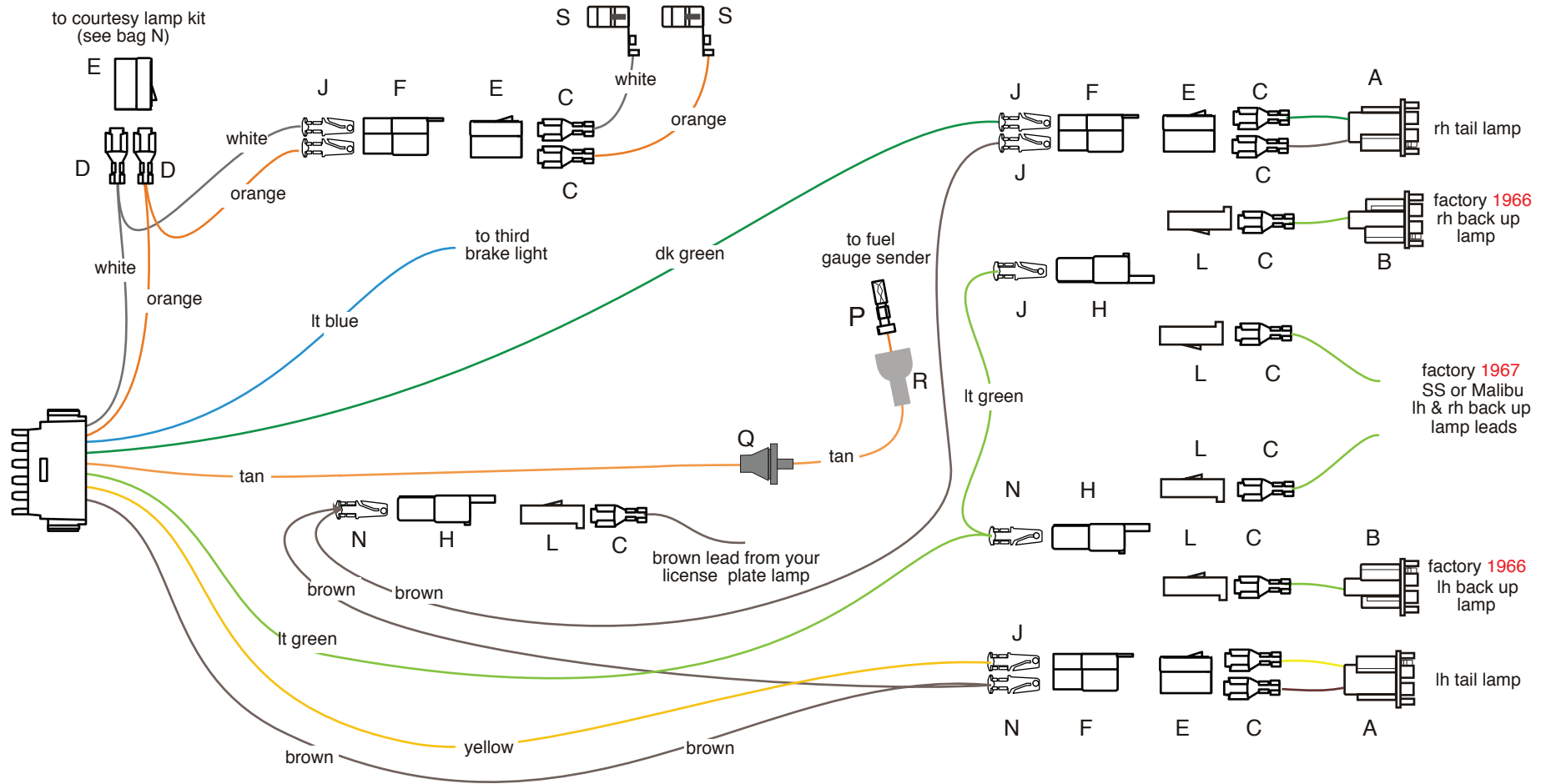
USE THIS SHEET FOR A
64-65 CHEVELLE



USE THIS SHEET FOR A 64-65 CHEVELLE CAR

		Connect the main connector to the mating connector on the dash harness 500957 bag G. Route this harness along door sill and into trunk	
A		LIGHT BLUE TAN	Third brake light Fuel Tank lead (with rubber end)
B			
C		BROWN	Parking lamps
D			
E		YELLOW	LH Stop / Tail
F		DK GREEN	RH Stop / Tail
H		LIGHT GREEN	Back up lamp feed
J		WHITE	Courtesy ground
L			
N			
P		ORANGE	Courtesy Lamp
Q			
R			
S			
		<p>Connect to the third brake lamp, if equipped. Route wires to the rear of the car, measure to proper length going thru access hole in trunk floor and to the sending unit, cut to length. Slide grommet Q onto wire in the direction shown on sheet 1, slide boot R onto wire, strip back end and crimp terminal P onto wire. Once terminal P is secured to wire, pull boot R down over terminal P and install onto sending unit. Route this wire to the left side tail light and trim to length. Double this wire with the cut off portion and install terminal N and plug into connector F. Route the loose end to the LH license plate lamp. Cut to length, and double this wire with the cut off portion, using terminal N and plug into connector H. Route the loose end to the right side license plate lamp, trim to length, install terminal N and plug into connector H. Route the loose end to the RH tail light, trim to length, install terminal J and plug into connector F. Route this wire to the LH tail lamp and cut to length and install terminal J. Plug this wire into connector F from above. Install terminal C and connector E on the tail lamp pigtail A, maintaining color continuity with connector F. Plug connector E into connector F. Route this wire to the RH tail lamp and cut to length and install terminal J. Plug this wire into connector F from above. Install terminal C and connector E on the tail lamp pigtail A, maintaining color continuity with connector F. Plug connector E into connector F. Route this wire to the LH back up lamp and trim to length and install terminal N and connector H. Route the loose end of the lt green wire to the right side back up lamp. Repeat this procedure with terminal J. On 1964 cars, install terminals C and connectors L on each of the back up pigtails B, and plug them into connectors H. On 1965 cars where the back up lamps are mounted in the rear bumper, the pigtail wire leads from your factory back up lamps will plug directly into connectors H from above. New terminals C and connectors L will need to be installed on the factory wire leads as the 1965 assemblies used a smaller terminal and connector. 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 rear pillar area of the trunk, and install terminal J and connector F. Plug into connector F in location shown on 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 S (supplied with terminal installed) into the dome lamp. Route this wire to connector F (on white wire) location and trim to length. Install terminal C and connector E, maintaining color continuity with the white wire in connector F. 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 rear pillar area of the trunk, and install terminal J and connector F. Plug into connector F in location shown on 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 orange wire S (supplied with terminal installed) into the dome lamp. Route this wire to connector F (on orange wire) location and trim to length. Install terminal C and connector E, maintaining color continuity with the orange wire in connector F.</p>	

Classic Update Series



USE THIS SHEET FOR A
66-67 CHEVELLE



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 Autowire**

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 800-482-9473

Classic Update Series **M**

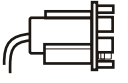
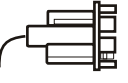





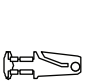

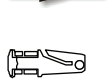

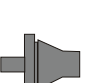

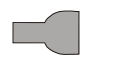
REAR BODY KIT

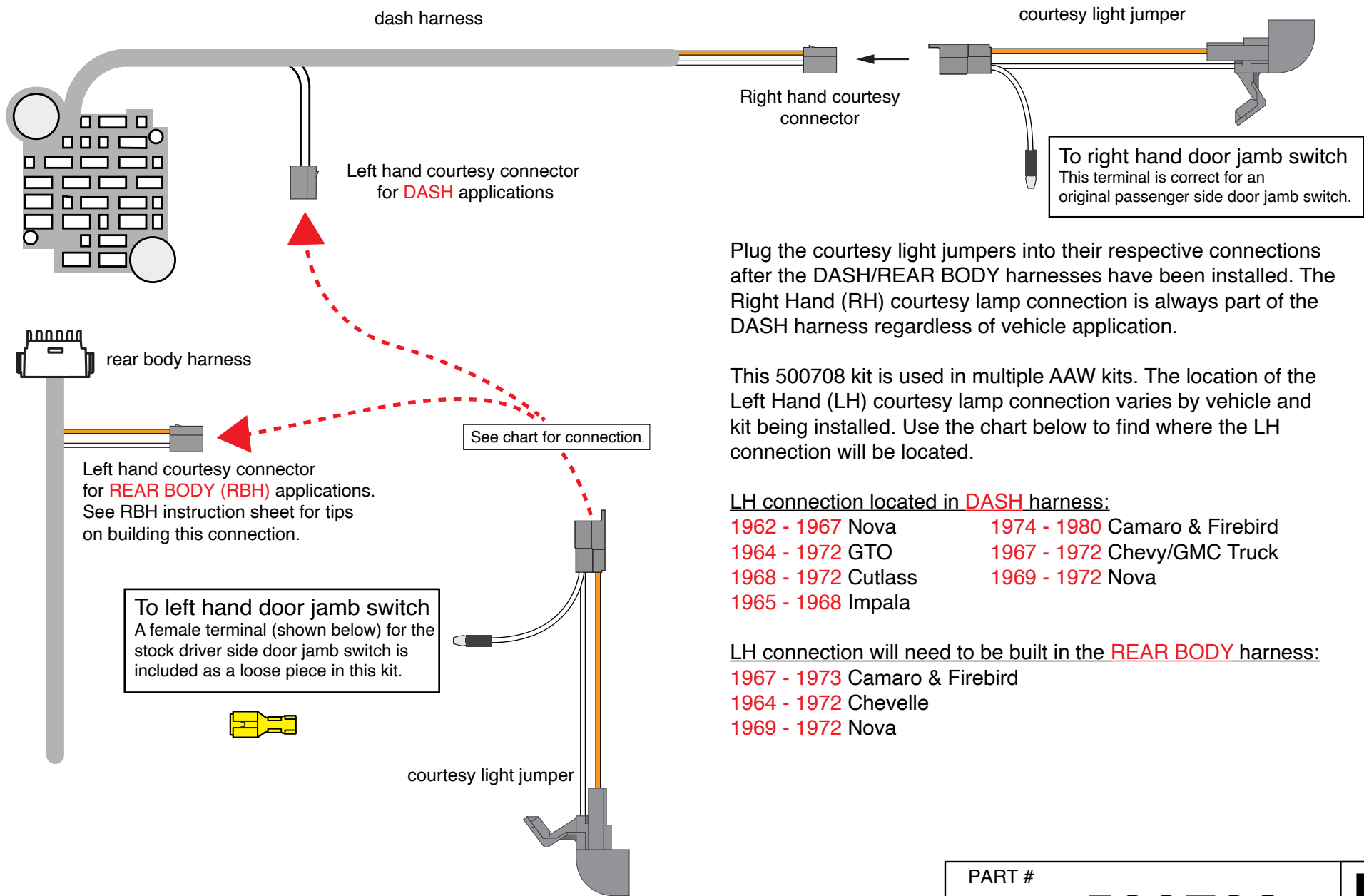
500986

92968212 instruction rev 2.0 12/23/2010

USE THIS SHEET FOR A 66-67 CHEVELLE CAR

Connect the main connector to the mating connector on the dash harness 500957 bag G. Route this harness along door sill and into trunk

A		LIGHT BLUE TAN	Third brake light Fuel Tank lead (with rubber end)	Connect to the third brake lamp, if equipped. Route wires to the rear of the car, measure to proper length going thru access hole in trunk floor and to the sending unit, cut to length. Slide grommet Q onto wire in the direction shown on sheet 3, slide boot R onto wire, strip back end and crimp terminal P onto wire. Once terminal P is secured to wire, pull boot R down over terminal P and install onto sending unit.
B		BROWN	Parking lamps	Route this wire to the left side tail light and trim to length. Double this wire with the cut off portion and install terminal N and plug into connector F. Route the loose end to the license plate lamp. Cut to length, and double this wire with the cut off portion, using terminal N, plug into connector H. Route the loose end the right side tail lamp, trim to length, install terminal J and plug into connector F.
C		YELLOW	LH Stop / Tail	Route this wire to the LH tail lamp and cut to length and install terminal J. Plug this wire into connector F from above. Install terminal C and connector E on the tail lamp pigtail A, maintaining color continuity with connector F. Plug connector E into connector F.
D		DK GREEN	RH Stop / Tail	Route this wire to the RH tail lamp and cut to length and install terminal J. Plug this wire into connector F from above. Install terminal C and connector E on the tail lamp pigtail A, maintaining color continuity with connector F. Plug connector E into connector F.
E		LIGHT GREEN	Back up lamp feed	Route this wire to the LH back up lamp and trim to length and install terminal N and connector H. Route the loose end of the lt green wire to the right side back up lamp. Repeat this procedure with terminal J. On 1966 cars, install terminals C and connectors L on each of the back up pigtails B, and plug them into connectors H. On 1967 cars where the back up lamps are mounted in the rear bumper, the pigtail wire leads from your factory back up lamps will plug directly into connectors H from above. New terminals C and connectors L may be used in the event that your originals are damaged.
F		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).
H		ORANGE	Courtesy Lamp	At the driver's side kick panel area, cut this wire an 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).
J				If you are using a dome lamp, route the loose end of this wire to the rear pillar area of the trunk, and install terminal J and connector F. Plug into connector F in location shown on 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 S (supplied with terminal installed) into the dome lamp. Route this wire to connector F (on white wire) location and trim to length. Install terminal C and connector E, maintaining color continuity with the white wire in connector F.
L				At the driver's side kick panel area, cut this wire an 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).
N				If you are using a dome lamp, route the loose end of this wire to the rear pillar area of the trunk, and install terminal J and connector F. Plug into connector F in location shown on 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 orange wire S (supplied with terminal installed) into the dome lamp. Route this wire to connector F (on orange wire) location and trim to length. Install terminal C and connector E, maintaining color continuity with the orange wire in connector F.
P				
Q				
R				
S				



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:

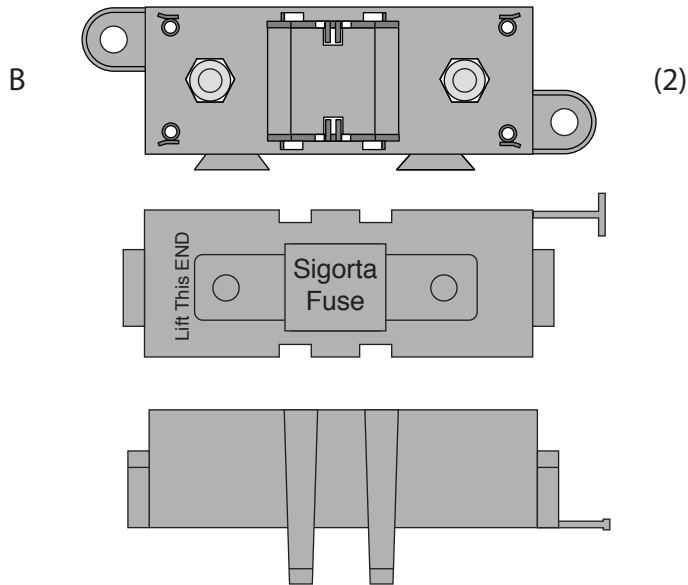
Courtesy Light Kit

92966085

Rev 2.0 JDM

02/10/2023

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



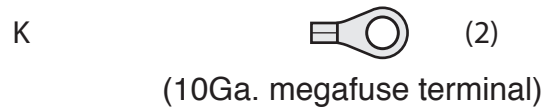
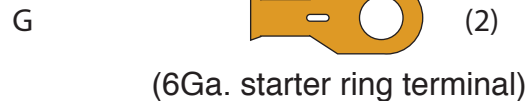
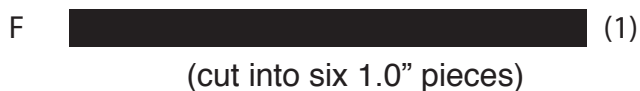
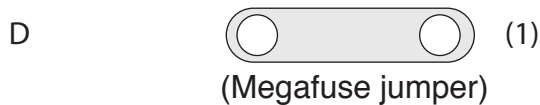
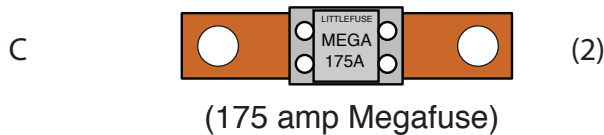
1. On this page, you will find the wire, fuse bodies, fuses, boot, ring terminals, and shrink tubing (items A through K) that are necessary to connect your alternator and main power feed for your new AAW wiring kit. Please be sure that all of the necessary components are present before starting this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

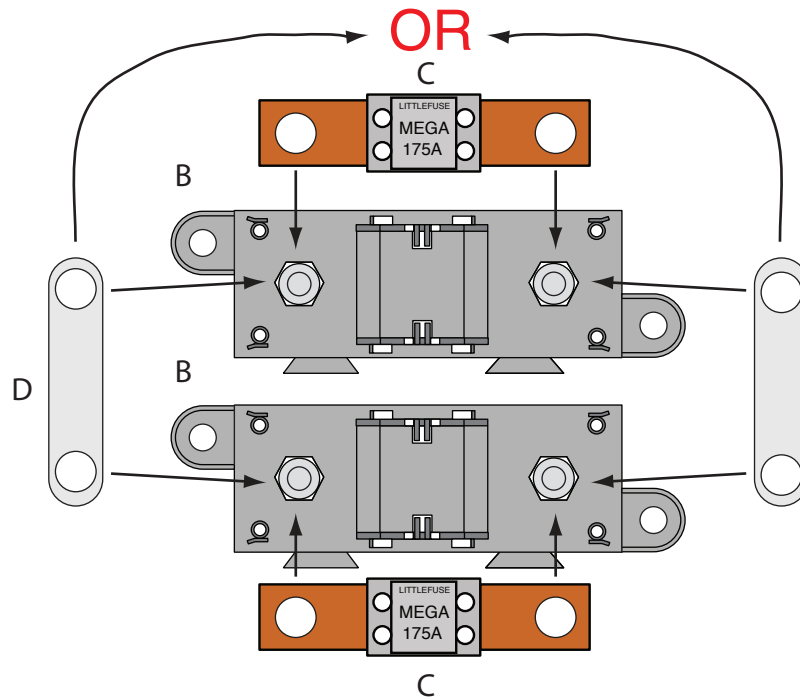
510476

Z

DESCRIPTION:

Alternator and Main Power
 Connection Kit
 Various Applications

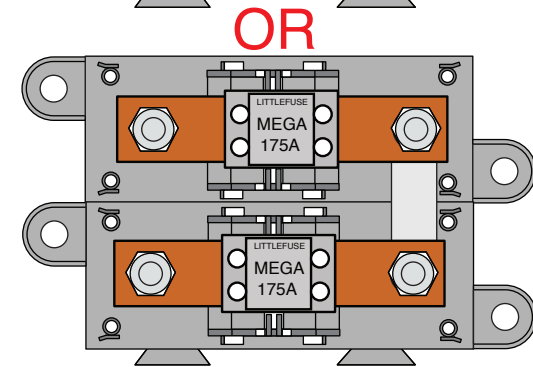
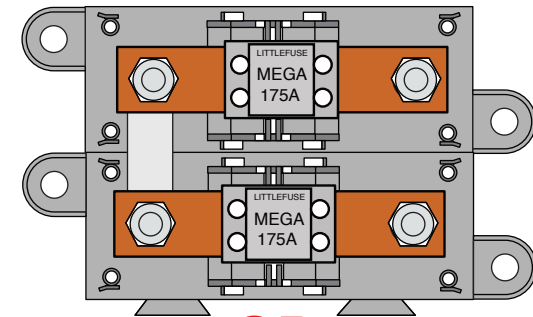
92972153 instruction sheet rev 0.1 6/24/2019



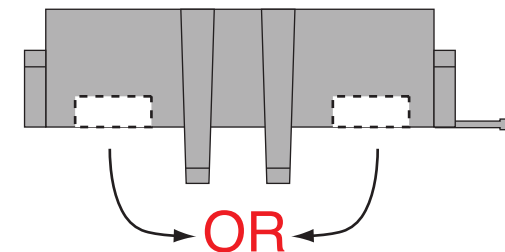
Assembling the (2) Megafuse assemblies

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 #

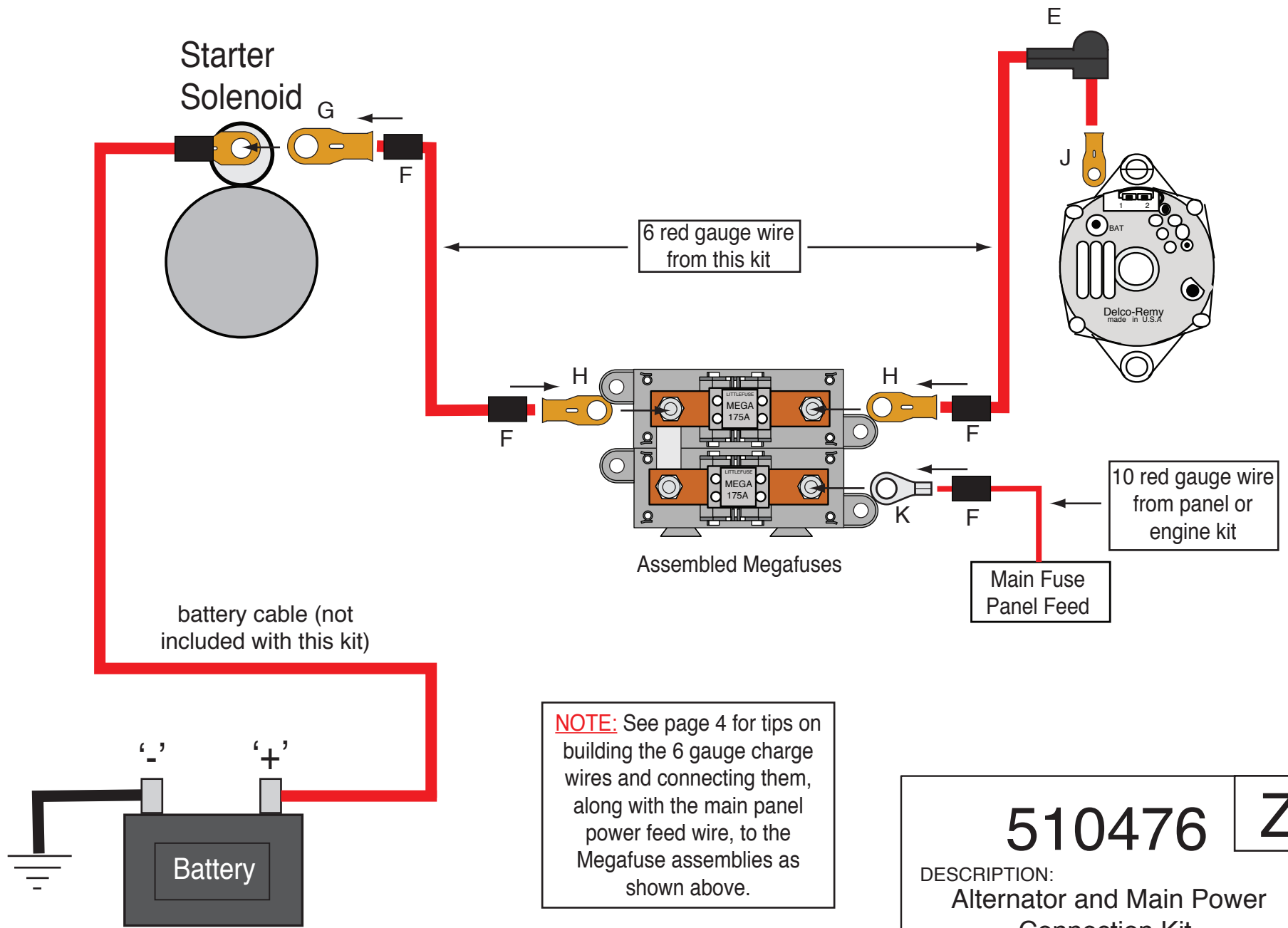
510476

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 style="margin: 0;">510476</h1>	Z
<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.

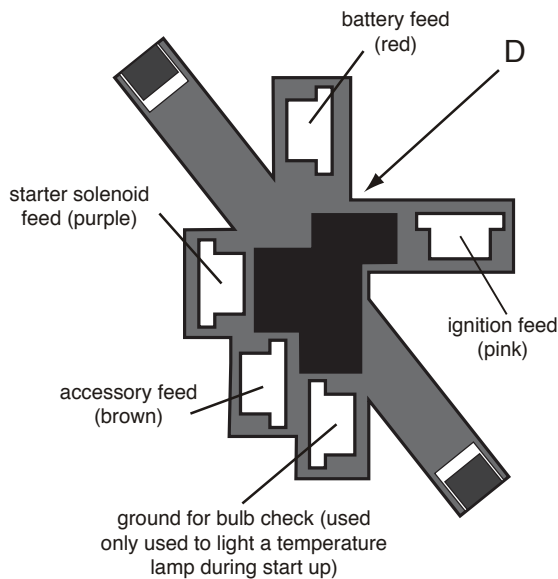
510476

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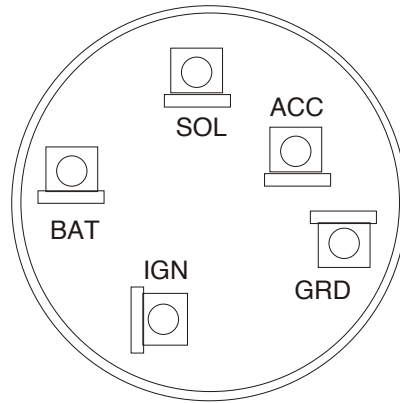
DESCRIPTION:

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

92972153 instruction sheet rev 0.1 6/24/2019



NOTE: New terminals are provided if needed.



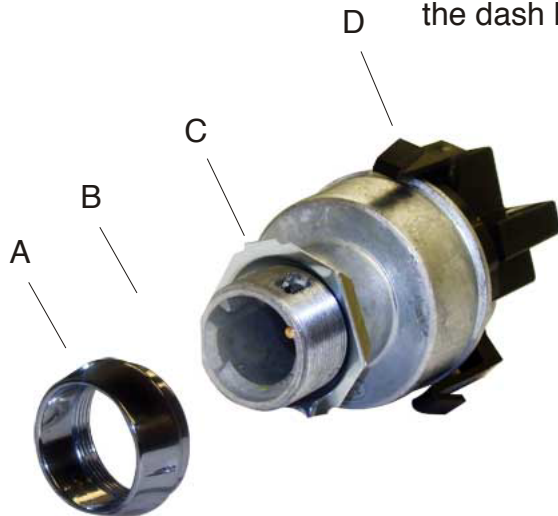
INSTALLATION

NOTE: The instruction sheet packaged with this switch shows a copper lamp holder bracket. That bracket is not used in this application and its installation can be ignored.

1. Due to the nature of the chrome plating on threaded collar A, AAW recommends threading the nut on and off of the switch by hand a few times to clean up the threads before installing the switch into your dash.
2. Plug in connector D from the dash wiring harness (bag G).
3. Install the back-up nut C onto the switch. The depth of this nut will have to be determined when mounting the switch.
4. Insert the switch into the hole in the dash panel.
5. Install your original dash bezel plate at location B.
6. Screw on threaded collar A
7. Insert your New AAW lock cylinder into the new switch to complete your installation.

NOTE: Looking into the face of the connector. Wires are plugging in from behind.

This connector is on the dash harness



NOTE: Please keep in mind that this is an upgraded switch, not an original replacement, and as such, the flat side on this switch may be in a different location than was your original. If you mount this new AAW switch in your dash and the flat side is in fact in a different location, the key may not line up as the original did. This will not alter the performance of the switch in any way. If you wish for your key to line up as it did in the OEM application, you will need to file out the flat spot in your original dash opening so that the switch can be rotated to the correct position. Once the backing nut C is set so that the depth of the switch is correct for your application, and bezel nut A is firmly tightened, the switch will be secure and will not rotate.



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IGNITION SWITCH
Classic Update Series
VARIOUS APPLICATIONS

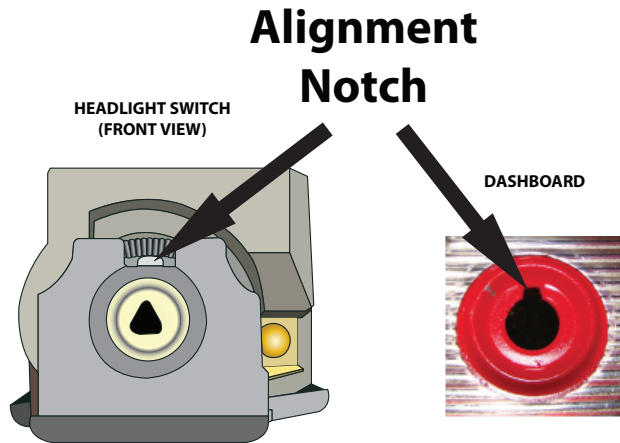
510705

92972600 instruction rev 0.0 10/8/2019

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.

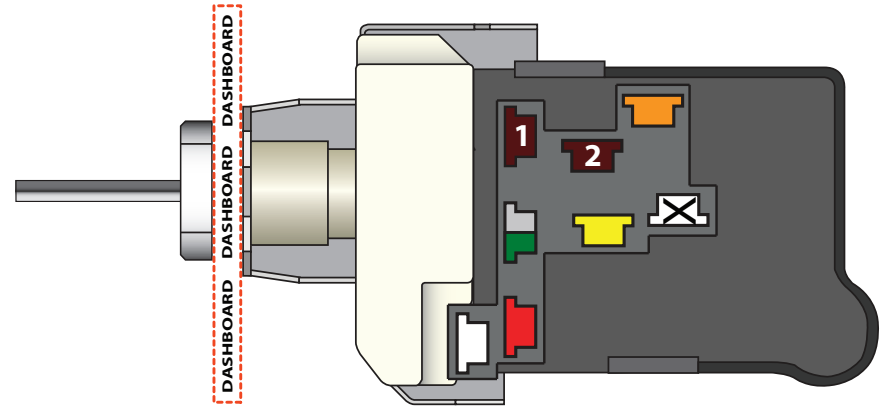


2. Install the switch mounting nut and tighten.

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

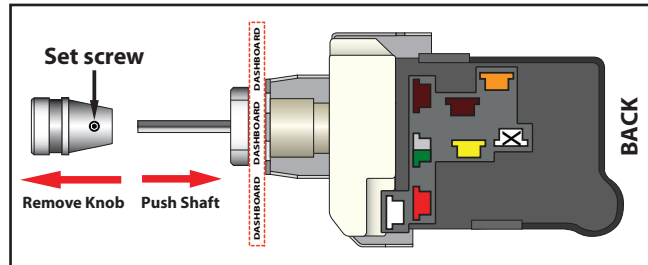
92964649 Rev 3.0 1/10/2020

To Trim Shaft to Fit or Remove Shaft:

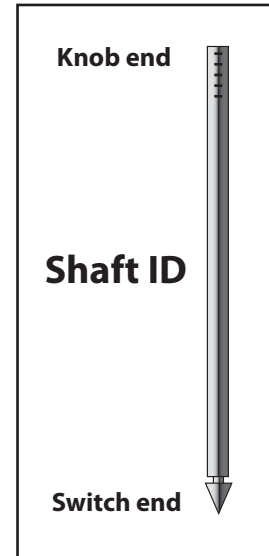
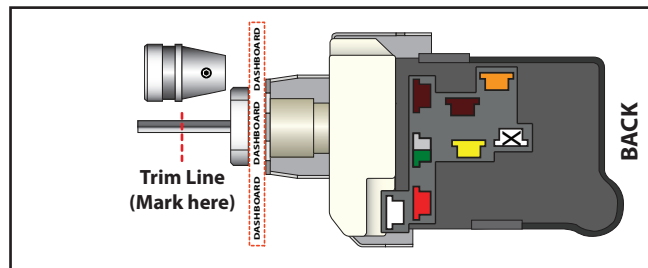
The headlight shaft knob should extend from the face of the mounting nut, and must allow enough clearance for the switch to turn off. If the shaft is longer than necessary for your specific dash it can be trimmed to fit. Always trim the knob end of the shaft only and follow the guidelines below for best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

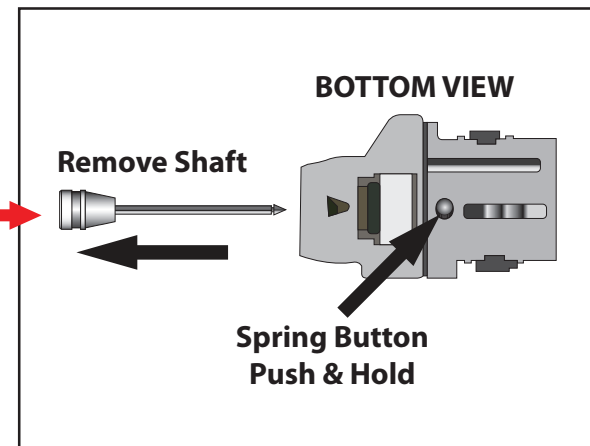
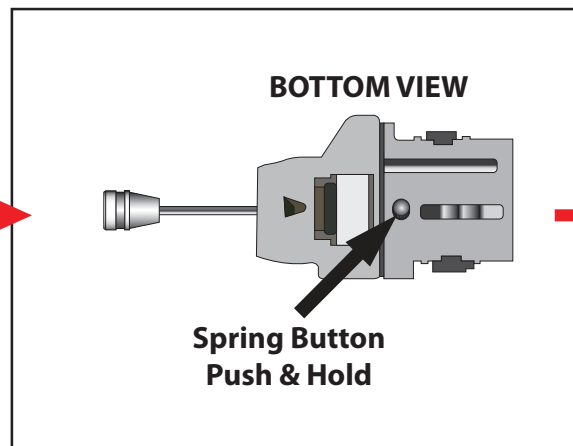
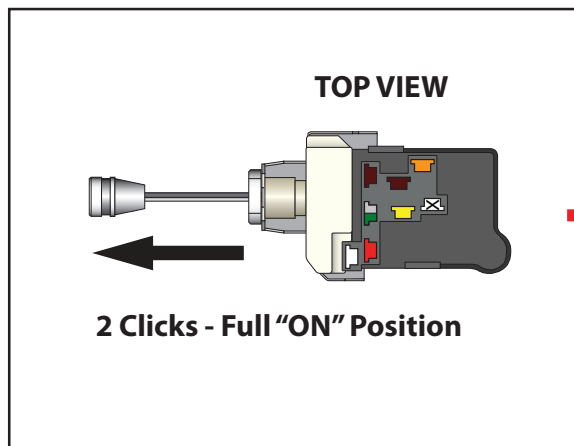
Switch in OFF position
(shaft pushed all the way in)

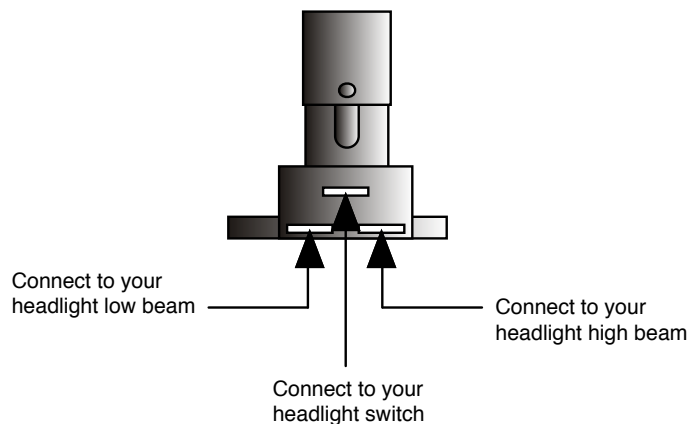


2. Set knob alongside shaft and mark the desired location for cutting on the shaft.



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.





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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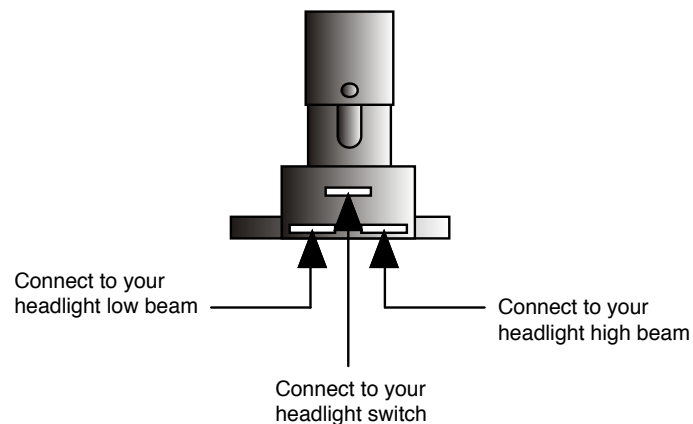
PART #

500042

DESCRIPTION:

DIMMER SWITCH

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