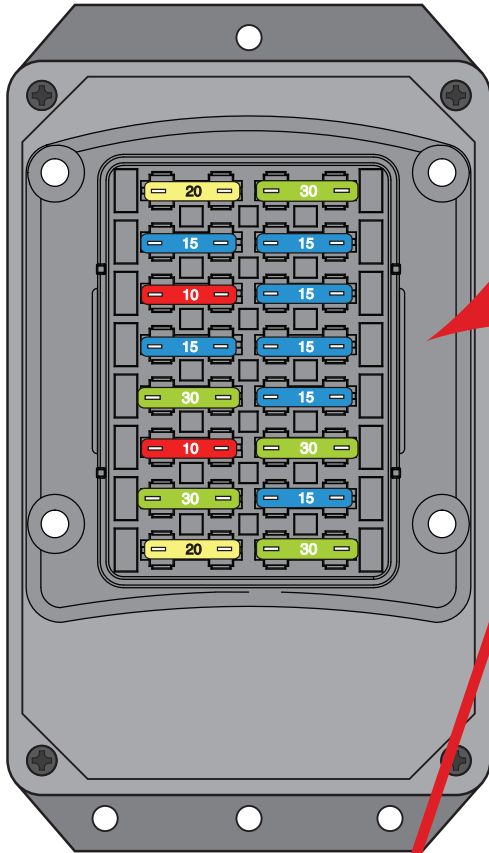
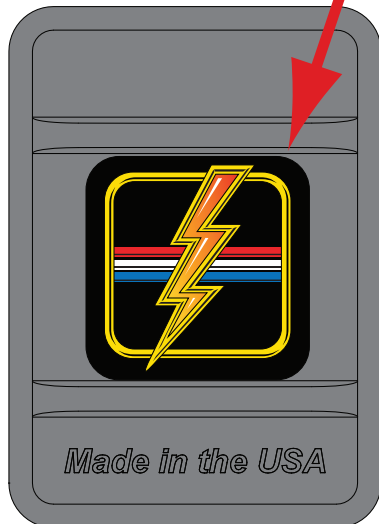


Fuse Box



Fuse Box Lid



**NOTE:**

If your fuse box and fuse box lid look like this, these **ARE** the correct instructions for your application. If the word "BUSSMANN" appears on your fuse box or fuse box lid, you have an earlier version of this kit and these **ARE NOT** the correct instructions.

**KIT BOX CONTENTS:**

<u>Number</u>	<u>Description</u>
510476	Alternator and Main Power Connection Kit
510879	AAW Main Fuse Panel
510011	Alternator, Starter, Headlight Groud Wiring Kit
500042	Dimmer Switch
500257	Ignition Switch Adapter for GM Column
500332	Headlight Switch
510212	Fuse, Relay & Flasher Kit
510805	Ignition Switch
500919	Practice Terminal Kit
92973554	Kit Instructions
92973595	Warning Sheet



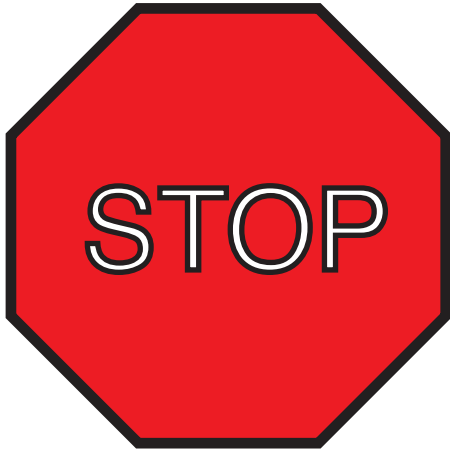
**American  
Autowire**

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Builder 19  
Universal Wiring System

**510006**

92973792 rev. 0.0 03/22/2024



## 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 and all accessories that connect to this kit must be rated at 12 volts. The kit will not support 6 volt accessories.
3. This kit supports the use of aftermarket 12 volt heater and A/C systems.
4. 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.
5. This kit **WILL NOT** support the use of an 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.
6. This kit **IS NOT** set up with a resistance wire or ballast resistor 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 extra parts (ballast resistor) that are not included in this kit will be required to complete that operation.



## 510006 - Builder 19 Wiring Kit

This kit contains the following components:

<u>Bag</u>	<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
	500042	Dimmer Switch	1
	500257	Ignition Switch Adapter - GM Column	1
	500332	Headlight Switch	1
	510805	Ignition Switch	1
	500919	Terminal Practice kit	1
	510879	Builder 19 Series Fuse Panel Harness	1
	510011	Alternator - Starter Connection kit	1
	510012	Fuse - Flasher - Relay - Parts kit	1
Z	510476	Alternator and Main Power Connection kit	1
	92973554	Instruction Sheet	1
	92973595	Warning and Contents 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.



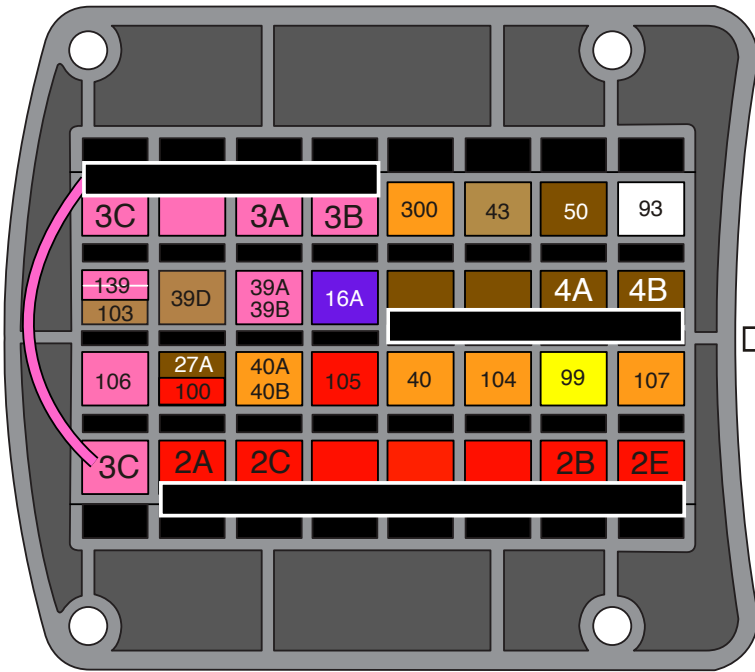
www.americanautowire.com 856-933-0801

# 510006

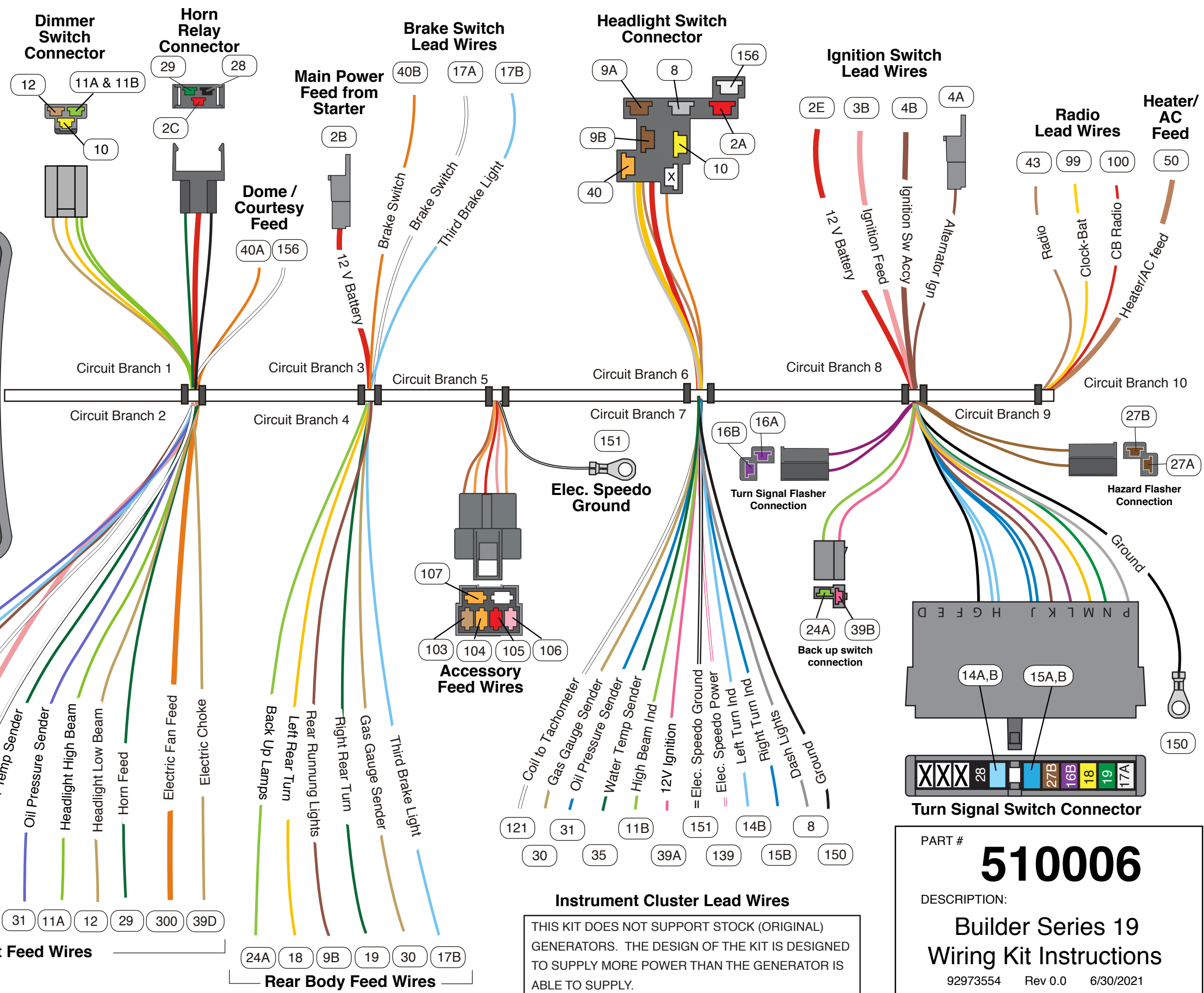


# American Autowire

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**Fuse Box Connections**  
(viewed from underside)



**Instrument Cluster Lead Wires**  
THIS KIT DOES NOT SUPPORT STOCK (ORIGINAL) GENERATORS. THE DESIGN OF THE KIT IS DESIGNED TO SUPPLY MORE POWER THAN THE GENERATOR IS ABLE TO SUPPLY.

PART #  
**510006**  
DESCRIPTION:  
**Builder Series 19**  
**Wiring Kit Instructions**  
92973554 Rev 0.0 6/30/2021

## Installation instructions

### Main Fuse Panel

The Main Fuse Panel harness is designed to be mounted under the dash at the firewall in an area close to the steering column. The instructions for the main dash harness are presented by circuit branch and identifies each circuit's function and wire color.

### Circuit Branch 1 - Horn and Dimmer Switch connections

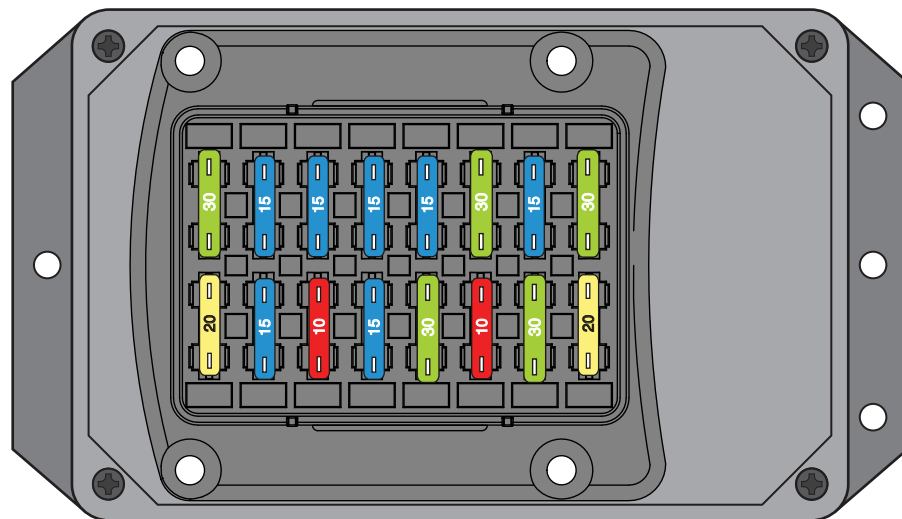
1. Insure that the **Horn relay** is plugged into the connector. No further action is required.
2. Insure that the **Dimmer switch** is plugged into the connector.
3. The orange **Dome Courtesy Feed** wire (40A) routes to the courtesy light power feed. Most courtesy lights are activated by the headlight switch or individual door jamb switches setting a ground connection.
4. The white **Courtesy Ground** wire (156) routes to the courtesy light ground. This wire enables the headlight switch to turn on the courtesy lights.

### Circuit Branch 2- Front end connections

1. Select the dark blue **Right Front Turn** wire (15A) and connect it to the right front directional lamp socket. If you are using a single front directional light with an 1157 or dual filament bulb, this wire would be connected to the high filament of the bulb.
2. Select the light blue **Left Front Turn** wire (14A) and connect it to the left front directional lamp socket. If you are using a single front directional light with an 1157 or dual filament bulb, this wire would be connected to the high filament of the bulb.
3. Select the brown **Park Lights** wire (9A) and connect it to both of the front park / running light sockets. If you are using a single front directional light with an 1157 or dual filament bulb, this wire would be connected to the low filament of each of the front running lights. An in-line splice of this wire will be necessary to accommodate wiring of both of the front park / running lights.
4. Select the white **Coil to Tachometer** wire (121). This can be connected directly to the "tach" terminal on a GM HEI distributor, to the negative (-) side of the coil, or a tach connection in an aftermarket ignition module such as an MSD module. See the installation instructions for the type of distributor you are using for specific connection requirements.
5. Select the pink **12V Ignition** wire (3A). This is the 12 volt power source for the distributor. This can be connected directly to the distributor, as in a GM HEI distributor, to a ballast resistor as in a points type distributor, or to the ignition power source for an aftermarket ignition module such as an MSD module. See the installation instructions for the type of distributor you are using for specific connection requirements.
6. Select the white **Wiper feed** wire (93). Route and connect it to the wiper motor power connection.
7. Select the dark green **Water Temp Sender** wire (35). Route and connect it to the water temperature sender.
8. Select the dark blue **Oil Pressure Sender** wire (31). Route and connect it to the electric oil pressure sender.
9. Select the light green **Headlight High Beam** wire (11A) and tan **Headlight Low Beam** wire (12). Route and connect these wires to the headlights. An in-line splice of this wire will be necessary to accommodate wiring of both of the headlights. Using the supplied terminals and connectors, connect these wires along with the headlight ground wires to the headlight connectors according to the orientation in the diagram on this page.
10. Select the dark green **Horn feed** wire (29). Route and connect it to the horn power terminal. If your horn has a separate ground terminal, you must supply this ground wire as it is not included in the kit.
11. Select the orange **Electric Fan Feed** wire (300). **THIS WIRE MUST BE CONNECTED TO A FAN RELAY!** This wire is the relay key on trigger connection and should be connected to terminal (85 or 86) of the relay. Optional fan relay kits 500479, 500511, 500784, 510829, 510001, and 510002 are available from American Autowire to accommodate fan amperage requirements.
12. Select the tan **Electric Choke** wire (39D). Route and connect it to the electric choke terminal at the carbureator. Your choke housing is more than likely self grounded, but if not, you will have to supply a ground wire as it is not provided.

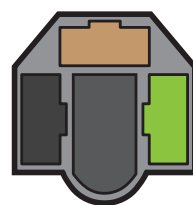
Pwr. Window 30A - IGN	8
Hazard 15A - BAT	7
Stop/Courtesy 15A - BAT	6
Power Locks 15A - BAT	5
Park Lights 15A - BAT	4
Power Seat 30A - BAT	3
Clock/Radio 15A - BAT	2
Batt - Spare 30A - BAT	1
Fuel Pump 20A - IGN	16
Elec. Choke 15A - IGN	15
Gauges, B/U 10A - IGN	14
Turn 15A - IGN	13
Engine Fan 30A - ACC	12
Radio 10A - ACC	11
Heat/AC 30A - ACC	10
Wiper 20A - ACC	9

Fuse label on inside of Fuse Box lid

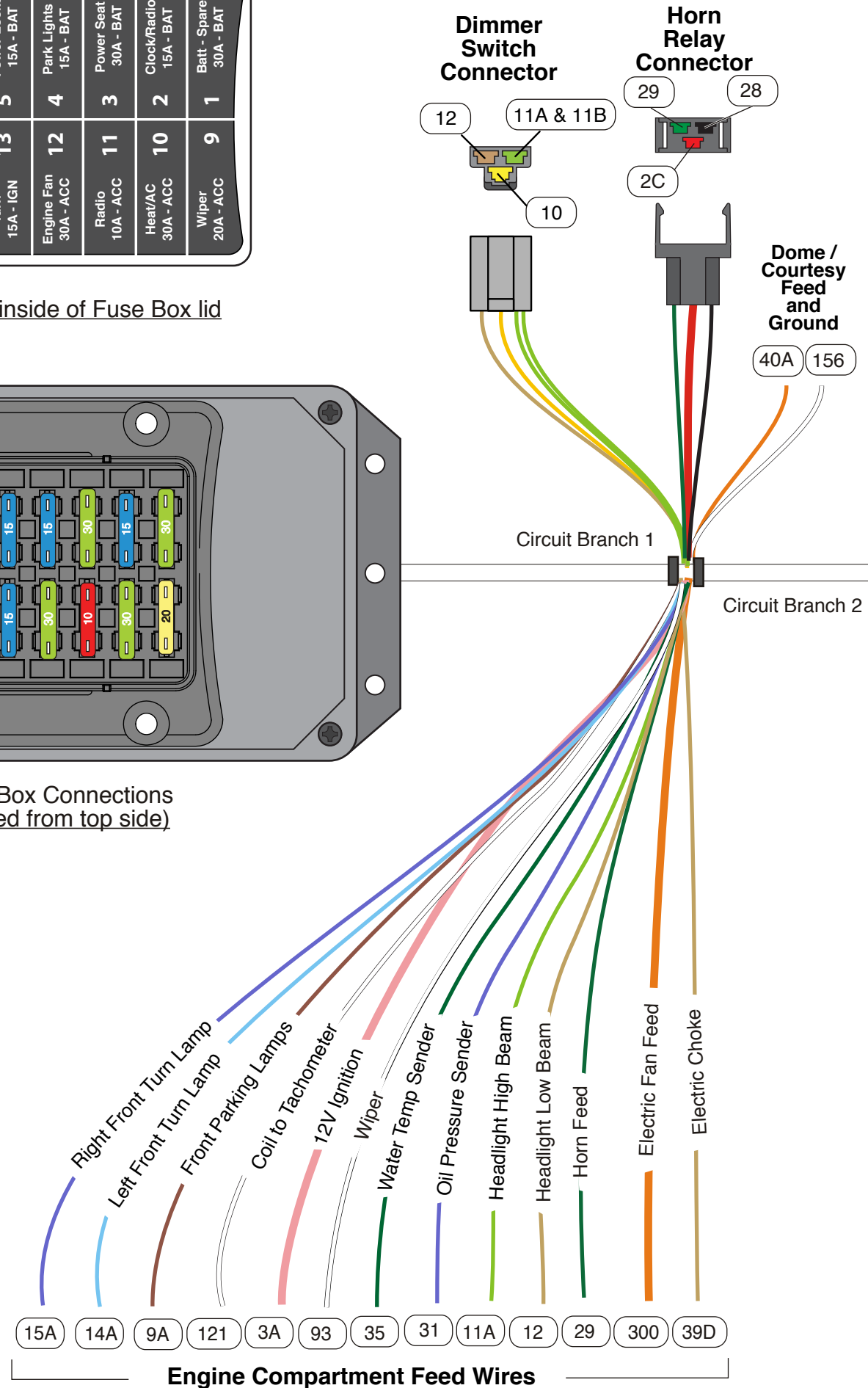
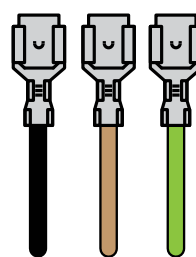


Fuse Box Connections (viewed from top side)

### Headlamp Connection



Wire entry view



Engine Compartment Feed Wires



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PART #

**510006**

DESCRIPTION:

**Builder Series 19  
Wiring Kit Instructions**

92973554 Rev 0.0 6/30/2021

### Circuit Branch 3 - Main Power and Brake Switch Connections

1. Select the orange **Brake Switch** wire (40B) and connect it to the input side of the brake switch.
2. Select the white **Brake Switch** wire (17A) and connect it to the output side of the brake switch.
3. Select the light blue **Third Brake Light** wire (17B). If you are using a third brake light, route this wire together with the white **Brake Switch** wire (17A) and connect them both to the output side of the brake switch. If you are not using a third brake light, the light blue **Third Brake Light** wire (17B) should be taped back against the harness and left unconnected or removed from the main harness.
4. \*Connect circuit 2B to the main power input red wire from the 510011 subkit (red 10 gauge wire). See page 5 for detailed view.

### Circuit Branch 4 - Rear Body Connections

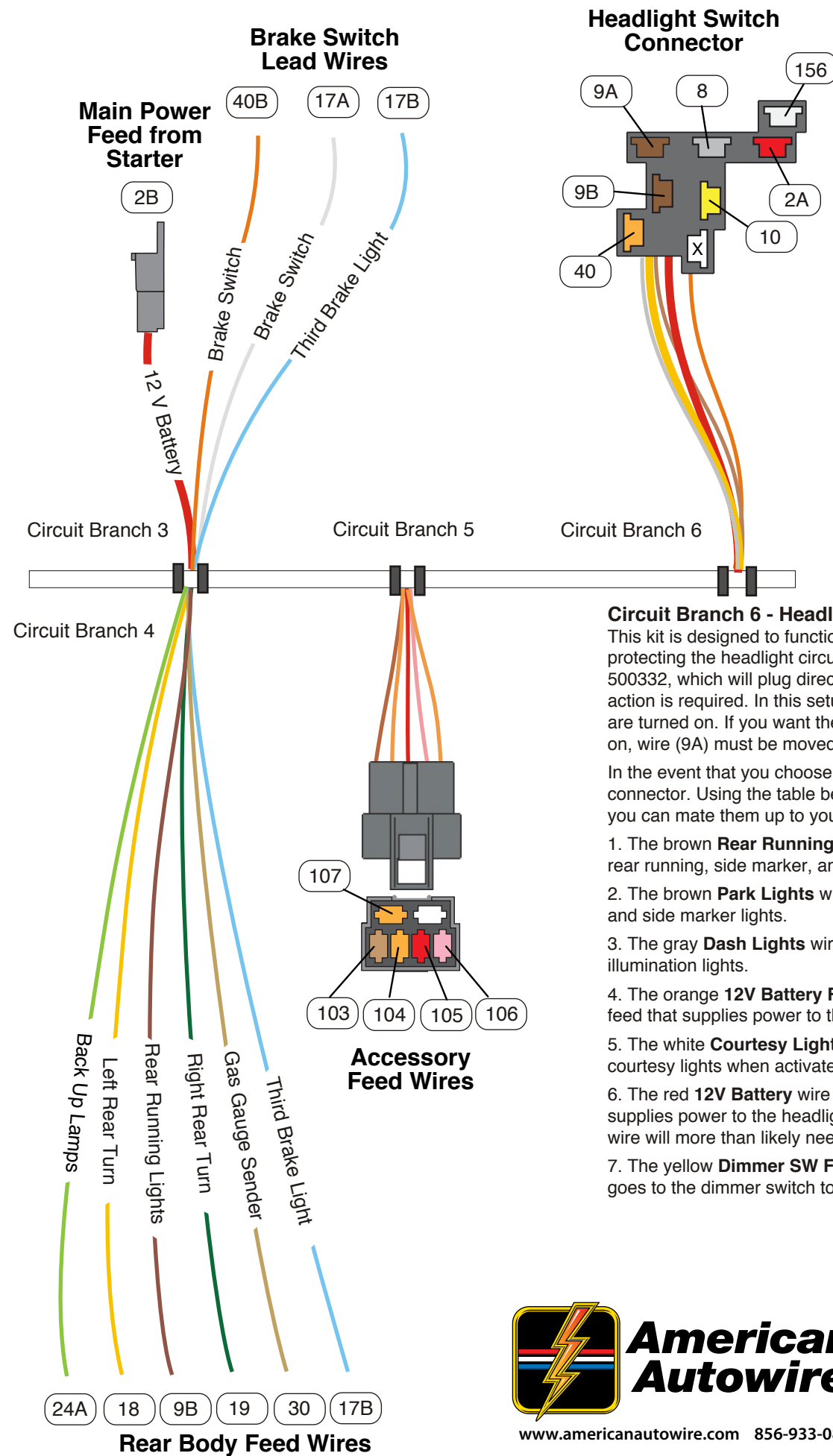
Route the rear body wires to the rear of the car and connect as follows:

1. Select the yellow **Left Rear Turn** wire (18) and connect it to the left rear directional lamp socket. If you are using a single tail light with an 1157 or dual filament bulb, this wire would be connected to the high filament of the bulb.
2. Select the dark green **Right Rear Turn** wire (19) and connect it to the right rear directional lamp socket. If you are using a single tail light with an 1157 or dual filament bulb, this wire would be connected to the high filament of the bulb.
3. Select the **Rear Running Lights** wire (9B) and connect it to the rear running lamp socket. If you are using a single tail light with an 1157 or dual filament bulb, this wire would be connected to the low filament of each of the rear running lights. An in-line splice of this wire will be necessary to accommodate wiring of both of the rear running lights.
4. Select the light blue **Third Brake Light** wire (17B). If you are using a third brake light, route this wire to the third brake light assembly. If you are not using a third brake light, this wire should be taped back against the harness and left unconnected or removed from the main harness.
5. Select the tan **Gas Gauge Sender** wire (30). Route this wire to your fuel tank and connect it to the terminal on the fuel tank sender unit.
6. Select the light green **Back Up Light** wire (24A) and connect it to the LH and RH back up lights. An in-line splice of this wire will be necessary to accommodate wiring of both of the back up lights.

### Circuit Branch 5 - Accessory Feed Wire Connections

This kit provides 5 optional additional fused power circuits that can be connected to various items using the included terminals and disconnect as follows:

wire #	Type	color	Printing	Function
103	Ignition	Tan	Fuel Pump	Fuel pump power.
104	Battery	Orange	Power Seats	Power seats power.
105	Battery	Red	Power Locks	Power door locks power.
106	Accessory	Pink	Power windows	Power windows power.
107	Battery	Orange	12 volt battery fused	Spare 12 volt battery fused power.



### Circuit Branch 6 - Headlight Switch Connection Kit

This kit is designed to function with a GM style lighting switch with an internal circuit breaker protecting the headlight circuit. We have supplied you with a new lighting switch, P/N 500332, which will plug directly into this connector. If you use this new switch, no further action is required. In this setup the front parking lights will remain on when the headlights are turned on. If you want the front parking lights to go off when the headlights are turned on, wire (9A) must be moved from location 2 to location 8 in the headlight switch connector.

In the event that you choose to run your own lighting switch, just cut the wires from the connector. Using the table below, you will find the function of each of those wires so that you can mate them up to your chosen switch.

1. The brown **Rear Running Lights** wire (9B) from location 5 of the connector is for the rear running, side marker, and license plate lights.
2. The brown **Park Lights** wire (9A) from location 2 of the connector is for the front parking and side marker lights.
3. The gray **Dash Lights** wire (8) from location 3 of the connector is for the dashboard illumination lights.
4. The orange **12V Battery Fused** wire (40) from location 7 is a fused secondary power feed that supplies power to the tail, parking, and dash illumination lights.
5. The white **Courtesy Light Ground** wire (156) from location 1 supplies the ground for the courtesy lights when activated.
6. The red **12V Battery** wire (2) from location 4 is an **un-fused** primary power feed that supplies power to the headlights only. If you chose to use a different lighting switch, this wire will more than likely need to be fused.
7. The yellow **Dimmer SW Feed** wire (10) from location 6 is the headlight output wire that goes to the dimmer switch to operate the high and low beam headlight.



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PART #

**510006**

DESCRIPTION:

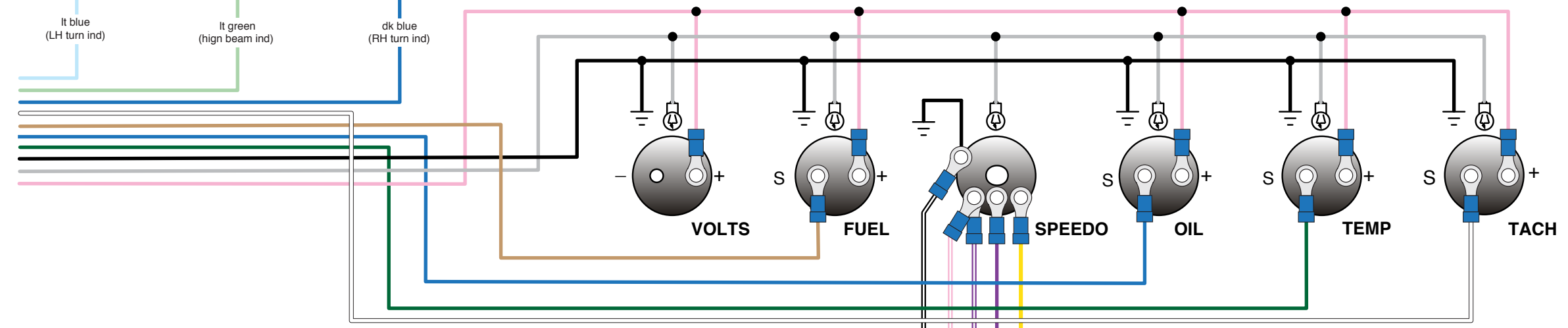
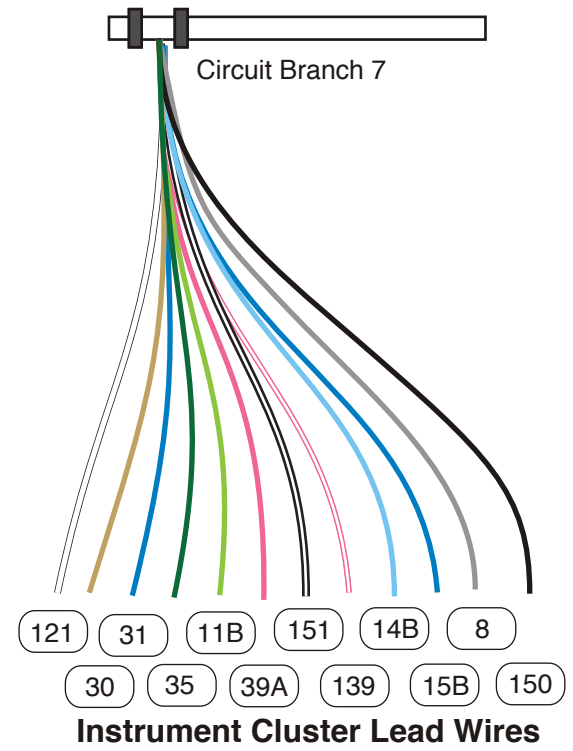
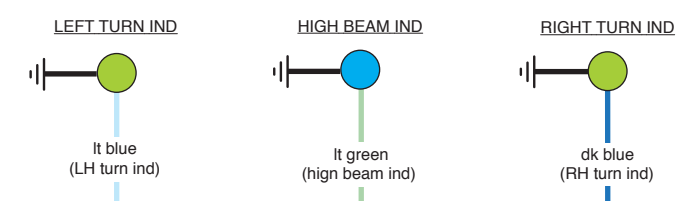
**Builder Series 19  
Wiring Kit Instructions**

92973554 Rev 0.0 6/30/2021

# Gauge Cluster harness (aftermarket gauges) installation instructions:



## TURN SIGNAL AND HI-BEAM LIGHT CONNECTIONS



These wires are only used with an electronic speedometer

**NOTE:** These three wires are found in the 510011 sub-kit

### Circuit Branch 7 - Instrument Cluster Wiring

Shown above and to the left is a typical installation with electric tach and gauges and an electronic speedometer. Mechanical speedometers will only require the light leads. The (3) VSS lead wires are supplied separately in sub-kit 510011 and can be ignored for mechanical speedometers. **It is best to consult the gauge and speedometer manufacturer's instructions if you have any questions.**

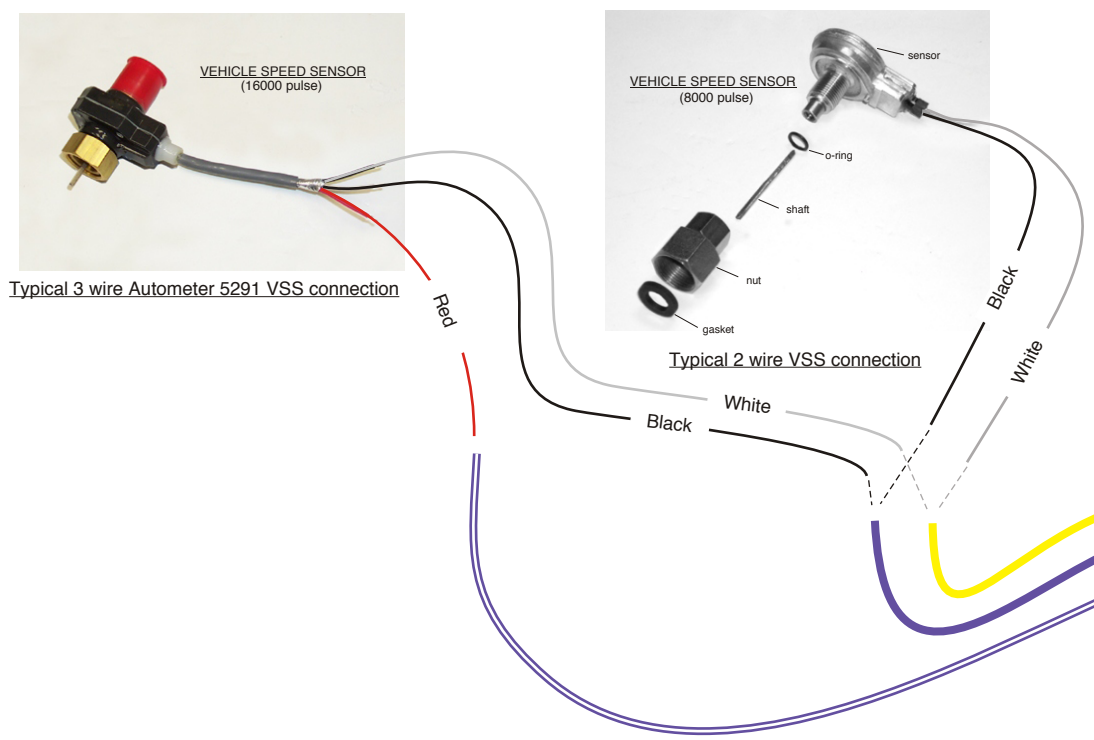
### NOTE: ELECTRIC SPEEDO WIRES ARE LISTED BELOW

- 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.

### Instrument Cluster Connections

**NOTE:** The 8, 39A and 150 wires are used at multiple locations and an in-line splice will need to be created to accommodate all the covered items

1. 150 Main cluster ground circuit.
2. 39A Fused 12v lead for each gauge.
3. 8 Dash lamp illumination feed for cluster.
4. 11B Hi beam indicator lamp feed.
5. 14B Left turn indicator lamp feed.
6. 15B Right turn indicator lamp feed.
7. 30 Gas gauge sender wire for gas gauge.
8. 31 Oil pressure sender wire for oil pressure gauge.
9. 35 Water temp sender wire for temperature gauge.
10. 121 Pulse wire from coil/ignition for tach.
11. 139 Separate fused 12v lead for electric speedometer.
12. 151 Separate ground wire for electric speedometer.



**Note:** The yellow VSS ground and purple VSS signal wire need to be twisted together over their entire length

- VSS ground wire: To the speedo ground on speedometer.
- VSS signal wire: To the speedo signal on speedometer.
- VSS power wire: To the speedo power wire on speedometer.

PART # **510006**

DESCRIPTION:  
**Builder Series 19**  
**Wiring Kit Instructions**

92973554 Rev 0.0 6/30/2021

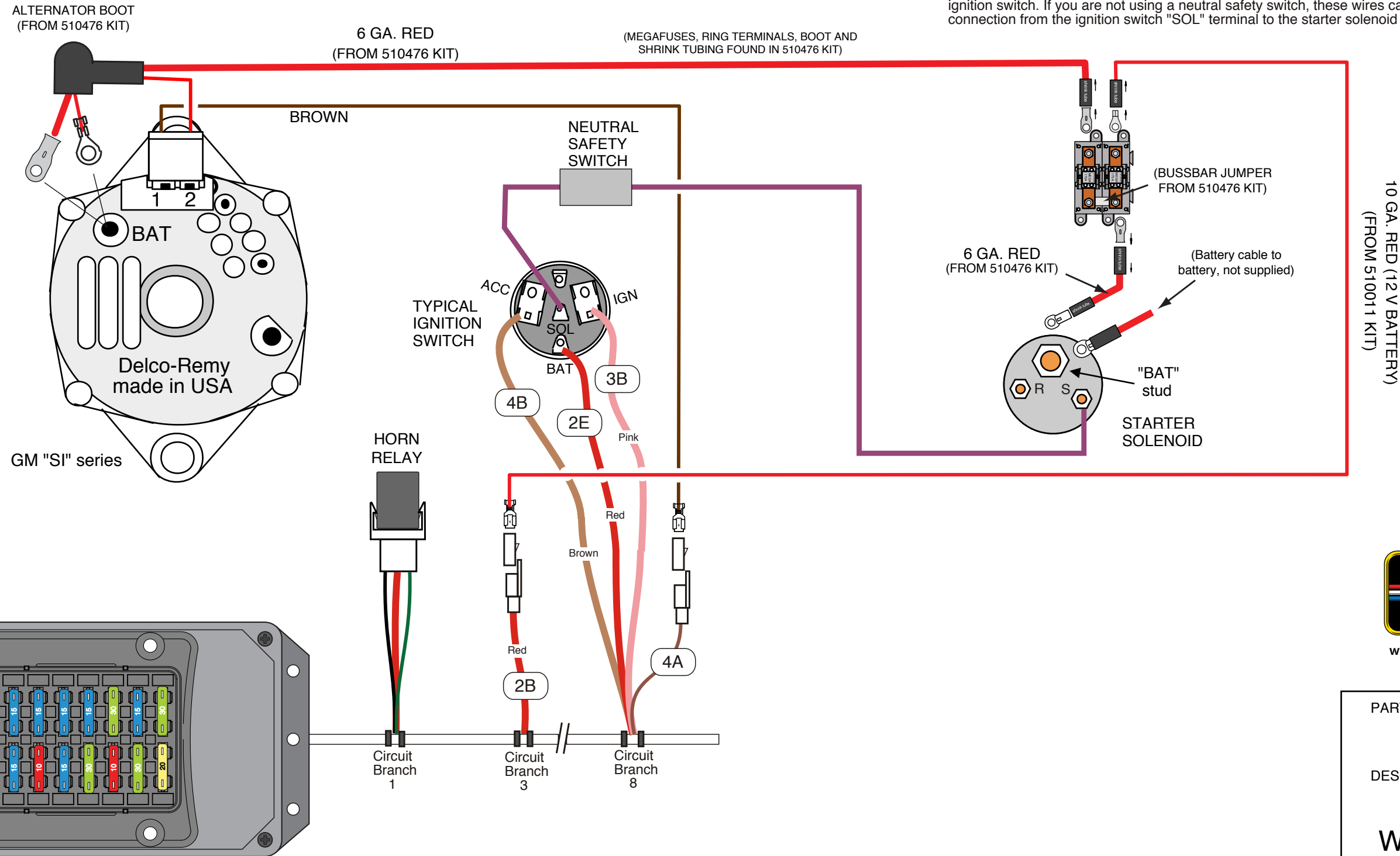
### Circuit Branch 8 - Ignition Switch Connections

Connect these lead wires as follows:

1. Select the red **12 V Battery** wire (2E) and connect it to the battery terminal on the ignition switch.
2. Select the pink **Ignition Feed** wire (3B) and connect it to the ignition terminal on the ignition switch.
3. Select the heavy brown **Ignition SW Accessory** wire (4B) and connect it to the accessory terminal on the ignition switch.

### Alternator and Starter Wiring.

1. The 6 ga. red wires, ring terminals, heat shrink and their installation procedures can be found in the 510476 Alternator and Main Power Connection kit.  
The following wires can be found in the 510011
2. Select the 10ga red 12V Battery wire, apply ring terminal and heat shrink from the 510476 kit to one end and install as shown at the left. Route the other end from Megafuse to the red (2B) wire on the main harness. Cut to length, apply the appropriate female terminal and connector as shown at the left, and plug into the 2B wire on the main harness.
3. Select the brown Alternator Ign alternator exciter wire. Route this wire to the dash harness. Cut to length, apply the appropriate terminal and connector, and plug into the dash harness brown Alternator Ign exciter connection wire (4A) on the main dash harness. If you are using a one wire alternator, this exciter wire, and the 2 way alternator connector, will not be used. Subsequently, the only connection at the alternator will be the power connection to the alternator power stud.
4. Select the purple Starter Solenoid wire. Route this wire from the neutral safety switch to the "S" terminal on the starter solenoid.
5. Select the purple Neutral Safety Switch wire. Route this wire from the neutral safety switch to the "SOL" terminal on the ignition switch. If you are not using a neutral safety switch, these wires can be connected together to create a direct connection from the ignition switch "SOL" terminal to the starter solenoid "S" terminal.



PART #  
**510006**  
DESCRIPTION:  
**Builder Series 19  
Wiring Kit Instructions**  
92973554 Rev 0.0 6/30/2021



**Circuit Branch 8 - Ignition Switch Connections**

These connections were covered on page 5 but will be included here for clarity:

1. Select the red **12 V Battery** wire (2E) and connect it to the battery terminal on the ignition switch.
2. Select the pink **Ignition Feed** wire (3B) and connect it to the ignition terminal on the ignition switch.
3. Select the heavy brown **Ignition SW Accessory** wire (4B) and connect it to the accessory terminal on the ignition switch.

**Circuit Branch 9 - Turn Signal Switch Connections**

This kit is designed to function with a GM style turn signal switch. This connector mates to a 3 7/8 inch long plug used on GM columns from 1969-1974. It is also used on many aftermarket steering columns. From 1975 on the GM switch used a 4 1/4 inch connector. The connector is from the same family and uses the same terminals. By using the supplied mating connector it is easy to adapt any GM column to the kit as the color codes and cavity locations for the turn signal switch wires are the same. Orient the turn signal switch connector as shown in the diagram. Notice the letters on the face of the connector. These correspond to the connector cavities. The function of each wire within the cavities is as follows:

wire #	cavity	color	Printing	Function
28	G	Black	Horn Relay Ground	Horn button ground to the horn relay trigger
14A&B	H	Light Blue	Left Front Turn	Feeds the left front turn lamp bulb high filament and the left turn dash indicator lamp.
15A&B	J	Dark Blue	Right Front Turn	Feeds the right front turn lamp bulb high filament and the right turn dash indicator lamp.
27	K	Brown	Turn Sw - Hazard	4 way hazard power feed wire from the Hazard flasher "L" terminal.
16	L	Purple	Turn Switch Feed	Turn signal power feed wire from the Turn Signal flasher "L" terminal.
18	M	Yellow	Left Rear Turn	Feeds the left rear turn and brake lamp bulb high filament.
19	N	Dark Green	Right Rear Turn	Feeds the right rear turn and brake lamp bulb high filament..
17A	P	White	Brake Switch	Power feed wire from the output side of the brake switch.

**Circuit Branch 9 - Turn Signal and Hazard Flasher Connections**

1. The purple **Turn Switch Feed** wire (16A) is a 12 volt fused ignition wire from the fuse box to the Turn Signal Flasher "X" terminal.
2. The purple **Turn Switch Feed** wire (16B) is a 12 volt fused ignition wire from the Turn Signal Flasher "L" terminal to the Turn Signal Switch connector cavity "L".
3. The brown **Turn Sw - Hazard** wire (27A) is a 12 volt fused battery wire from the fuse box to the Hazard Flasher "X" terminal.
4. The brown **Turn Sw - Hazard** wire (27B) is a 12 volt fused battery wire from the Hazard Flasher "L" terminal to the Turn Signal Switch connector cavity "K".

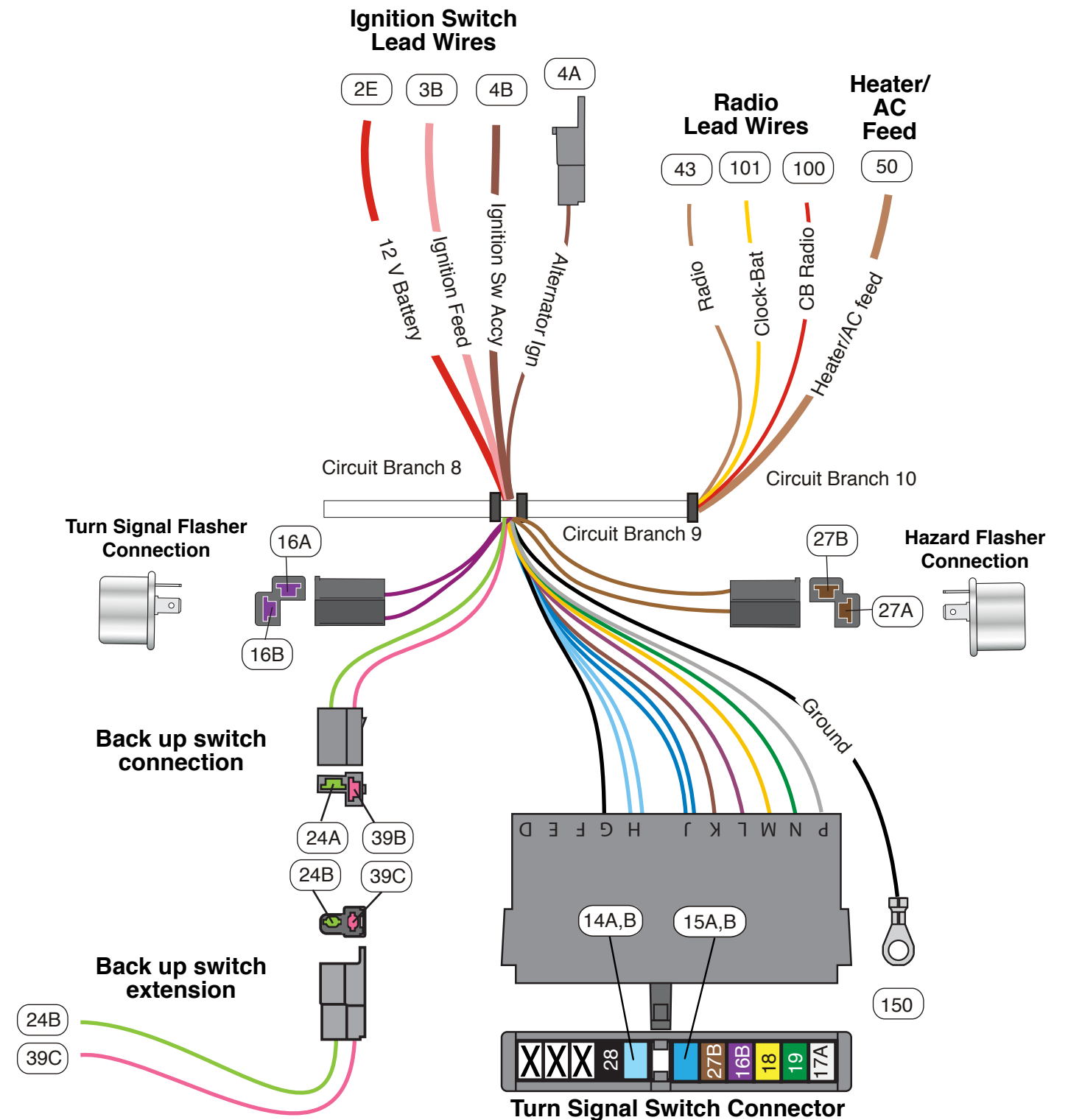
**Circuit Branch 9 - Back Up Lamp Connections**

If your car has back up lamps, locate the (24B and 39C) Back Up Lamp Extension harness and plug it into the back lamp connection (24A and 39B) on the dash harness. Route the loose ends of the back up lamp extension (24B and 39C) over to your back up lamp switch. Connect the lt. green and pink wires to either connection on your back up lamp switch. Polarity does not usually mater with this connection as it is simply a "power in and power out" connection.

1. The lt. green back up switch **feed** wire (24B) is a 12 volt fused feed wire from the back up lamp switch to the rear body.
2. The pink fused 12V ignition feed wire (39C) is a 12 volt fused ignition wire from the fuse panel to the back up lamp switch.

**Circuit Branch 10 - Radio and Heater Connections**

1. The tan **Radio** wire (43) is a 12 volt fused ignition wire that can be used for the main radio power.
2. The red **CB Radio** wire (100) is a 12 volt fused battery wire that can be connected to a CB radio or any other radio function requiring an ignition or accessory power source.
3. The yellow **Clock - Bat** wire (101) is a 12 volt fused battery wire that can be connected to a clock radio or clock that requires a 12 volt battery power source.
4. The brown **Heater/ AC Feed** wire (50) is connected to the heater or A/C harness ignition power terminal.

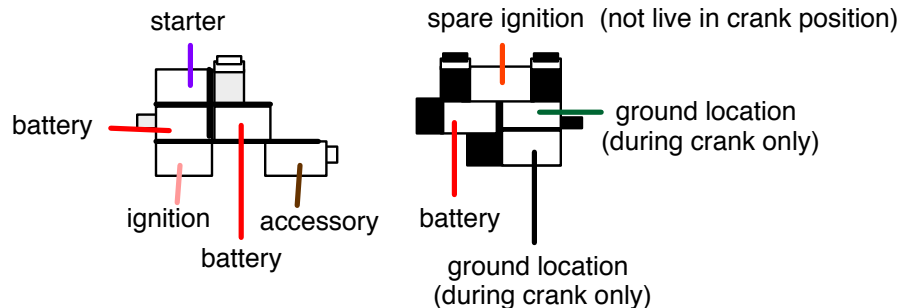


PART # **510006**

DESCRIPTION:  
**Builder Series 19**  
**Wiring Kit Instructions**

92973554 Rev 0.0 6/30/2021

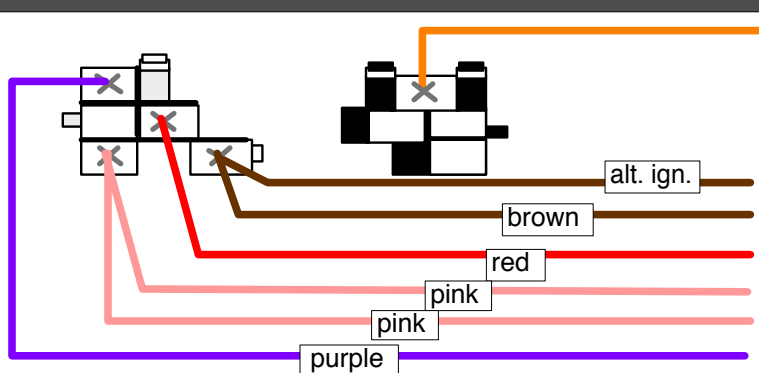
# GENERAL PURPOSE FUNCTIONS



## NOTE:

1. All connector cavities in the black and white connectors use a 56 series .25 female terminal with the exception of the "spare ignition cavity" which requires the wider 59 series .31 female terminal included in the bag.
2. After installing the proper wires into the ignition switch connectors, the white connector should be plugged into the ignition switch first, then the black connector. The black connector must be plugged into switch, as this will lock the white connector to switch.

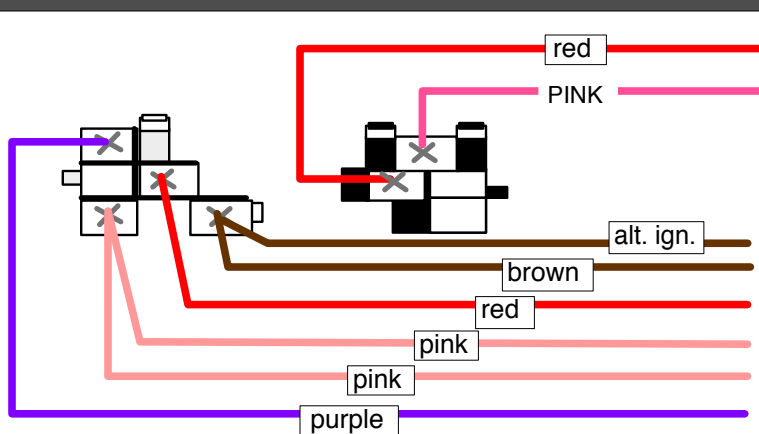
connection to the: Highway 22 wiring system  
Power Plus 13, 16, and 20 wiring systems



optional power (wire not supplied) (not live in crank position)

(Hwy. 22 only) to alternator  
to panel accessory bus  
to panel battery bus  
to distributor coil (not used on PP13 and 20)  
to panel ignition bus (PP13 and 20)  
to starter solenoid

connection to the: Highway 15 wiring system  
Comp- 9 wiring system



from starter solenoid battery post  
optional power (wire not supplied) (not live in crank position)

(Hwy. 15 only) to alternator  
to panel accessory bus  
to panel battery bus  
to distributor coil  
to panel ignition bus  
to starter solenoid



# American Autowire

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PART #

# 500257

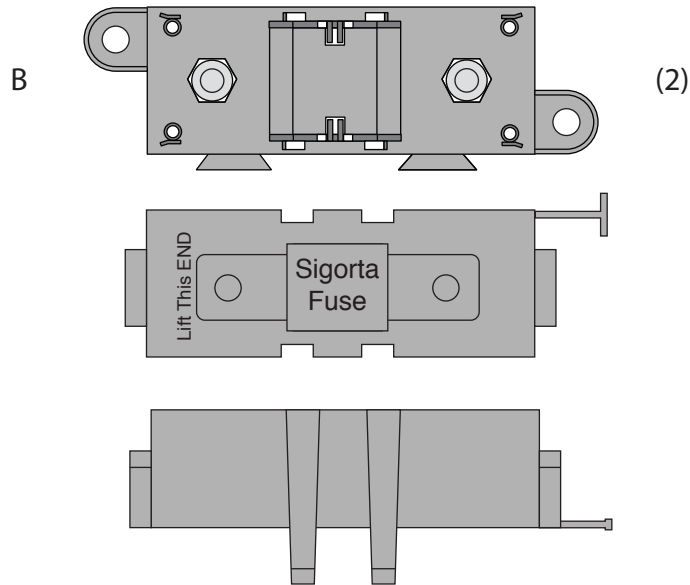
DESCRIPTION:

IGNITION SWITCH CONNECTION KIT  
GM COLUMN MOUNT

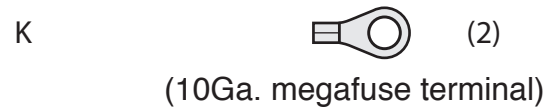
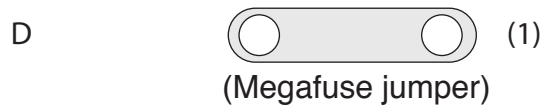
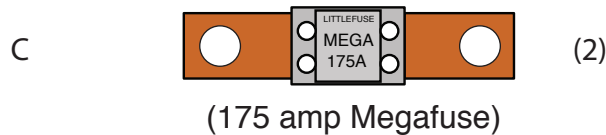
92964516 instruction sheet

Rev 10.0 10/25/2011

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



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



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

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

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

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



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PART #

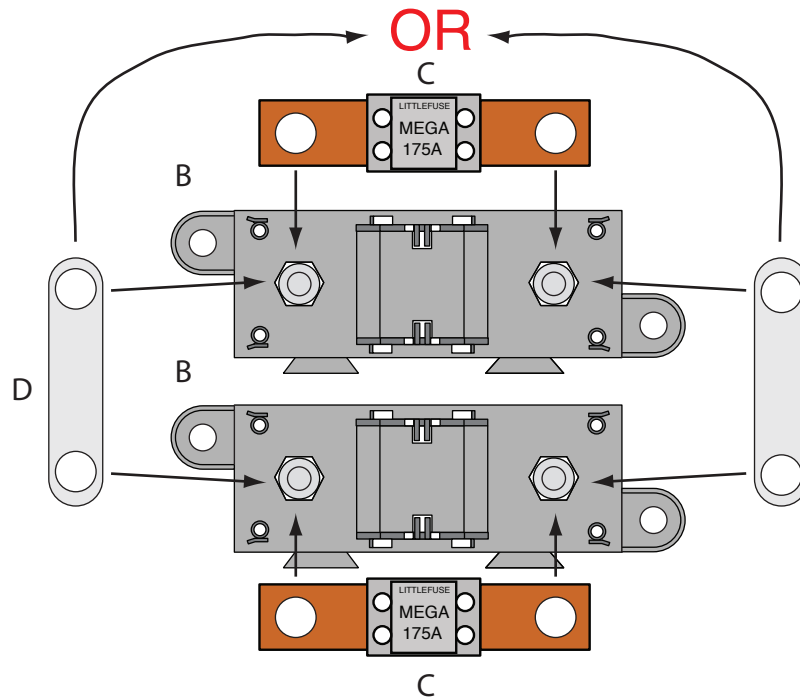
**510476**

**Z**

DESCRIPTION:

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

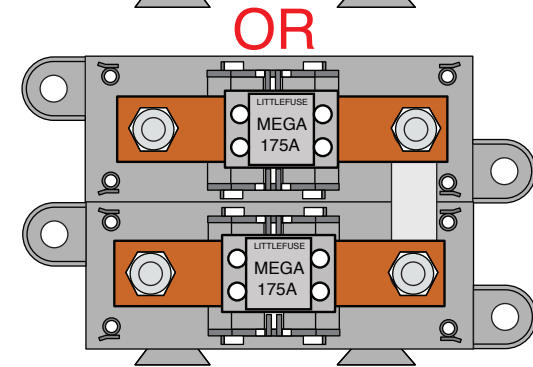
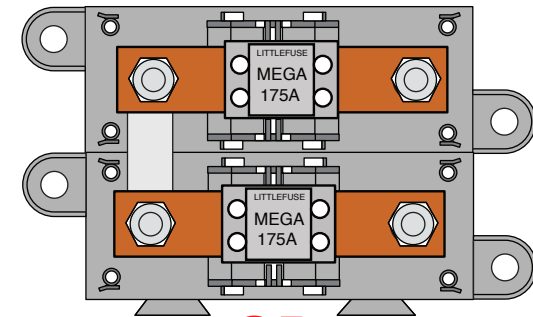
92972153 instruction sheet rev 0.1 6/24/2019



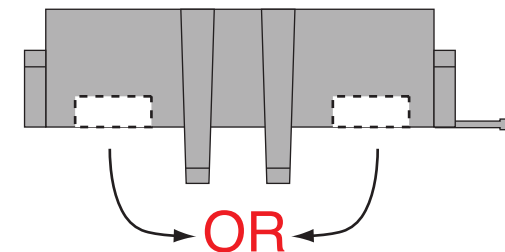
## Assembling the (2) Megafuse assemblies

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

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



## Assembled Megafuses



## Notched Cover

PART #

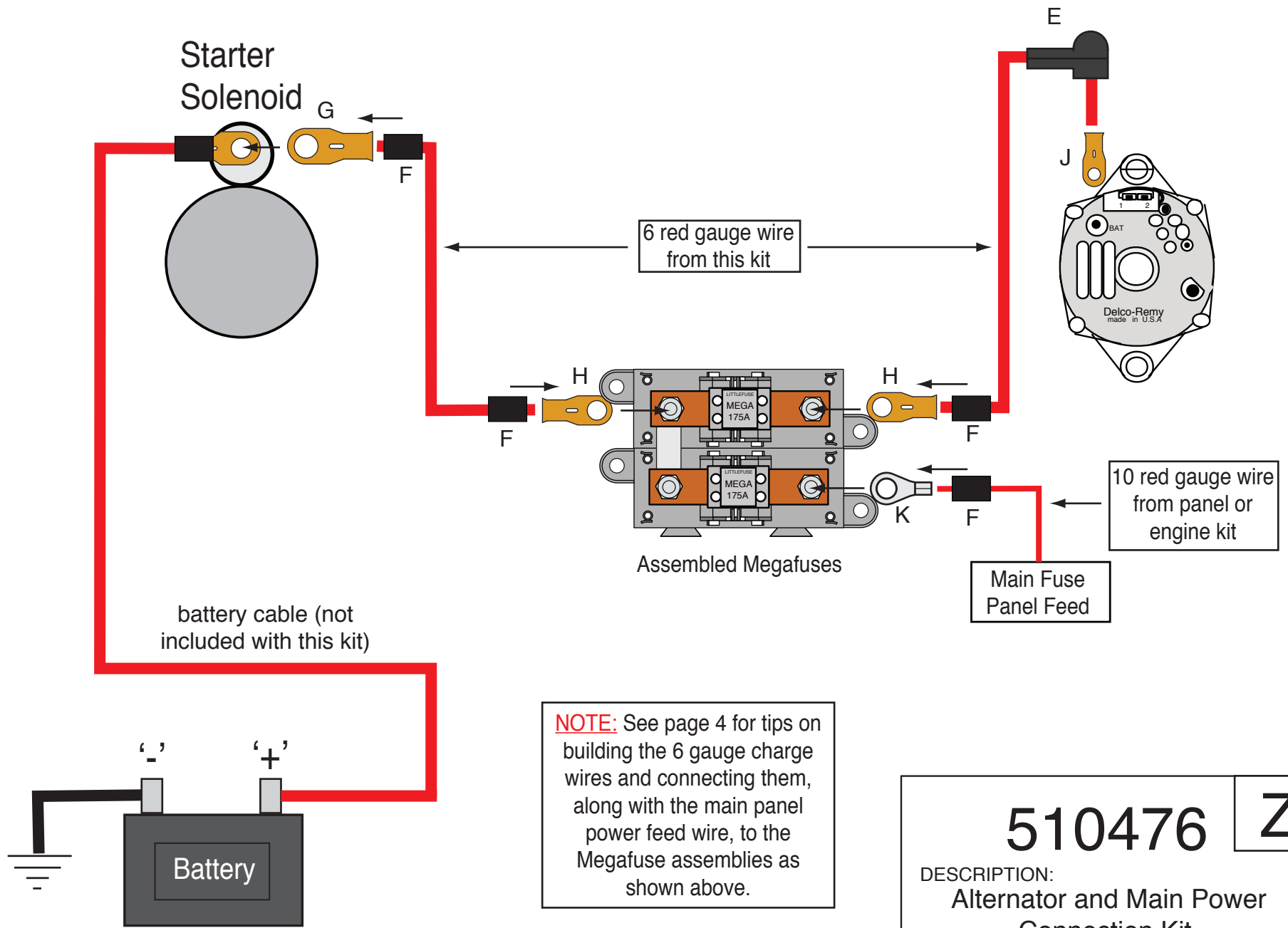
**510476**

**Z**

DESCRIPTION:

Alternator and Main Power  
Connection Kit  
Various Applications

92972153 instruction sheet rev 0.1 6/24/2019



**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:  <b>Alternator and Main Power Connection Kit</b>  <b>Various Applications</b></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**

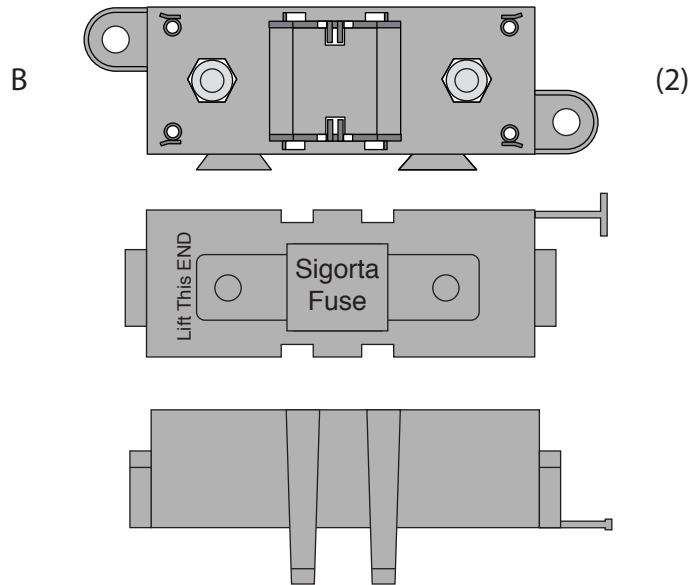
**Z**

DESCRIPTION:

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

92972153 instruction sheet rev 0.1 6/24/2019

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



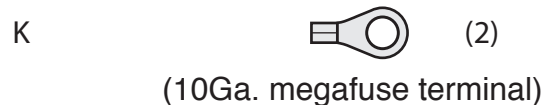
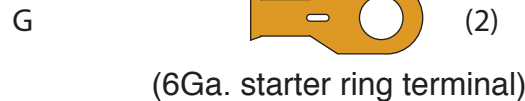
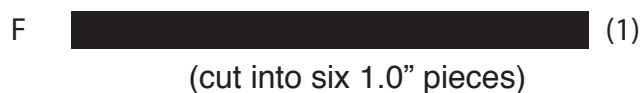
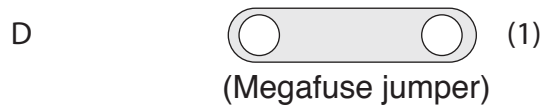
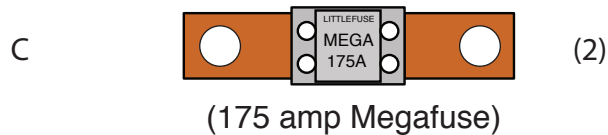
1. On this page, you will find the wire, fuse bodies, fuses, boot, ring terminals, and shrink tubing (items A through K) that are necessary to connect your alternator and main power feed for your new AAW wiring kit. Please be sure that all of the necessary components are present before starting this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

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



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PART #

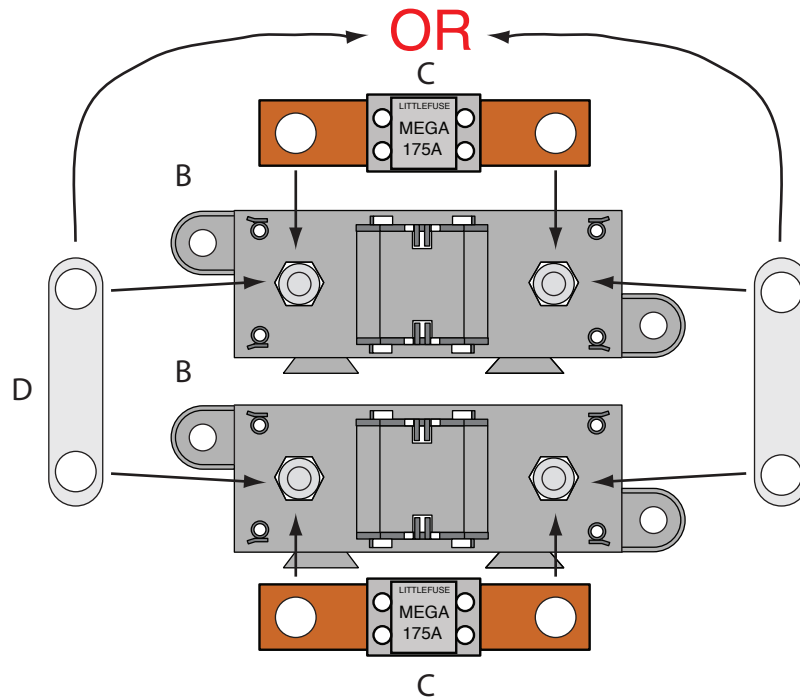
510476

Z

DESCRIPTION:

Alternator and Main Power  
 Connection Kit  
 Various Applications

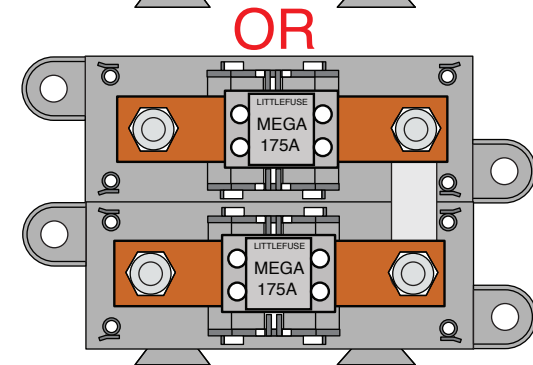
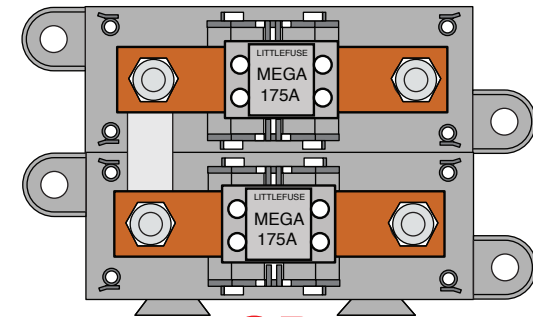
92972153 instruction sheet rev 0.1 6/24/2019



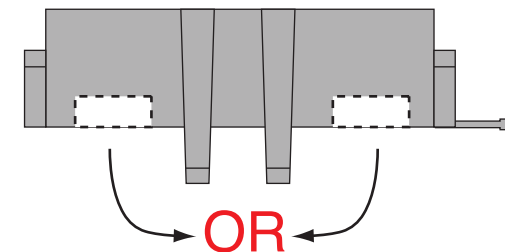
## Assembling the (2) Megafuse assemblies

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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**

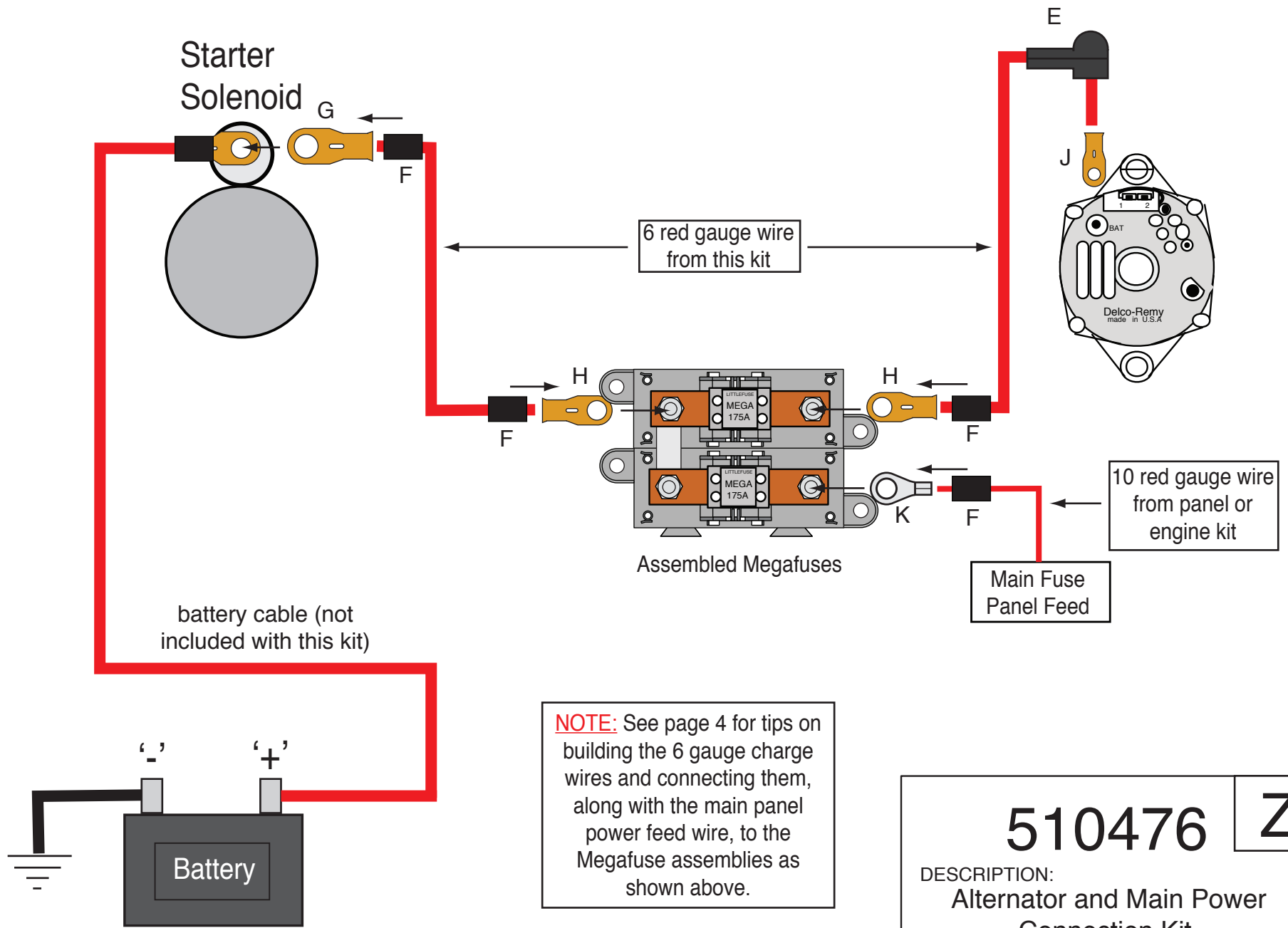
**Z**

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>	<b>Z</b>
<p>DESCRIPTION:  <b>Alternator and Main Power Connection Kit</b>  <b>Various Applications</b></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.
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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:

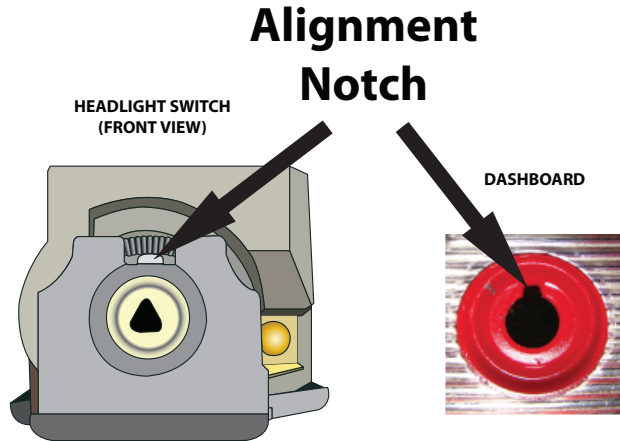
**Alternator and Main Power  
Connection Kit  
Various Applications**

92972153 instruction sheet rev 0.1 6/24/2019

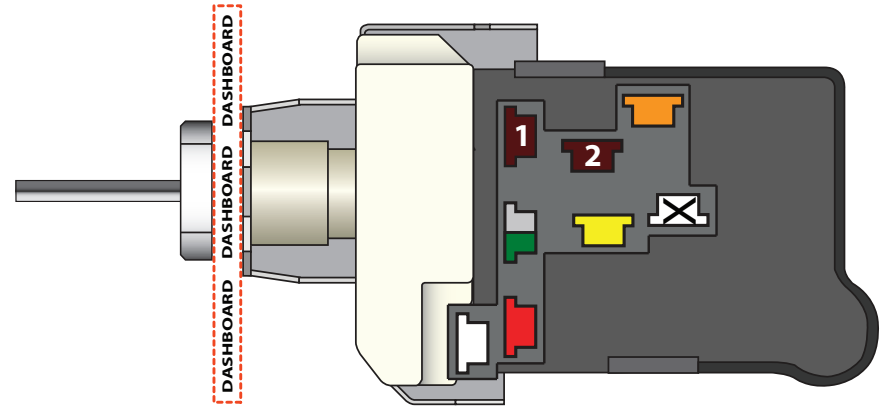
Most switches supplied with Classic Update and Universal Kits ship with the shaft pre-installed. In many instances, the switch can be installed without removing the shaft, but in some cases the switch shaft may need to be trimmed to fit your specific dash. In this situation, reference Trim to Fit instructions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



<b>1</b>	Parking Lights - Stay on with headlights
<b>2</b>	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**

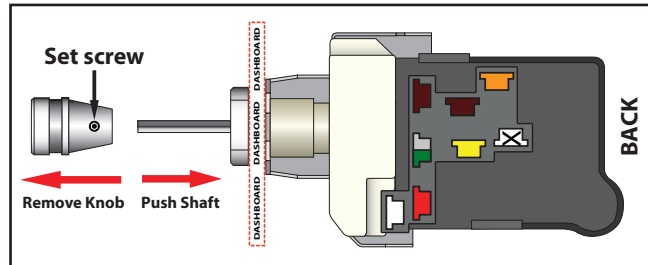
92964649 Rev 3.0 1/10/2020

## To Trim Shaft to Fit or Remove Shaft:

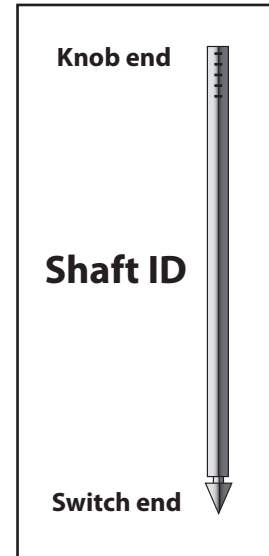
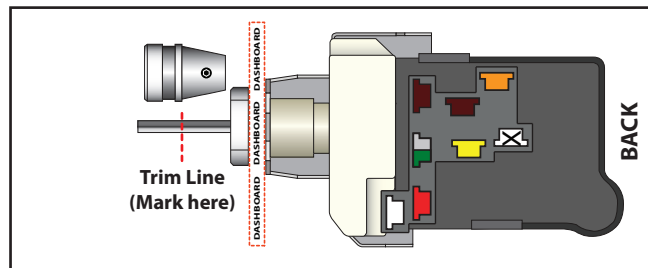
The headlight shaft knob should extend from the face of the mounting nut, and must allow enough clearance for the switch to turn off. If the shaft is longer than necessary for your specific dash it can be trimmed to fit. Always trim the knob end of the shaft only and follow the guidelines below for best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

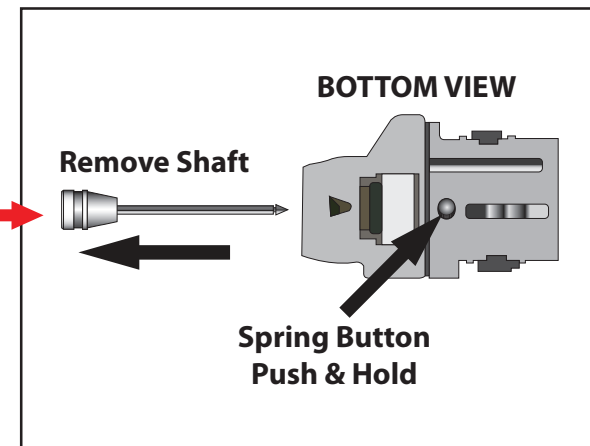
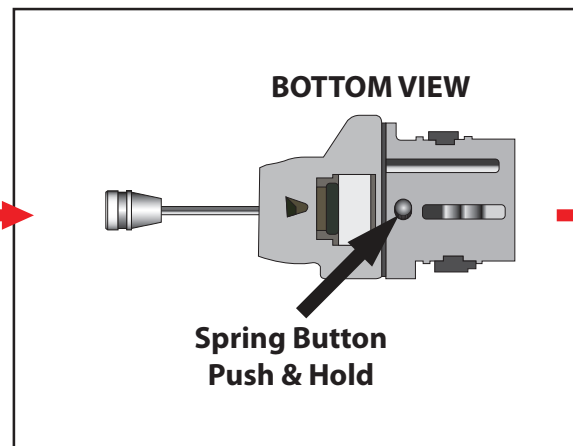
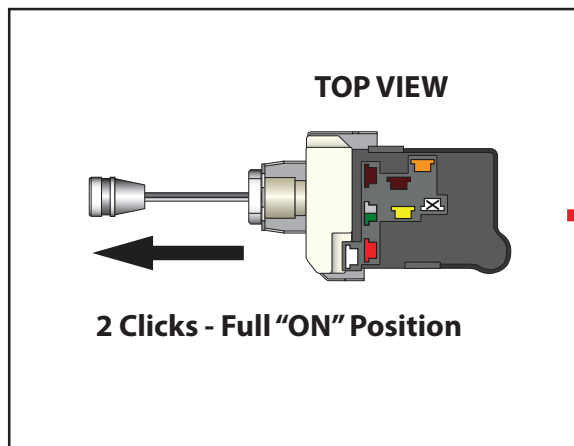
**Switch in OFF position**  
(shaft pushed all the way in)

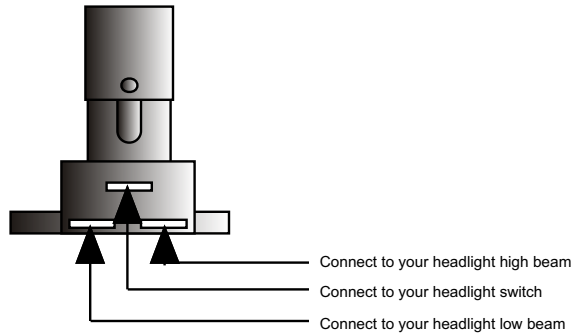


2. Set knob alongside shaft and mark the desired location for cutting on the shaft.



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.

another wiring product by...



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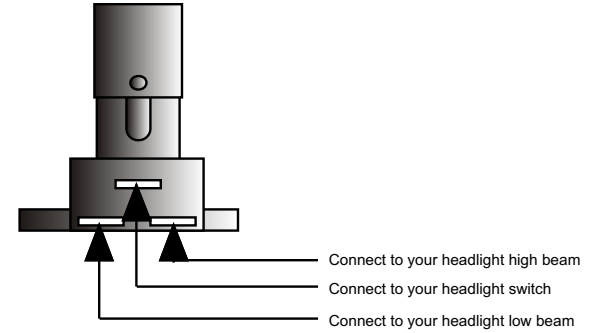
PART #

**500042**

DESCRIPTION:

**DIMMER SWITCH**

92964573 instruction sheet Rev 3.0 6/29/99



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.

another wiring product by...



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PART #

**500042**

DESCRIPTION:

**DIMMER SWITCH**

92964573 instruction sheet Rev 3.0 6/29/99