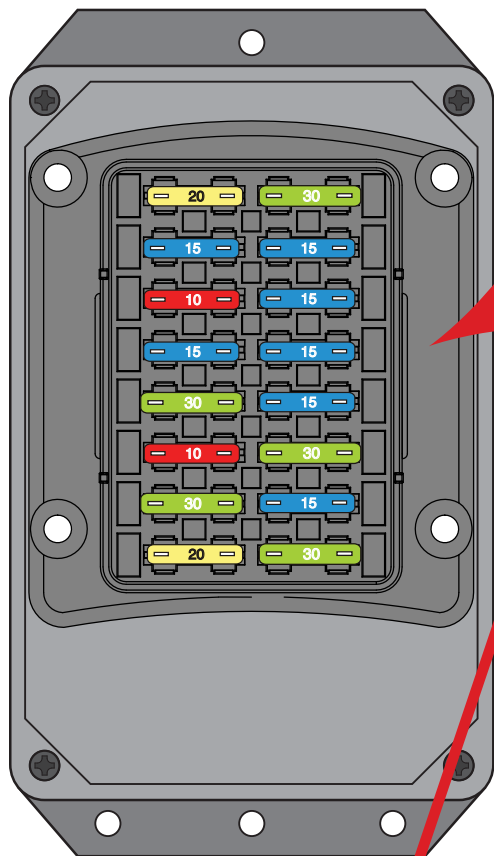
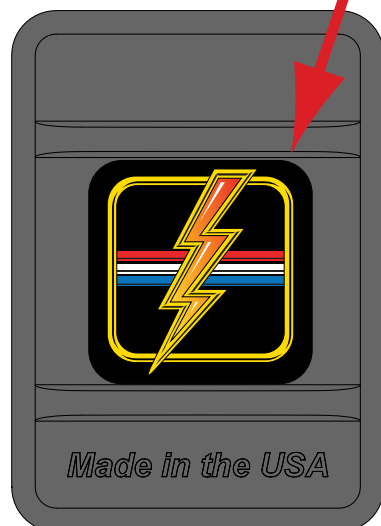


Fuse Box



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
510892	Main Dash Harness Kit w/ AAW Fuse Panel
510708	Courtesy Light Connection Kit
510144	Front Light Wiring Kit
510517	Instrument Cluster Kit
510730	Vehicle Speed Sensor (VSS) Lead Wires
520001	Digital Gauge System Dim Wire
510758	Engine Wiring Kit
510799	Rear Body Wiring Kit
500042	Dimmer Switch
500332	Headlight Switch
500674	Ignition Switch Lock Cylidner & Keys
510145	Fuse, Relay & Flasher Kit
510705	Ignition Switch
500919	Practice Terminal Kit
500332	Headlight Switch
92973592	Kit Instruction Sheets
92969299	Firewall Modification Template
92973604	Warning Sheet



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Classic Update Kit
1962-67 CHEVY NOVA

510140

92973791 Rev. 1.0 10/20/2020



WARNING:

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

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



510140 - Classic Update Series Kit

1962-67 Chevrolet Nova - Chevy II

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
N	500708	Courtesy Light kit	1
	510705	Ignition Switch	1
	500919	Practice Terminal Crimping Set	1
H	510517	Instrument Cluster wiring kit	1
G	510892	Dash Harness kit	1
J	510758	Engine Wiring Kit	1
L	510144	Front Light Wiring kit	1
	510145	Fuse, Relay, and Flasher kit	1
M	510799	Rear Body Wiring kit	1
V	510730	VSS Connection kit	1
Z	510476	Alternator and Main Connection kit	1
	520001	Digital Gauge System Dim Wire - GM Kits	1
	92973592	Kit Introduction Instruction Sheet	1
	92969299	Firewall Modification Template	1
	92973604	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..



Classic Update Series

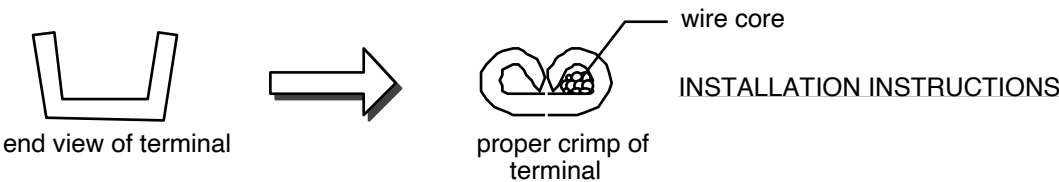
1962 - 1967 Nova

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 an appropriate crimping tool that folds the crimp wings on the terminals as shown below. Top quality crimping tools are available from American Autowire or American Autowire authorized dealers.

NOTE: ALL TERMINALS THAT YOU INSTALL SHOULD BE PROPERLY SOLDERED.
Our factory terminations are installed by GM approved termination 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 installing your kit. Start with bag letter 'G', then 'H', etc. The order of installation is shown below.

G	510892	Dash Harness Kit
H	510517	Instrument Cluster Kit
J	510758	Engine Kit
L	510144	Front Light Kit
M	510799	Rear Body Kit
N	500708	Courtesy Light Kit
V	510730	VSS Extension Lead Wire Kit
Z	510476	Alternator and Main Connection Kit

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.

STEP 3: RECONNECT YOUR BATTERY:

When you have completed the installation and are ready to reconnect the battery, make sure that the following electrical system grounds are in place:

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

STEP 4: CHECK ALL ELECTRICAL FUNCTIONS:

Any non-functioning items should be checked for proper installation. Any problems with your wiring and electrical circuit functions should be addressed to American Autowire Systems, Inc. as soon as possible to avoid any warranty problems.

If you have any questions concerning this or any of our products, please feel free to call us at 1-800-482-WIRE.

We carry many accessories for your 1962-1967 Nova

OEM style non-stick harness tape
p/n R0067108



Muncie 4 speed back up lamp switch.
p/n 01997929 (63)
p/n 01993661 (64)
p/n 01993307 (65 - 67)

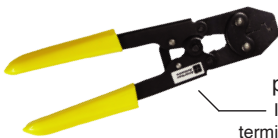


OEM style wiper switch.
p/n 01993541 (62-4) 1 spd w/washer
p/n 01993584 (62-4) 2 spd w/washer
p/n 01993679 (65-6) 2 spd w/washer
p/n 01993680 (65-6) 1 spd w/washer

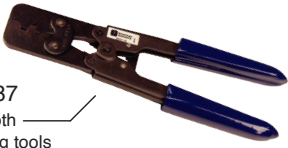


We carry the following crimping hand tools to help with your installation.
These hand tools are available for purchase or rental.

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

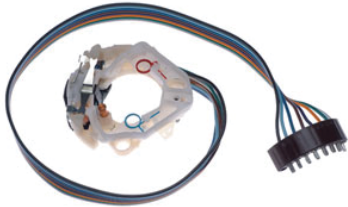


p/n 510586
OEM large terminal crimping
tool (12-8 gauge)



p/n 510587
Includes Both
terminal crimping tools

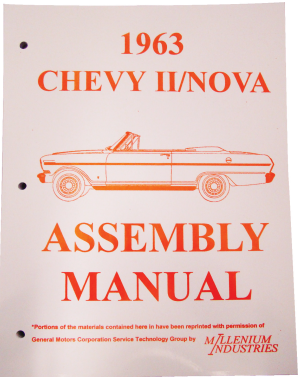
OEM style turn signal switch.
03765110 (62)
00898197 (63)
00910821 (64-5)
00387115(66 w/BPC)
00911051 (66 Delco Guide)
05698897 (67 C/S Delco)
05698520 (67 Boyne Prod.)
07800482 (67 F/S Delco)



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

p/n 36303 (1962)
p/n 36304 (1963)
p/n 36305 (1964)
p/n 36306 (1965)
p/n 36307 (1966)
p/n 36308 (1967)

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



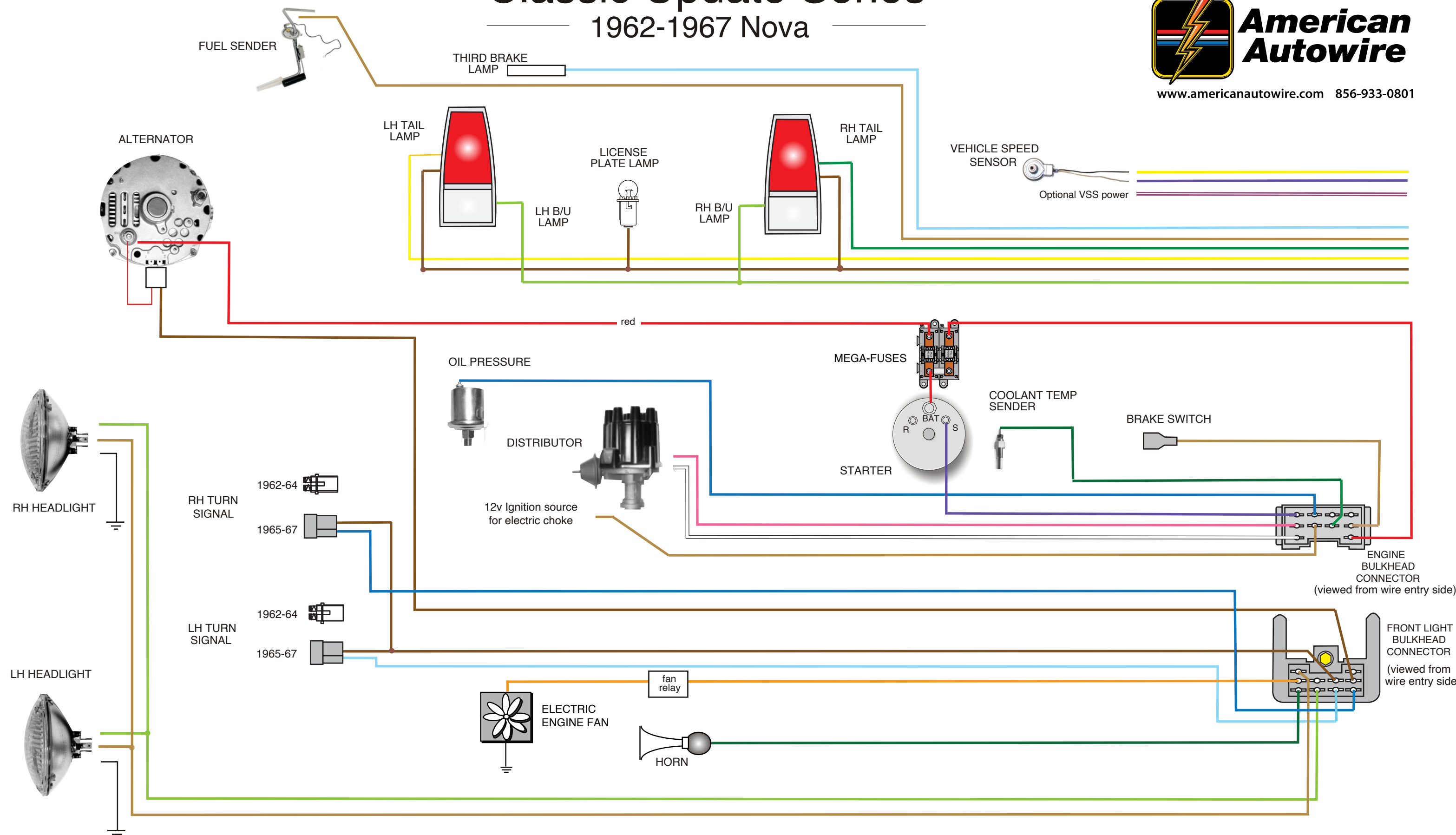
1962-67 Chevy II Nova Classic Update Series

510140

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92973592 Rev 0.0 2/1/2022

Classic Update Series

1962-1967 Nova

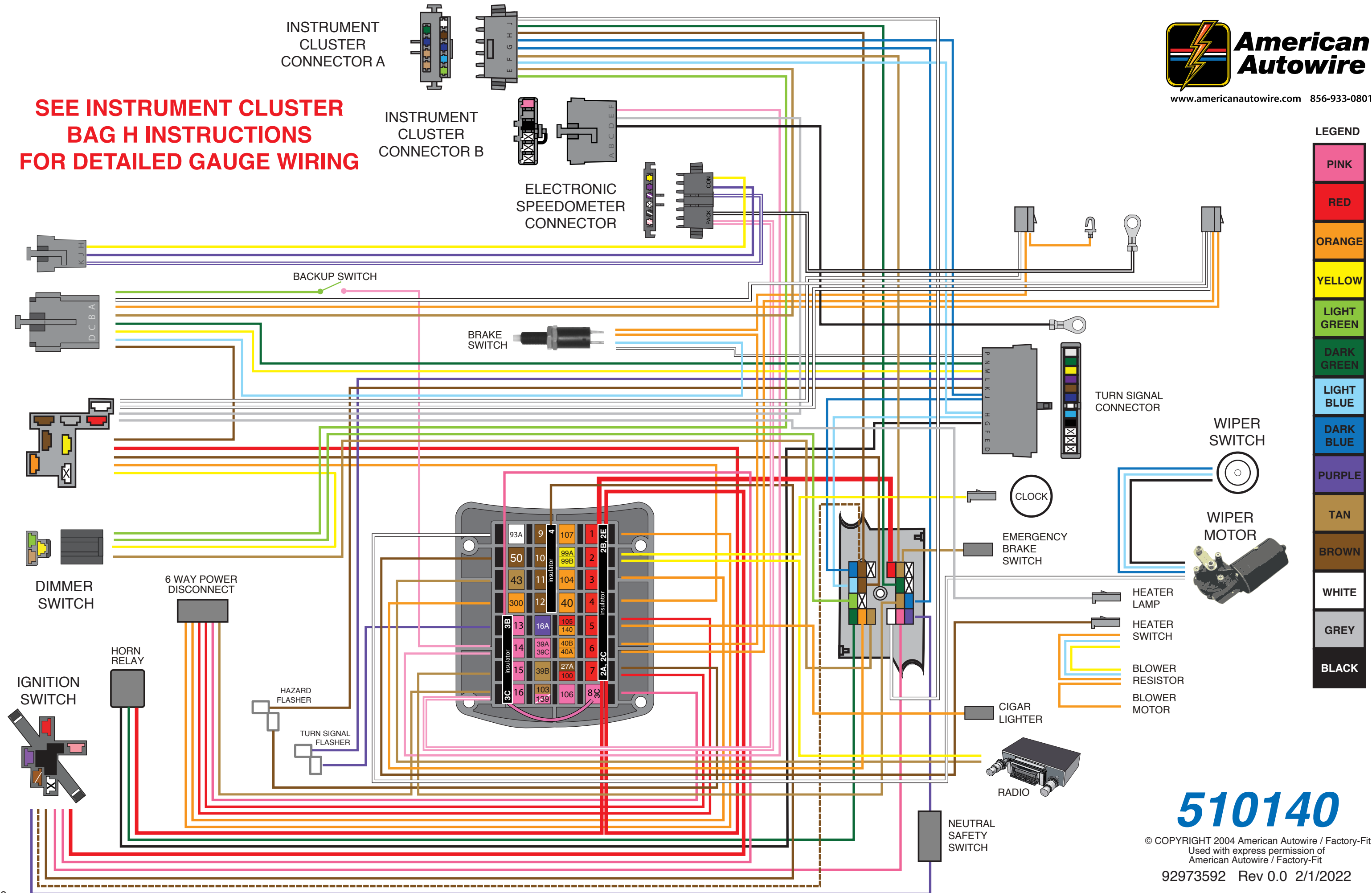


NOTICE: This schematic drawing is for reference only.
Do not use the schematic to install this wiring kit!
Use the instruction sheets included in each bag, which includes directions for proper terminations.

510140

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**SEE INSTRUMENT CLUSTER
BAG H INSTRUCTIONS
FOR DETAILED GAUGE WIRING**



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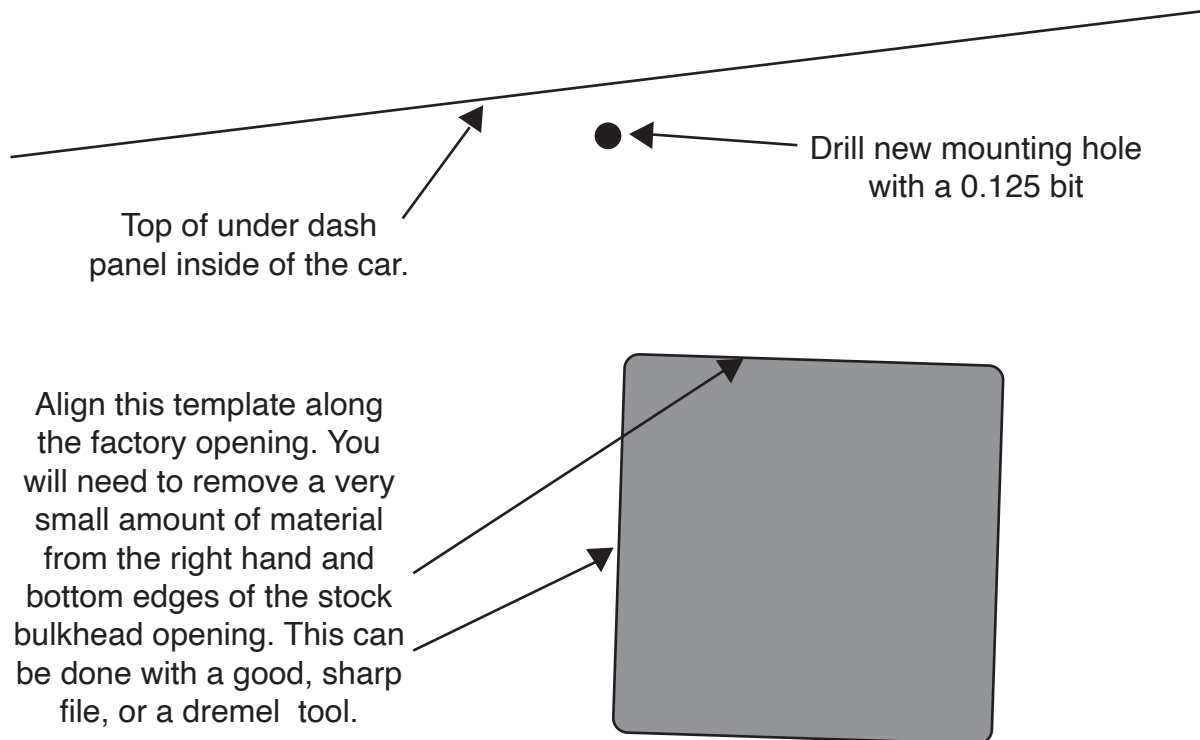
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Firewall modification template for the 1962 - 1967 Nova Classic Update Kit

This Classic Update Series kit uses a later style GM bulkhead assembly which has a different mounting footprint than the original bulkhead connector for your car.

Therefore, it will be necessary to modify your firewall to accept this later design bulkhead. This enclosed template must be used for this purpose.

The gray area should be cut out with a razor knife to define the area of material that needs to be removed from the existing bulkhead area. We suggest that this template be glued to stiff piece of cardboard or thin piece of plastic, or be applied directly to the cleaned firewall on the inside of the car then proceed as follows:

1. Position the template against the firewall aligning the top and left hand edges with the top and left hand edges of the existing bulkhead opening in the firewall.
2. Trace the new bulkhead opening area onto the existing firewall and cut out the area that needs to be removed. It may be necessary the do some fine tuning on the hole size for an exact fit.
3. Drill two new 0.125 holes as shown above. Using the 2 new bulkhead mounting washers and screws provided in the dash loose piece kit, attach the new bulkhead into the firewall taking note to keep the indexing nub on the bulkhead connector up and to the left (from the inside of the car).
4. Mount the fuse box assembly down and to the left of the new bulkhead assembly on the inside of the passenger compartment using the 2 new provided screws.

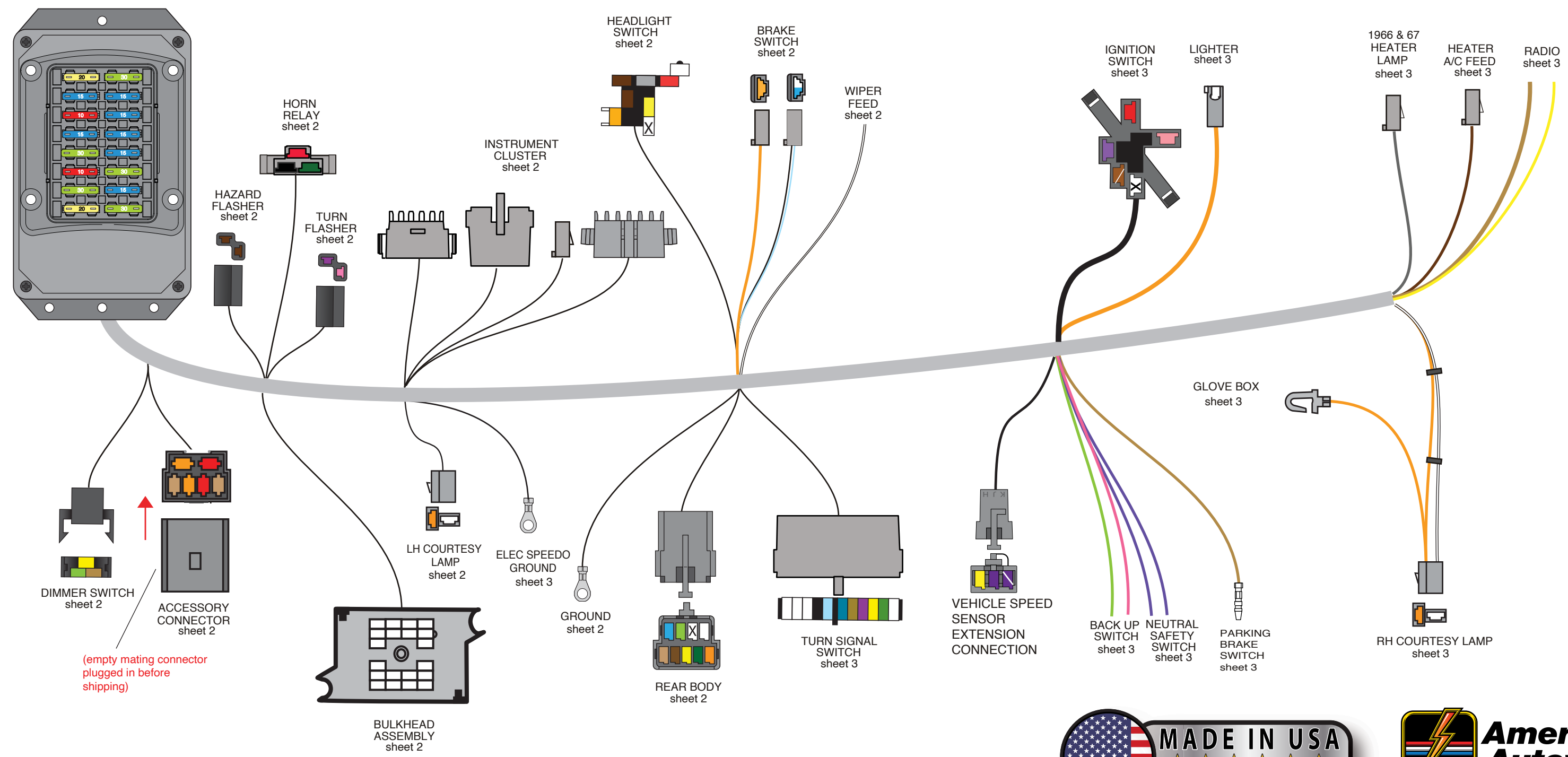
● Drill new mounting hole with a 0.125 bit

PRINT ON
ADHESIVE
LABEL
SHEET

92969299

Firewall Template instructions
Rev 2.0 4/22/2014

PRINTING INSTRUCTIONS: **DO NOT FIT TO PAGE OR SCALE**



Fuse Panel Installation Instructions

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

1. Study the diagram above to familiarize yourself with the dash harness.
2. Install the fuse box.
3. Install the bulkhead into the hole in the firewall. **NOTE:** You will need to modify the opening in your firewall slightly by making it larger first. See firewall template 92969299 to help with this procedure.
4. Route the dash harness using the factory support straps.
5. Make all connections as shown on the following pages of this dash harness kit.
6. Once this harness is installed, continue to bag 'H', and install the rest of the kit (bags H,J,K,L,M).



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1962-67 Chevy II Nova
Classic Update Series
510892

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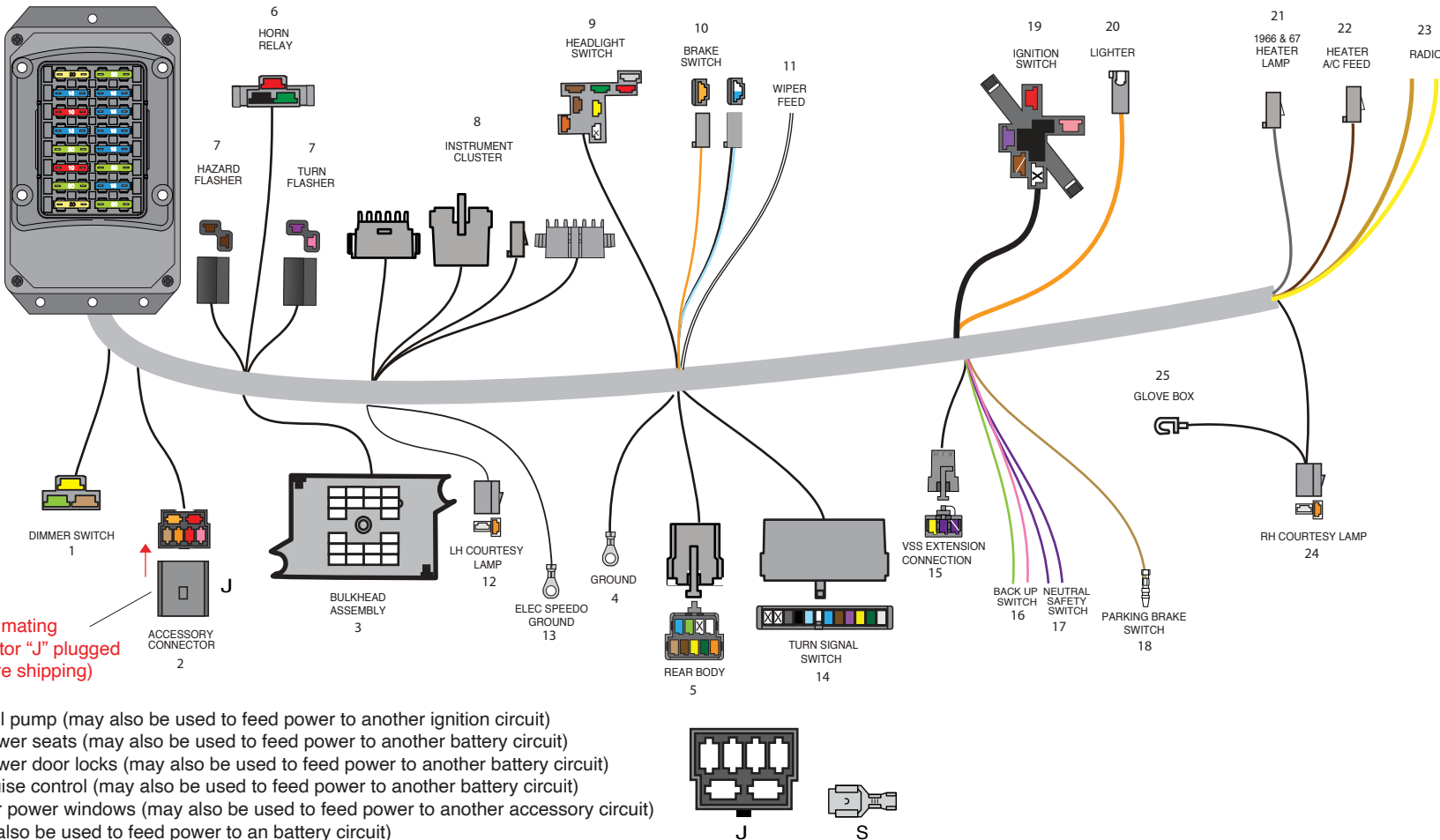
INSTALLING THE FUSE BOX AND BULKHEAD ASSEMBLY



1. Locate the stock OEM bulkhead hole in the driver side of the firewall and modify it per the 92969299 template.
2. Mount the fuse box and bulkhead assemblies as shown above using the provided screws and washers that are included in the loose piece parts kit contained in the dash bag G, 510750.

1	DIMMER SWITCH	Light Green Light Green Tan Yellow	Thin wire is feed to high beam indicator light in instrument cluster Heavy wire is headlight high beam feed wire. Headlight low beam feed wire. Headlight power feed wire from headlight switch.																																			
2	ACCESSORIES	Use the provided connector J and terminals as power leads for the following: <table><tr><th>Wire Color</th><th>Fuse#</th><th>Fuse Label</th><th>Fuse Rating</th><th>Description</th></tr><tr><td>Tan</td><td>#10</td><td>Fuel Pump</td><td>20 amp</td><td>Fused 12 volt IGNITION feed for fuel pump (may also be used to feed power to another ignition circuit)</td></tr><tr><td>Orange</td><td>#3</td><td>Power Seat</td><td>30 amp</td><td>Fused 12 volt BATTERY feed for power seats (may also be used to feed power to another battery circuit)</td></tr><tr><td>Red</td><td>#5</td><td>Power Locks</td><td>15 amp</td><td>Fused 12 volt BATTERY feed for power door locks (may also be used to feed power to another battery circuit)</td></tr><tr><td>Red</td><td>#7</td><td>Hazard</td><td>15 amp</td><td>Fused 12 volt BATTERY feed for cruise control (may also be used to feed power to another battery circuit)</td></tr><tr><td>Pink</td><td>#8</td><td>Pwr. Window</td><td>30 amp</td><td>Fused 12 volt ACCESSORY feed for power windows (may also be used to feed power to another accessory circuit)</td></tr><tr><td>Orange</td><td>#1</td><td>Batt Spare</td><td>30 amp</td><td>Fused 12 volt BATTERY feed (may also be used to feed power to an battery circuit)</td></tr></table>		Wire Color	Fuse#	Fuse Label	Fuse Rating	Description	Tan	#10	Fuel Pump	20 amp	Fused 12 volt IGNITION feed for fuel pump (may also be used to feed power to another ignition circuit)	Orange	#3	Power Seat	30 amp	Fused 12 volt BATTERY feed for power seats (may also be used to feed power to another battery circuit)	Red	#5	Power Locks	15 amp	Fused 12 volt BATTERY feed for power door locks (may also be used to feed power to another battery circuit)	Red	#7	Hazard	15 amp	Fused 12 volt BATTERY feed for cruise control (may also be used to feed power to another battery circuit)	Pink	#8	Pwr. Window	30 amp	Fused 12 volt ACCESSORY feed for power windows (may also be used to feed power to another accessory circuit)	Orange	#1	Batt Spare	30 amp	Fused 12 volt BATTERY feed (may also be used to feed power to an battery circuit)
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3	BULKHEAD ASSEMBLY		This installs in the stock firewall location. Use template 510151 to modify the stock hole. Screws / washers are provided for installation.																																			
4	GROUND	Black	Main dash ground. Connect to a good chassis ground, but do not put it under the same screw as the electric speedo ground, item 13.																																			
5	REAR BODY	Tan Brown Yellow Dark Green Orange White Light Green Light Blue	This connector will mate to the connector from the Rear Body harness found in bag L. Fuel tank sender lead Tail and tag lamp feed LH turn / brake feed RH turn / brake feed Dome / courtesy lamp feed Dome / courtesy lamp ground Back up lamp feed Third brake light																																			
6	HORN RELAY	Red Black Green	Plug the horn relay (found in the fuse kit) into this connector. 12 volt battery Relay ground circuit (to steering column) Triggered 12 volts to horn																																			
7	FLASHERS	Purple Brown	Turn signal flasher leads. Plug one of the flasher cans (found in fuse kit) into this connector. Hazard flasher leads. Plug one of the flasher cans (found in fuse kit) into this connector.																																			
8	INSTRUMENT CLUSTER DISCONNECTS		These connectors will plug into the gauge disconnect harness 510517, bag H. Wire identifications are described on the Instruction sheets in bag H.																																			
9	HEADLIGHT SWITCH	Red Orange Brown Park Yellow Gray White	This connector will plug onto your new lighting switch, 500332. 12 volt feed to switch BAT location on headlight switch 12 volt lead in to Park/tail PARK / TAIL feed in location on headlight switch. (commonly found on GM headlight switches). lamp feed out PARK LAMP OUT location on headlight switch. Dimmer feed DIMMER FEED location on headlight switch. Instrument lamp feed INSTRUMENT LAMP location on headlight switch. Dome / courtesy ground COURTESY GROUND location on headlight switch.																																			
10	BRAKE SWITCH	Orange White Lt Blue	Plug these connectors onto the factory stop lamp switch. 12 volt feed 'in' to switch. 12 volt brake feed 'out' to steering column turn signal switch. 12 volt brake feed 'out' to third brake light.																																			
11	WIPER FEED	White	Route this wire out to your wiper motor, cut to length, install the provided terminal, and plug into the wiper motor power connector as shown on sheet 4.																																			
12	LH COURTESY LAMP	Orange White	Plug this connector into the mating connector from the courtesy lamp kit bag N, 500708. 12 volt battery feed fo lamp Ground circuit for lamp																																			

(empty mating
connector "J" plugged
in before shipping)



1966-67 HEATER LAMP EXTENSION WIRE ASSEMBLY



DIAGRAM H



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Autowire**

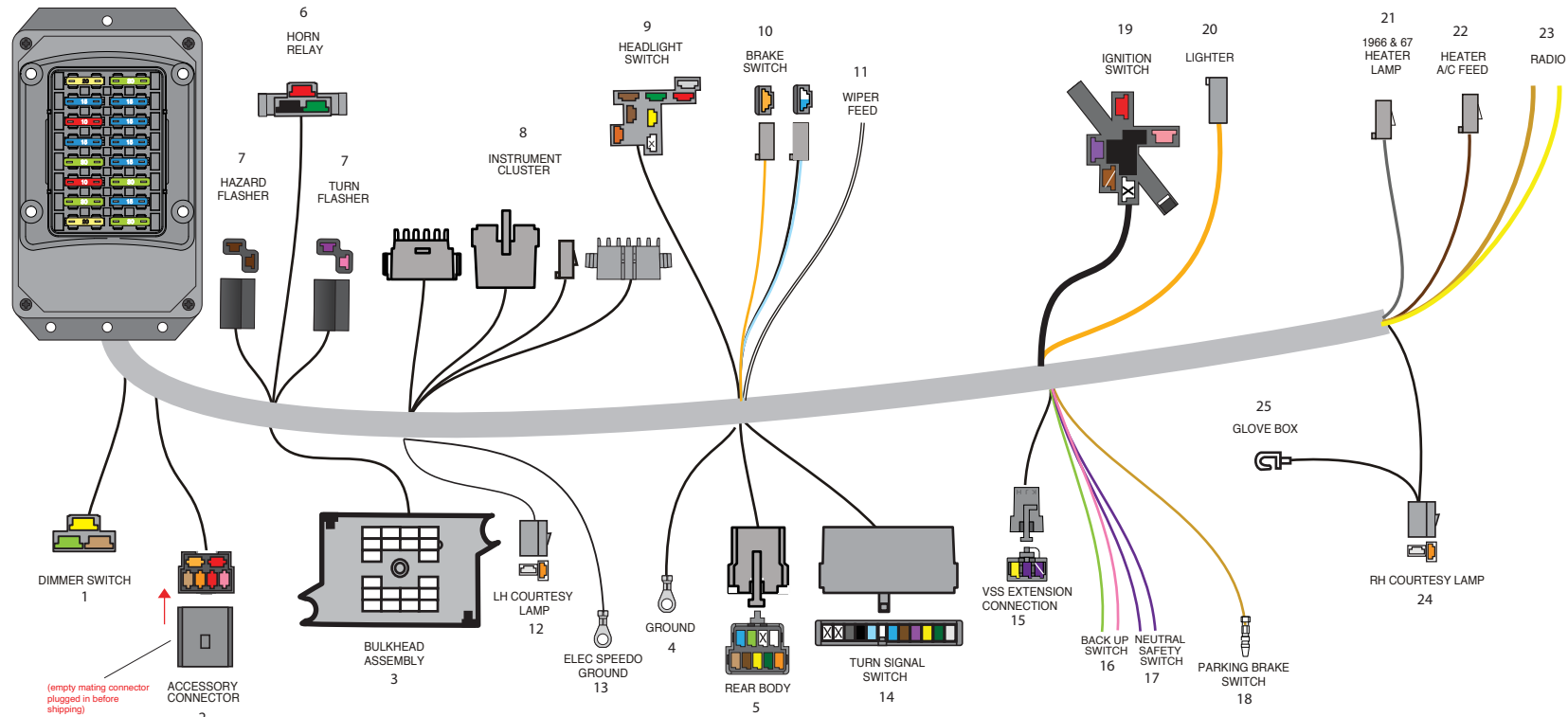
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1962-67 Chevy II Nova

Classic Update Series

510892

92973533 Rev 2.0 5/2/2023



13	ELEC SPEEDO GRND	Black/Wht	This is the ground wire for the electric speedo. Attach to a chassis ground, but do not put it under the same screw as the black system ground, item 4.
14	TURN SIGNAL SWITCH	White Dark Green Yellow Purple Brown Dark Blue Light Blue Black	This harness has a connector on it for the 3 7/8 inch, 1969-74 GM steering column connection used by GM and many after-market manufacturers. If using a late model GM steering column, an aftermarket column using the 4 1/4 inch GM turn signal connector, or stock 1962-67 steering column, replace the existing connector on that column with connector "L" and terminals "M" being sure to match wires by color. (See diagram G on this sheet). 12 volt feed from brake switch RH tail lamp LH tail lamp 12 volt feed from turn flasher 12 volt feed from hazard flasher RH front park lamp LH front park lamp Horn relay ground wire to horn switch (for 62 applications only, attach the tan or green horn wire from your column into connector L as shown in diagram G)
15	VSS EXTENSION		These wires and connector 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
16	NEUTRAL SAFETY SWITCH	Purple Purple	Connect these wires to the neutral safety switch on the column or console shifter. 12 volt feed 'in' to neutral safety switch from ignition switch 12 volt feed 'out' to starter solenoid
17	BACK UP SWITCH	Pink Lt Green	Connect these wires to the back up switch on the column or console shifter. 12 volt ignition feed 'in' to back up lamp switch 12 volt feed 'out' to back up lamps
18	EMERGENCY BRAKE	Tan	Connect to your emergency brake warning switch if your car is so equipped.
19	IGNITION SWITCH	Red Pink Brown Purple	Note: Wires are already plugged into this connector. Install the loaded connector onto new ignition switch 510705. 12 volt battery feed 12 volt ignition feed 12 volt accessory feed Starter lead wire to Neutral Safety Switch
20	LIGHTER	Orange	Connect to lighter.
21	HEATER LAMP	Gray	Heater lamp feed (Used on 1966 and 67 cars only. Install enclosed jumper plug and lamp assembly onto this lead as needed. See diagram "H" on page 2)
22	HEATER / AC FEED	Brown	12 volt accessory feed to heater / ac switch (if using aftermarket a/c, use this wire as the accessory feed wire to a/c harness). For stock 1962-5 applications, plug onto heater switch. For stock 1966-67 applications, plug into heater harness jumper plug as shown on sheet 4. New factory stock A/C harnesses are available. Please contact our Sales Department for the correct P/N and application for your car if needed.
23	RADIO	Tan Yellow	Radio accessory feed. ("on/off" power wire for stock radio). Radio constant 12 volt clock or memory lead (battery feed)
24	RH COURTESY LAMP	Orange White	Plug this connector into the mating connector from the courtesy lamp kit bag N, 500708. 12 volt battery feed for lamp Ground circuit for lamp
25	GLOVE BOX LIGHT	Orange	Connect to the original factory glove box lamp switch. If not using, just tape back and insulate the "fish hook" terminal as it is battery hot at all time.

THIS KIT PROVIDES FOR STOCK WIPER SWITCH / MOTOR AND HEATER SWITCH / RESISTOR CONNECTIONS. THESE CAN BE FOUND ON PAGE 4 OF THIS INSTRUCTION SHEET.
Stock pigtail wire assemblies and connections are included as loose items in this dash harness bag "G". Loose piece connectors that are needed for final connections will be found in the loose piece parts bag. Refer to sheet 4 for correct configuration and final assembly.

1962 ONLY Applications

AMERICAN AUTOWIRE

DASH HARNESS CONNECTION

white
dk green
yellow
purple
brown
dk blue
lt blue
black

P
N
M
L
K
J
H
G
F
E
D

(USE SUPPLIED PIGTAIL ASSEMBLY)

L

M

white
dk green
yellow
purple
brown
dk blue
lt blue
black

A
B
C
D
E
F
G
H
J
K
L
M
N
P

If the wire is not a solid color, the stripe on the wire indicates the wire color.

1963 ONLY Applications

AMERICAN AUTOWIRE

DASH HARNESS CONNECTION

white
dk green
yellow
purple
brown
dk blue
lt blue
black

P
N
M
L
K
J
H
G
F
E
D

ORIGINAL TURN SIGNAL SWITCH WIRES

L

M

white
purple
pink
yellow
empty
dk blue
lt blue
tan or green

A
B
C
D
E
F
G
H
J
K
L
M
N
P

If the wire is not a solid color, the stripe on the wire indicates the wire color.

1964-1967 Applications

AMERICAN AUTOWIRE

DASH HARNESS CONNECTION

white
dk green
yellow
purple
brown
dk blue
lt blue
black

P
N
M
L
K
J
H
G
F
E
D

ORIGINAL TURN SIGNAL SWITCH WIRES

L

M

white
dk green
yellow
purple
brown
dk blue
lt blue
black

A
B
C
D
E
F
G
H
J
K
L
M
N
P

(1967 ONLY)

If the wire is not a solid color, the stripe on the wire indicates the wire color.

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).

L

A
B
C
D
E
F
G
H
J
K
L
M
N
P

M

DIAGRAM G

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1962-67 Chevy II Nova

Classic Update Series

510892 92973533 Rev 2.0 5/2/2023

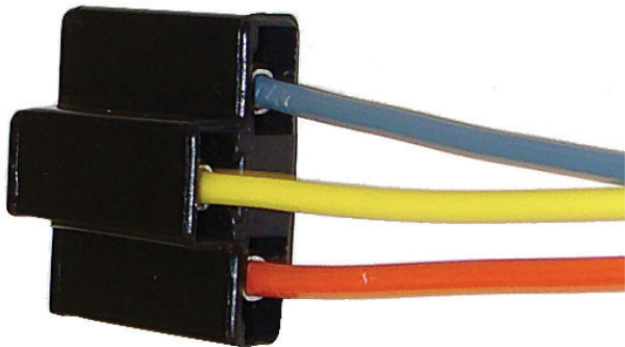


FIGURE #1
1962-65 SWITCH ORIENTATION

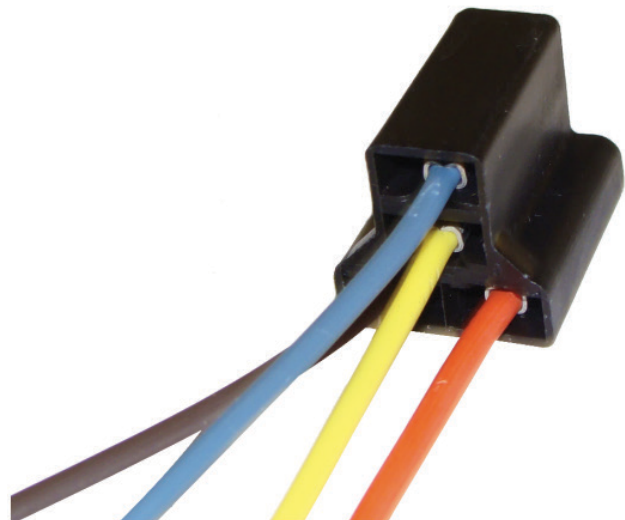
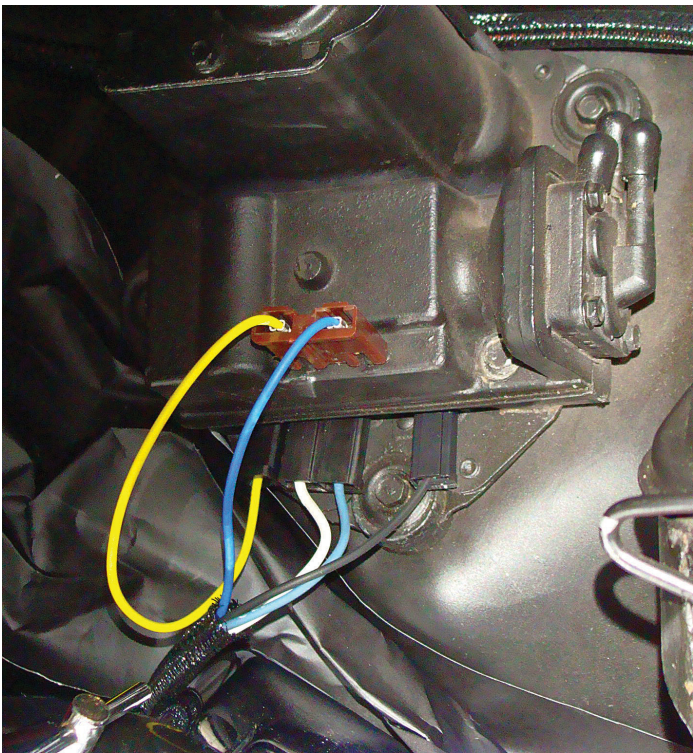


FIGURE #2
1965-67 SWITCH ORIENTATION

HEATER CONNECTIONS

1. Plug your blower motor lead into the short orange pigtail coming off of the factory assembled 3 way resistor connector on the supplied heater harness (orange, lt. blue, and yellow wires).
2. Plug the factory assembled 3 way resistor connector plug containing the orange, lt. blue, and yellow wires onto the blower resistor on top of your heater box.
3. For 1962-65 applications, plug the 3 loose ends of the heater harness into the blower switch connector contained in the loose piece parts bag (found in the dash harness bag "G") as shown in figure #1 above. Next, plug the newly assembled 3 way switch connection that you just completed onto the blower switch assembly along with the brown wire found at location #22 on page 3 of this document. Your heater connections are now complete.
4. For 1966-67 applications, plug the 3 loose ends of the heater harness into the 4 position blower switch connector and brown wire pigtail jumper (found as a loose piece connector and wire assembly contained in the dash harness bag "G") as shown in figure #2 above. Next, plug the newly assembled 4 way switch connection onto the blower switch assembly. Lastly, plug the brown wire found at location #22 on page 3 of this document into the mating connector of the short brown wire pigtail from the 4 position blower switch that you just installed. Your heater connections are now complete.

FIGURE 3:



WIPER MOTOR CONNECTIONS

There are multiple switch and motor configurations that were used on the Novas from 1962-67. You have been provided with any and all the wiring and connectors needed to complete the connection between your factory wiper switch and motor assembly. We have addressed the 2 speed with washer configurations at the right and above. If you have a single speed motor in your car, you simply connect the wiper power and ground circuit as addressed in #4 below and plug the 2 position connector onto your motor and the single connection onto your switch inside the car. Follow the instructions as we have outlined below, and your installation should be a success!

1. The black wire is the ground circuit for the low speed on your wiper motor
2. The lt. blue wire is the ground circuit for the high speed on your wiper motor
3. The dk. blue wire is the ground circuit for the washer pump on your wiper motor
4. Route the wiper power wire from location #11 on the dash harness out through the firewall and over to your wiper motor. Cut it to length, install the provided terminal, and plug it into the wiper motor power connector (lt. blue wire in the black 2 position connector). Plug this connection onto the wiper motor as shown above in figure #3. Route the other end of the lt. blue wire back into the car.
5. Plug the black wire assembly onto the wiper motor as shown above in figure #3. Route the other end of the black wire back into the car.
6. Plug the dk. blue and yellow wire assembly in the brown connector onto the washer pump as shown above in figure #3. Plug the other end of the yellow wire onto the wiper motor as shown above in figure #3. Route the other end of the dk. blue wire back into the car.

Your motor connections should now be completed! The following connections will take place back inside of the car under the dash and will then plug onto the wiper switch that meets your particular application.

7. After deciding which year car you are working with, take the 3 loose terminated ends (lt. blue, dk. blue, and black) that you just passed back into the car from steps 4, 5, and 6 above, and using the loose piece connectors that can be found in the loose piece parts bag (found inside the dash harness bag "G"), plug them into the correct corresponding connectors as shown to the right in figures # 4, 5 and 6. Plug the completed harness onto your wiper switch. Congratulations, your wiper connections are now complete!

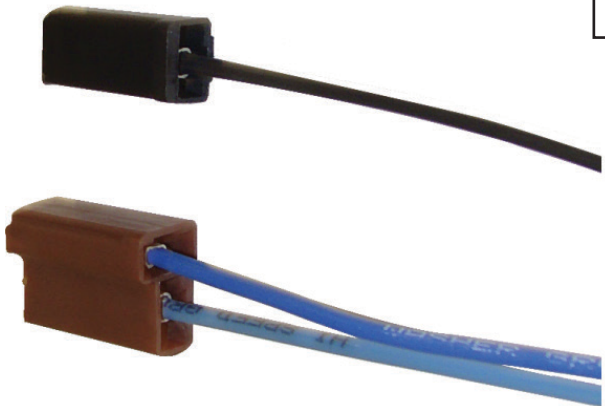


FIGURE #4
1962 SWITCH CONFIGURATION

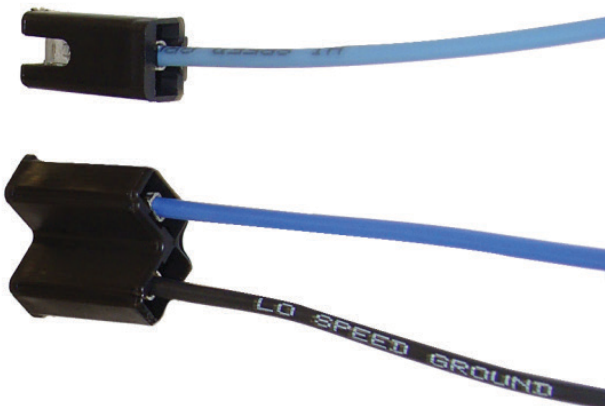


FIGURE #5
1963 - 66 SWITCH CONFIGURATION



FIGURE #6
1967 SWITCH CONFIGURATION



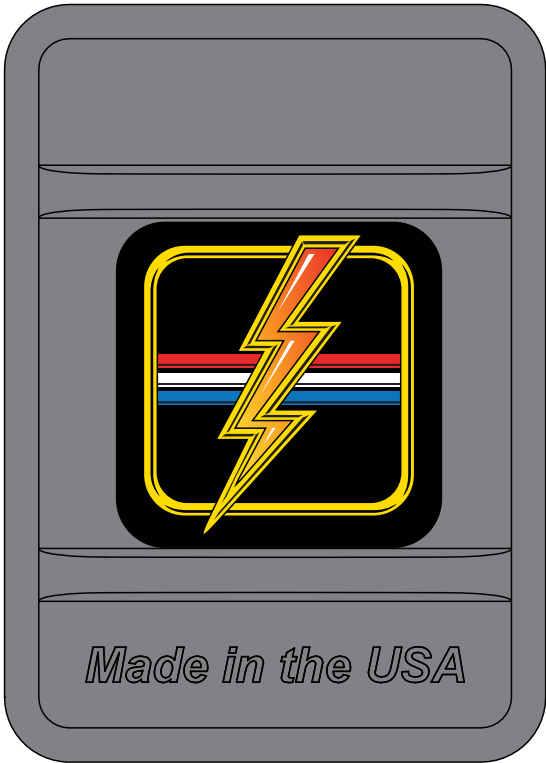
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1962-67 Chevy II Nova
Classic Update Series

510892 92973533 Rev 2.0 5/2/2023

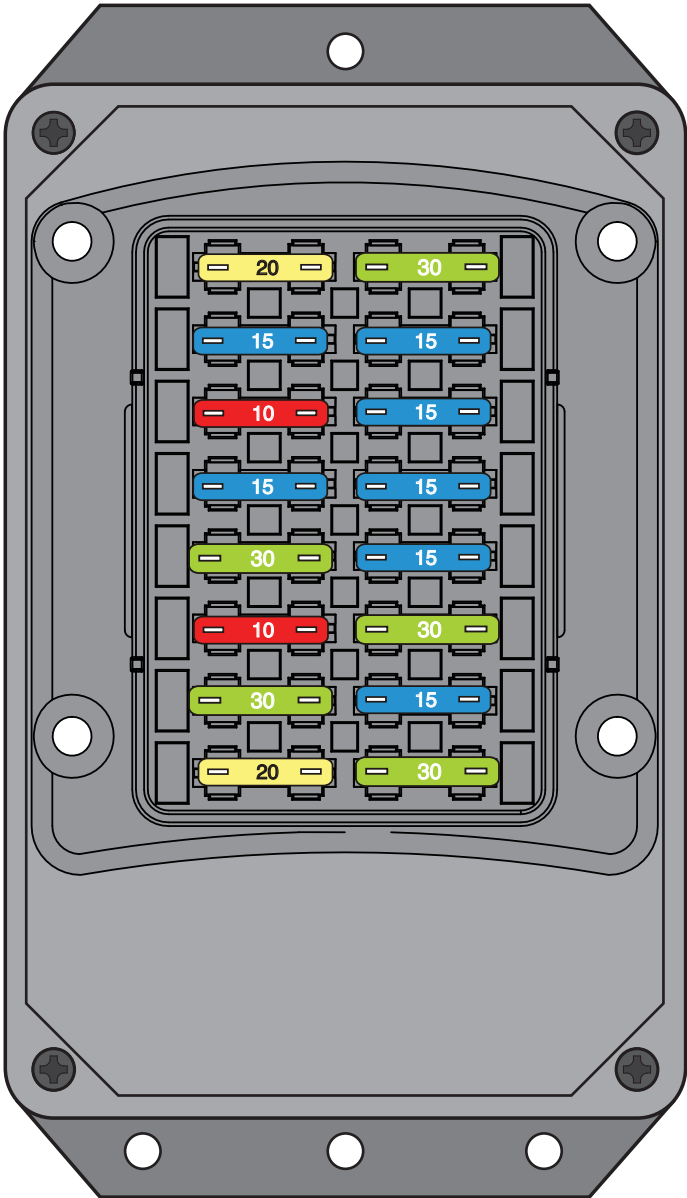
Fuse Box lid



Fuse label on inside of Fuse Box lid

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

Fuse Values and Locations



Fuse/Circuit table

Fuse #	Fuse Block Cover Label	Fuse Rating	Description
1	Bat-Spare	30A	Battery feed spare
2	Clock - Bat	15A	Battery feed for a Clock and a Radio.
3	Power Seats	30A	Battery feed for optional Power Seats.
4	Park Lights	15A	Battery feed for Park Lights.
5	Power Locks	15A	Battery feed to Power Locks.
6	Stop / Courtesy	15A	Battery feed for Brake Lights and Courtesy Lights.
7	Hazard	15A	Battery feed for optional Hazard Lights and optional battery feed.
8	Power Window	30A	Ignition feed for optional Power Windows.
9	Wiper	20A	12V Accessory feed for Wiper/Washer system.
10	Heat / AC	30A	12V Accessory feed for Heater/AC System.
11	Radio	10A	12V Accessory "on-off" feed to Radio.
12	Engine Fan	30A	12V Accessory for an optional Electric Fan System, Relay key-on trigger
13	Turn	15A	Ignition feed for the Turn Signals.
14	Gauges, B/U	10A	Ignition feed for Dash Gauges/Warning Lights, nad Back up lamps
15	Electric Choke	15A	Ignition feed for an Electric Choke, ECM Ignition Feed
16	Fuel Pump	20A	Ignition feed for an Electric Fuel Pump

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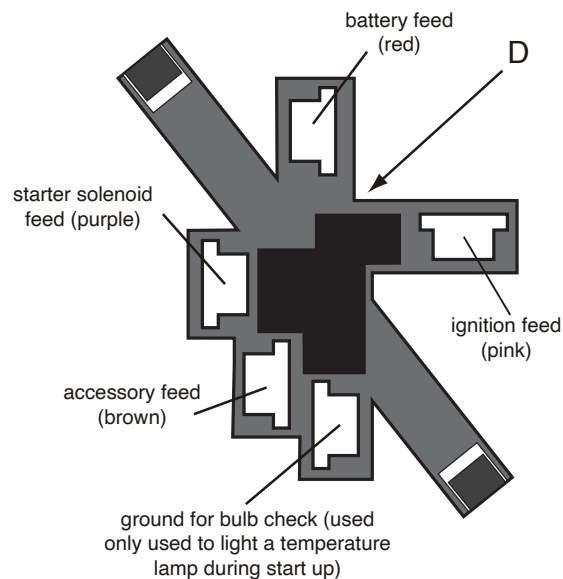


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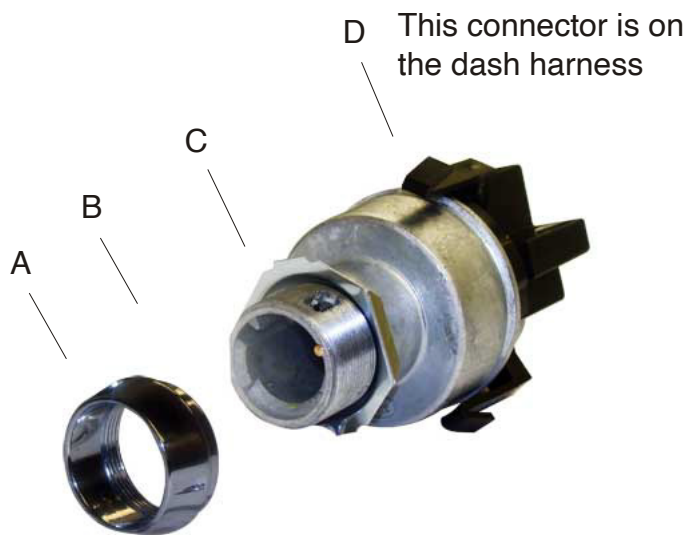
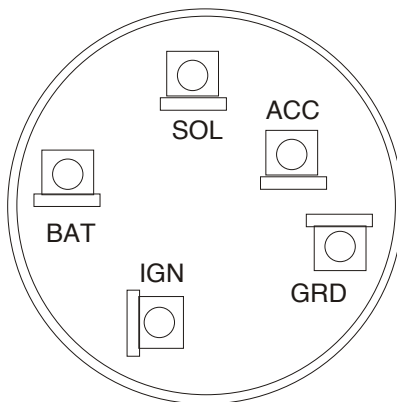
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NOTE: Looking into the face of the connector.
Wires are plugging in from behind.



INSTALLATION

NOTE: The instruction sheet packaged with this switch shows a copper lamp holder bracket. That bracket is not used in this application and it's 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: Please keep in mind that this is an upgraded switch, not an original replacement, and there may be differences between this switch and the original switch.

- On some vehicles, the dash hole size might need to be opened up slightly to accommodate this new switch. This is best done with a small rotary tool.
- On some vehicles the flat side on the switch may be in a different location than was found on your original switch.
 - 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 1.0 09/29/2024

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.

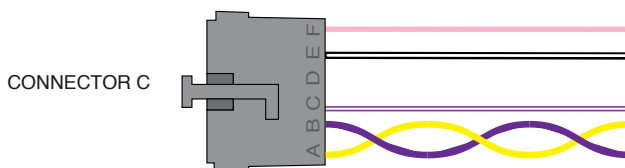
CONNECTOR B

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.

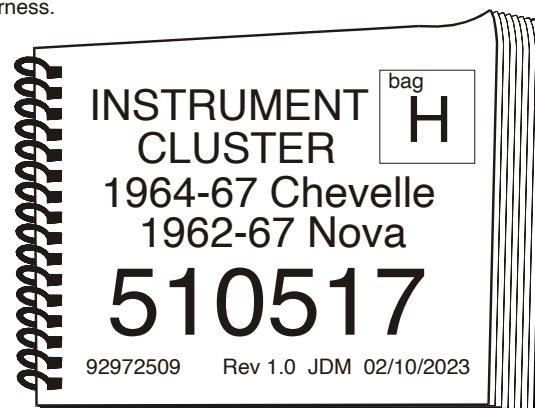
This wire can also be used as a battery power for aftermarket gauges.

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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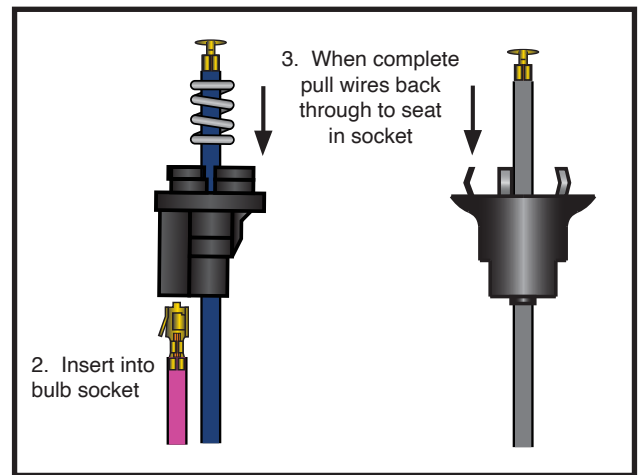
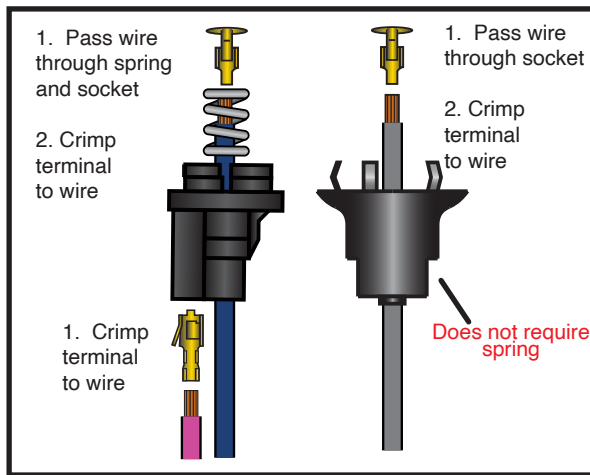


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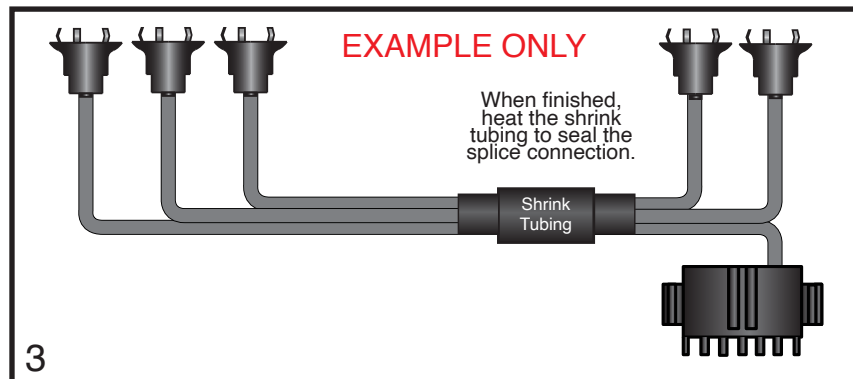
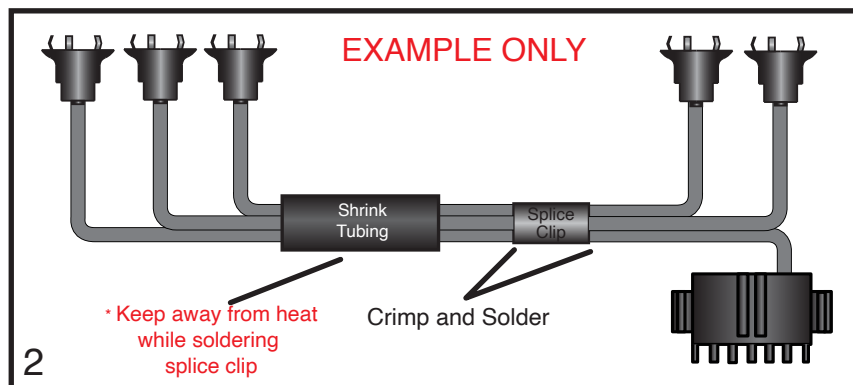
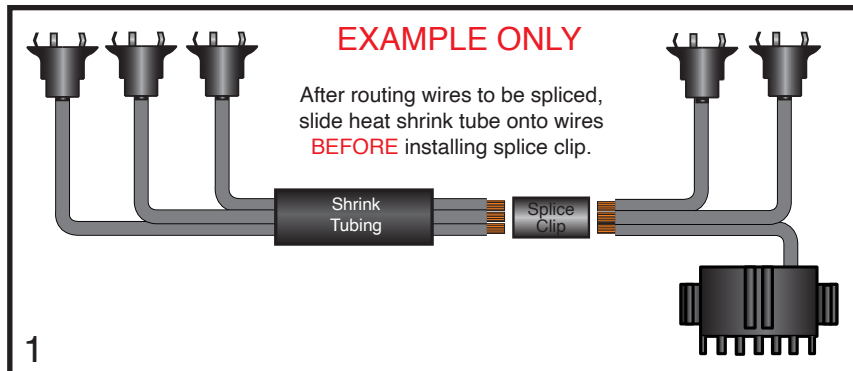


How to install lamp sockets and lamp socket terminals.



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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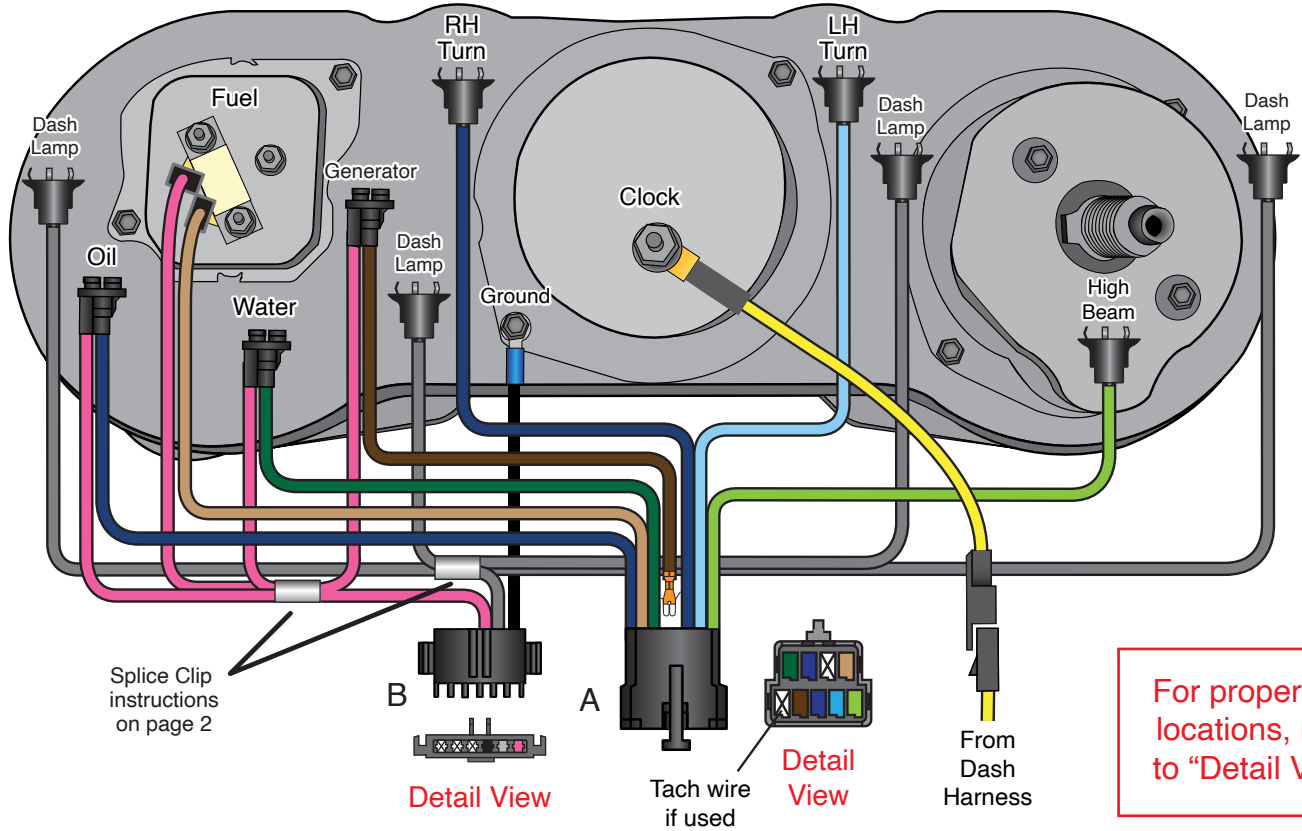
1964-67 Chevelle

1962-67 Nova

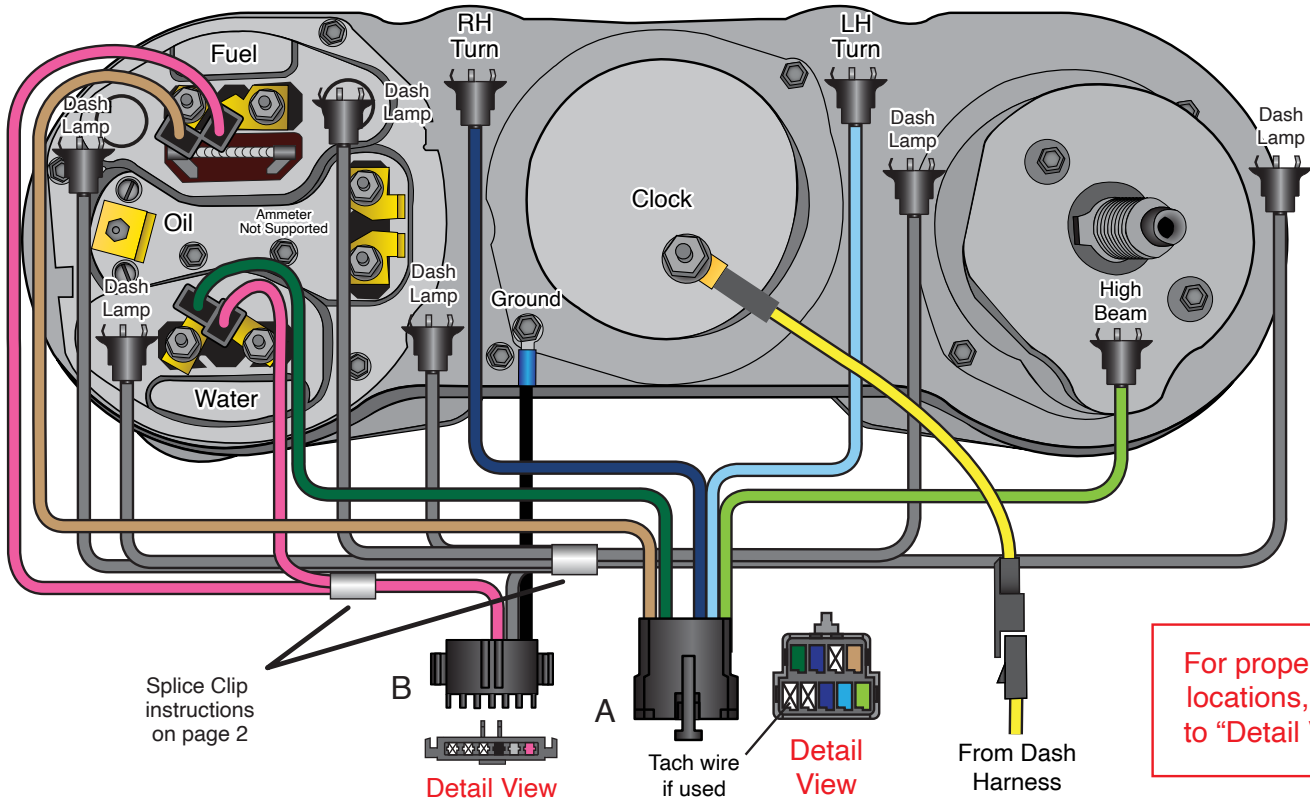
INSTRUMENT CLUSTER

510517

1964-65 Chevelle Warning Light Cluster Connections



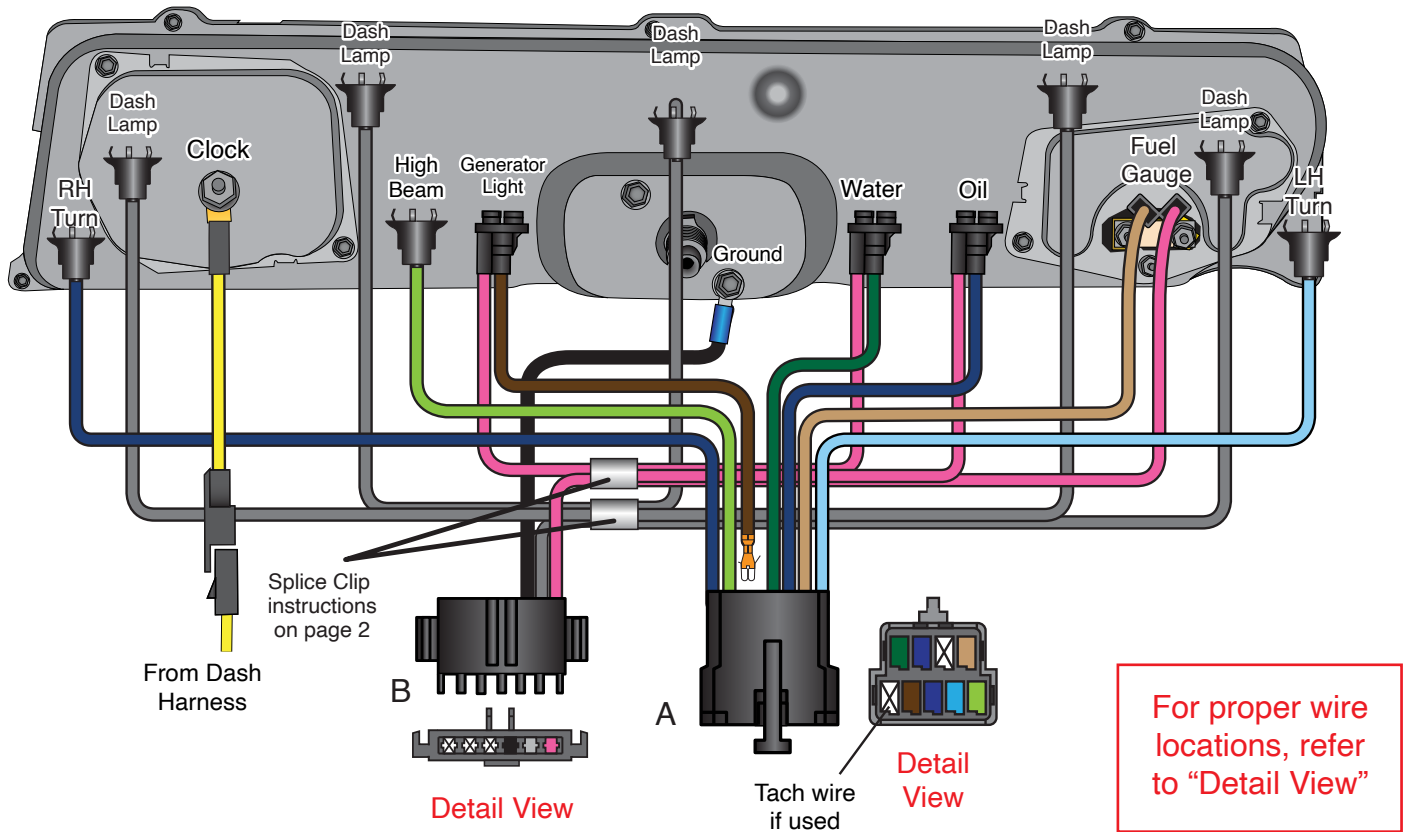
1964-65 Chevelle Gauge Cluster Connections



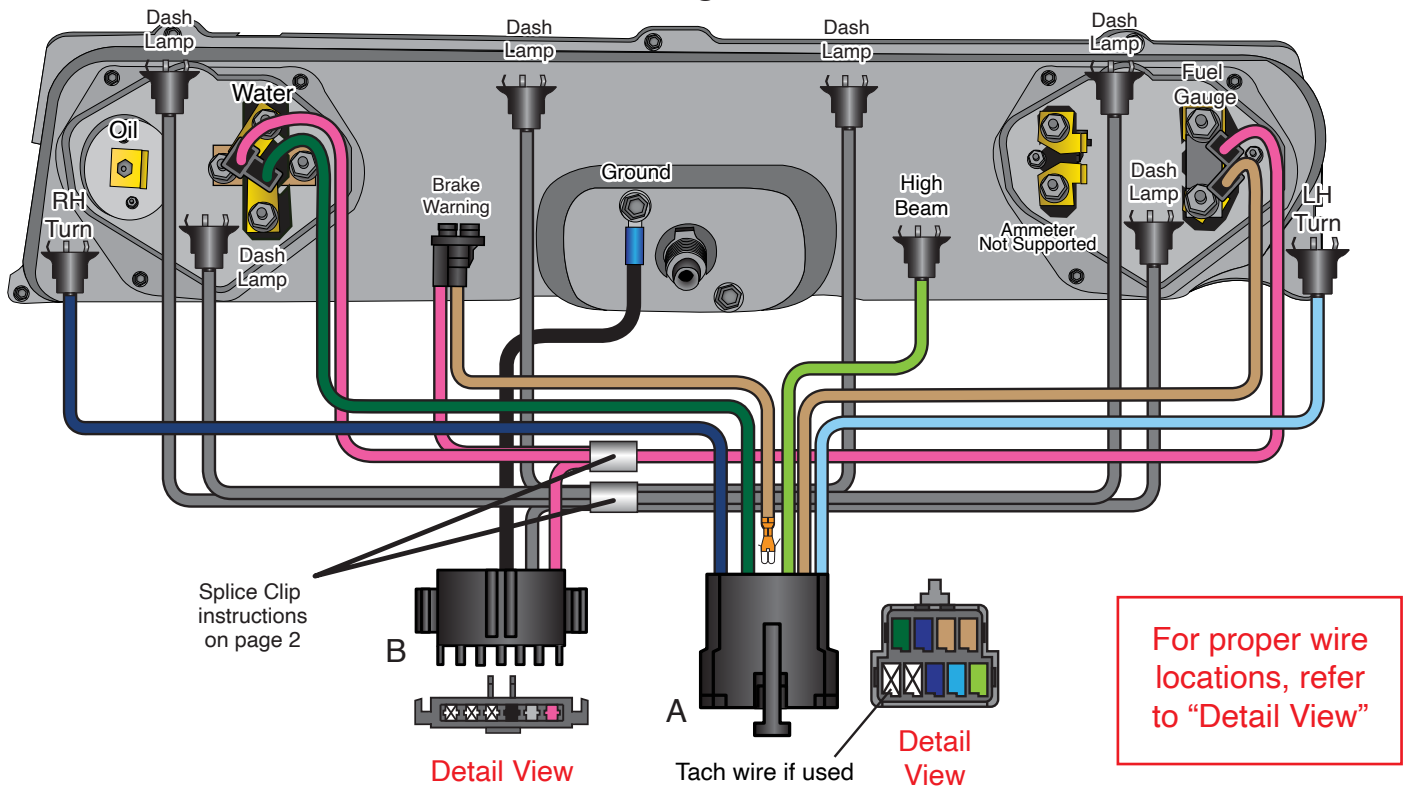
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1962-67 Nova
INSTRUMENT CLUSTER
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1966 Chevelle Warning Light Cluster Connections



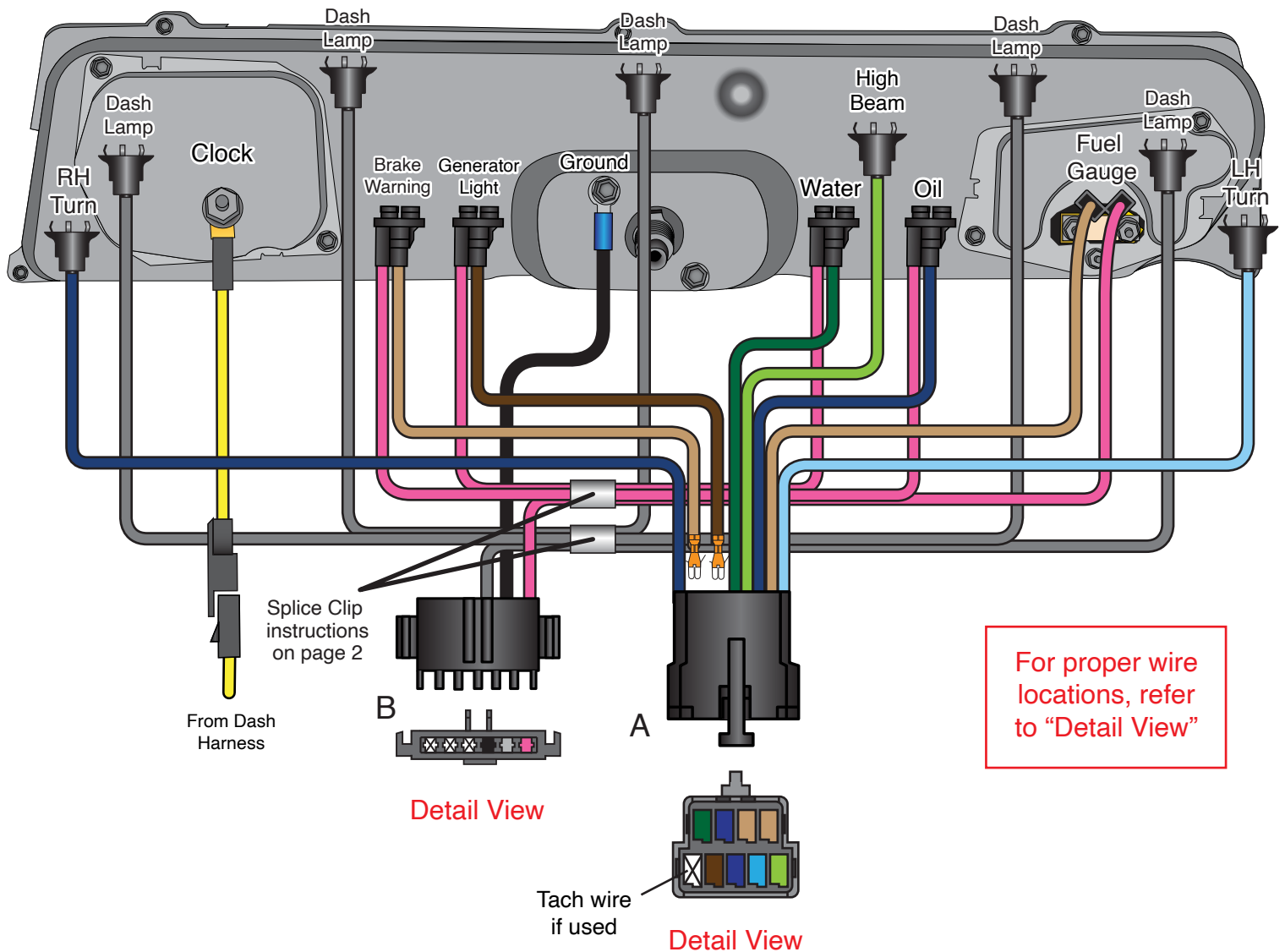
1966-67 Chevelle Gauge Cluster Connections



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1967 Chevelle Warning Light Cluster Connections



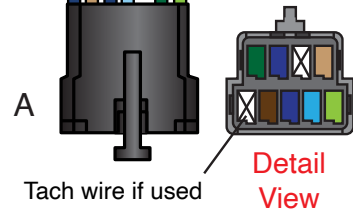
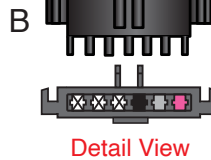
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1964-67 Chevelle
1962-67 Nova
INSTRUMENT CLUSTER
510517

1962 Nova Warning Lights

For proper wire locations, refer to "Detail View"

Splice Clip instructions on page 2

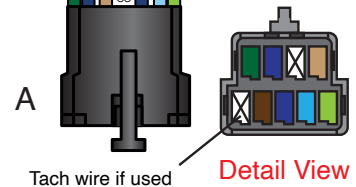
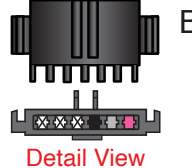


1963-65 Nova Warning Lights

Splice Clip instructions on page 2

For proper wire locations, refer to "Detail View"

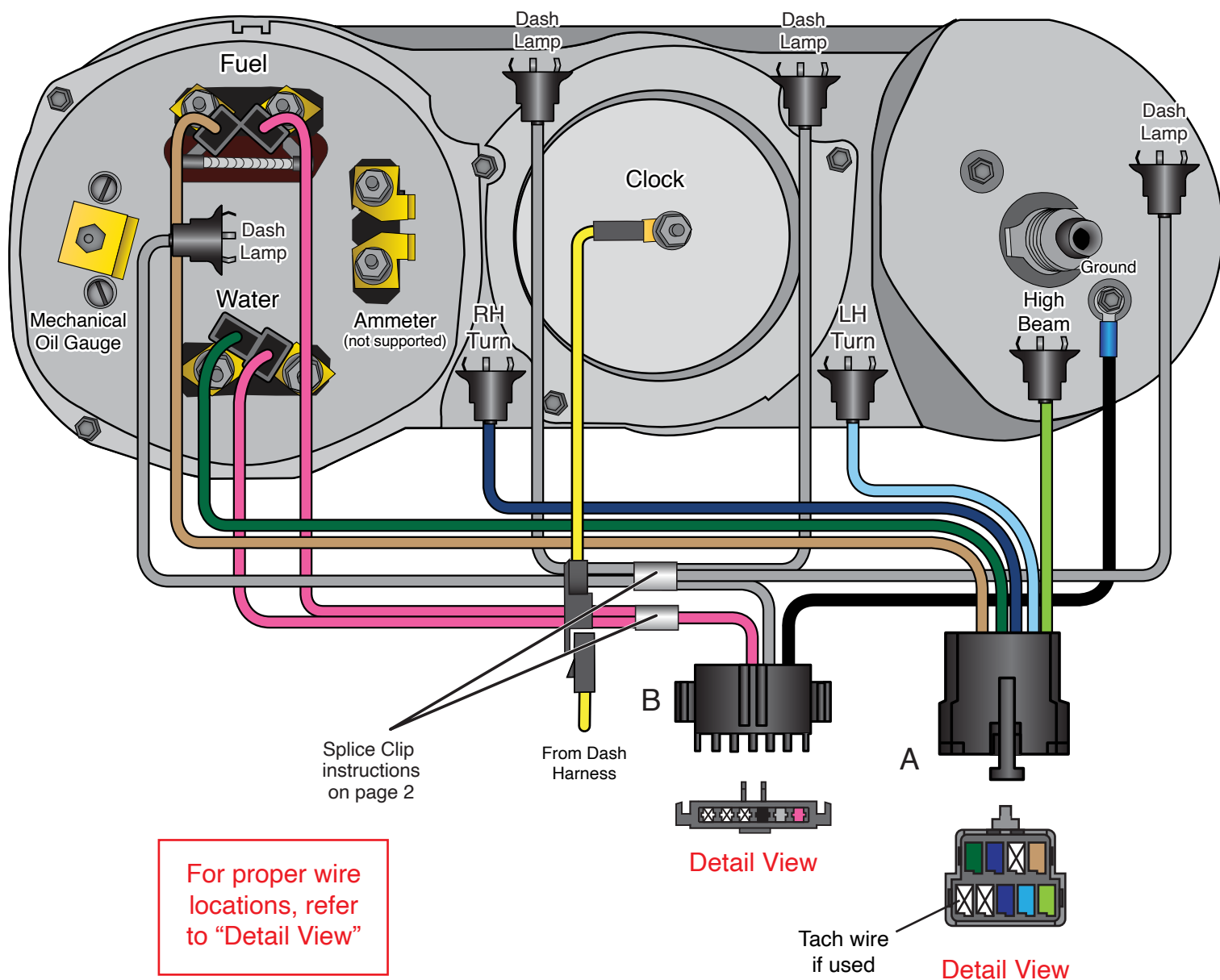
From Dash Harness



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1964-67 Chevelle
1962-67 Nova
**INSTRUMENT CLUSTER
510517**

1963-5 Nova Gauges



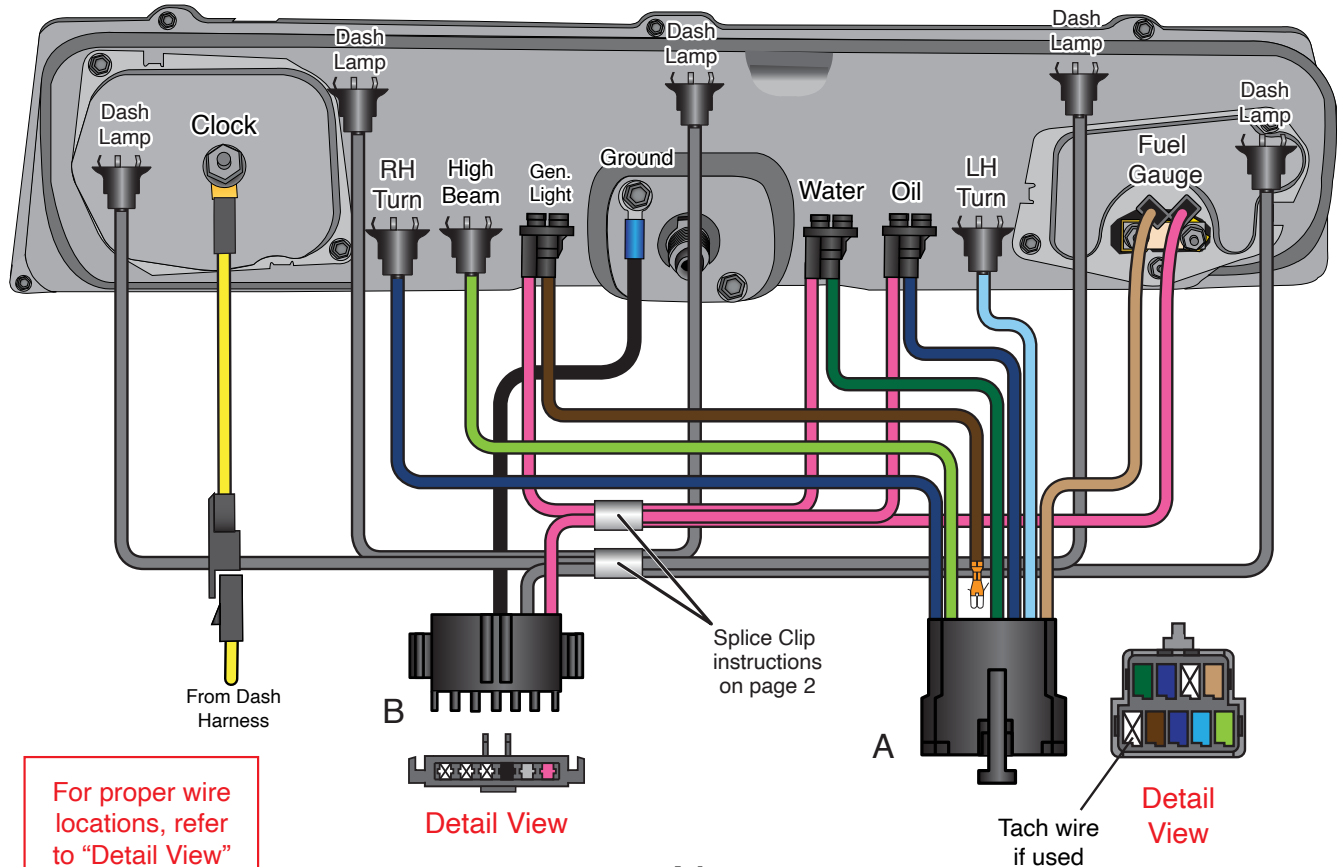
For proper wire locations, refer to "Detail View"



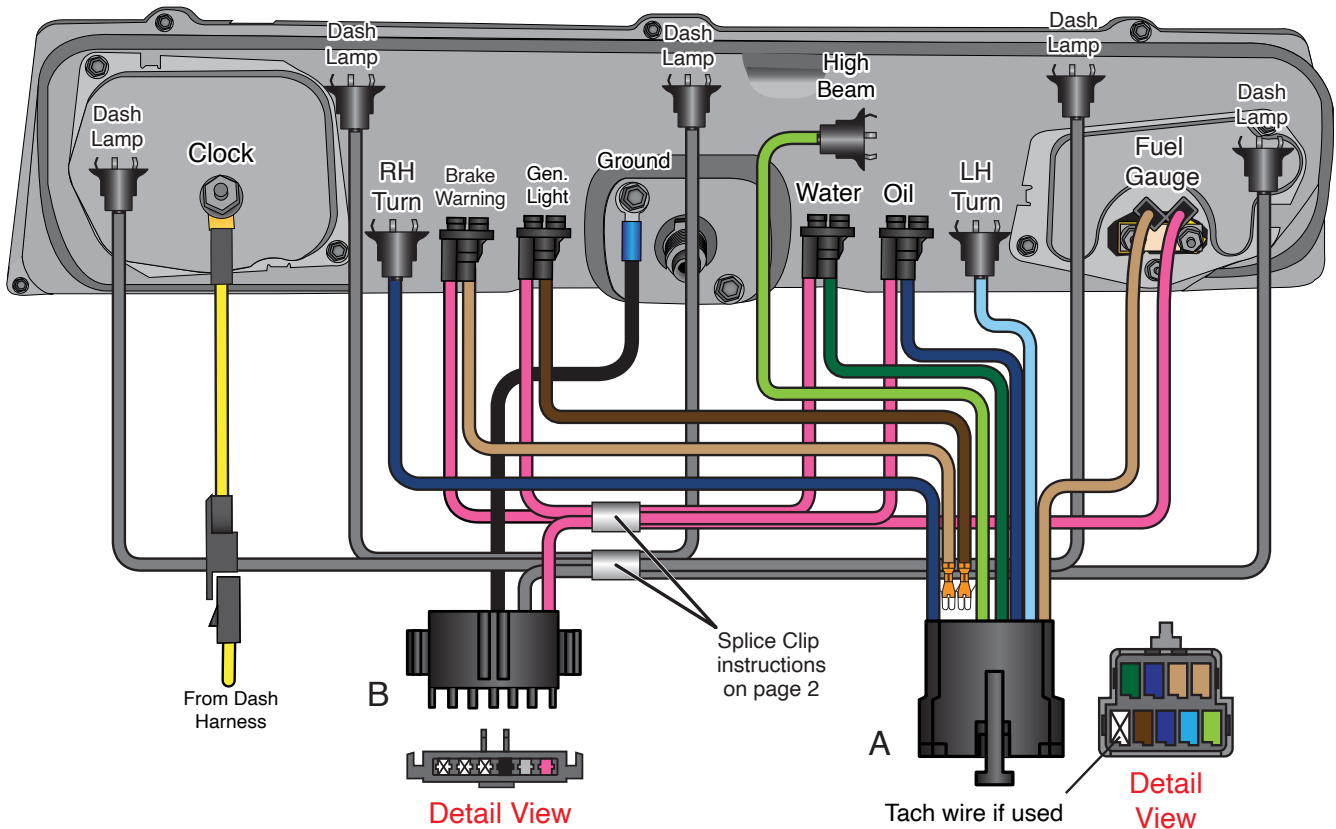
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1962-67 Nova
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1966 Nova



1967 Nova

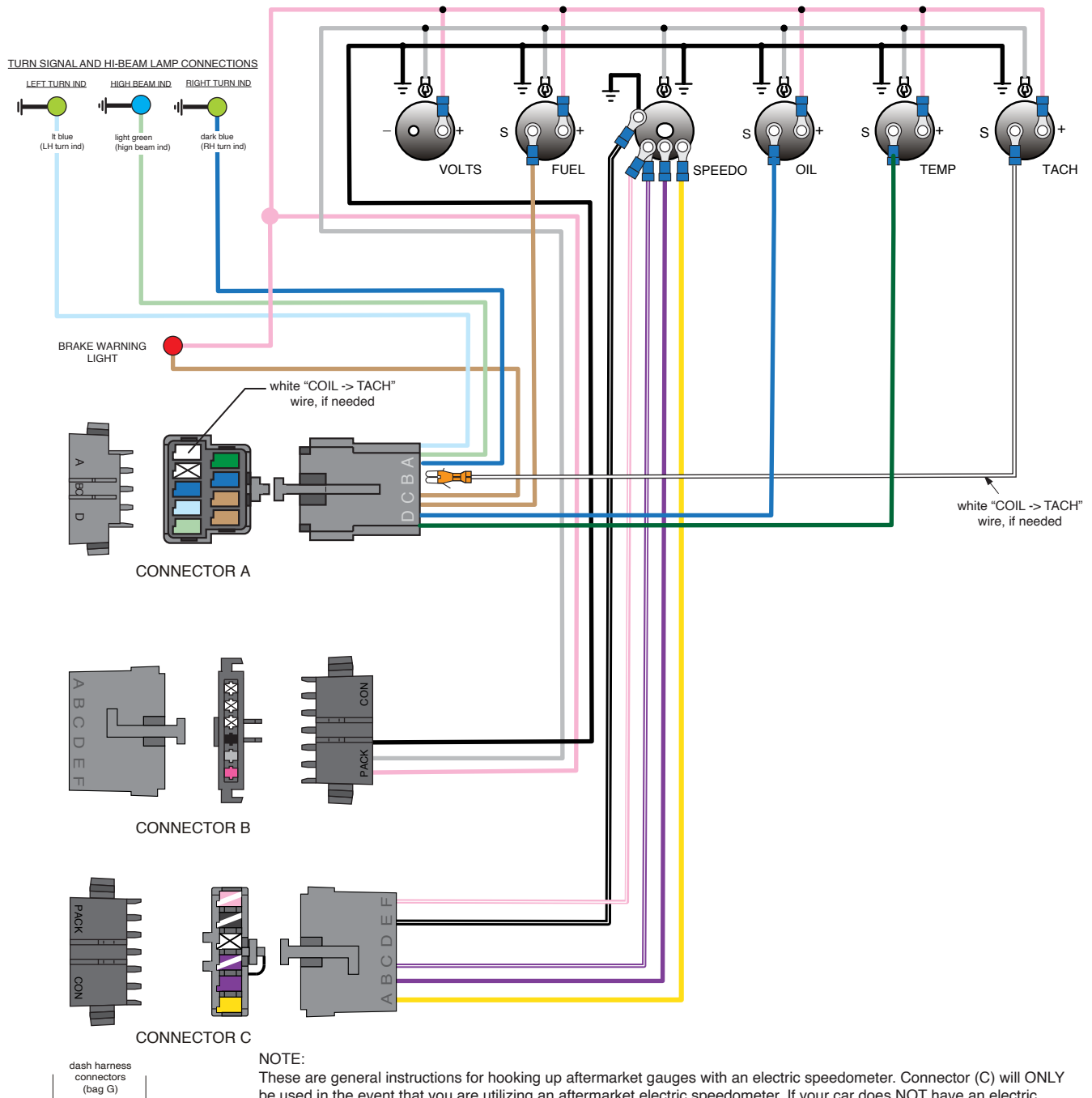


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1964-67 Chevelle
1962-67 Nova
INSTRUMENT CLUSTER
510517

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.

Yellow VSS Ground

Connect to VSS neg. "-" on speedometer.

Purple VSS Signal

Connect to VSS input on speedometer.

NOTE: Twist the yellow and purple wires together for their entire length to prevent interference.

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.



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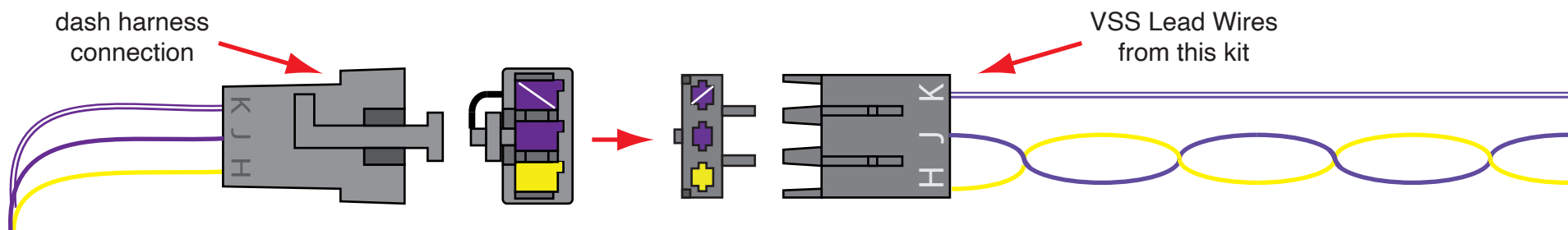
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1962-67 Nova
INSTRUMENT CLUSTER
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Electric Speedo VSS extension connection:



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



520001 Digital Gauge System Dim Wire Kit:

ALL GM Classic Update Kits (See page 2 for 510298 Mopar Cuda & Challenger Kit)

Use this kit when installing an aftermarket digital gauge system that requires a 12-volt signal to dim the display when the parking lamps or headlights are turned on.

1. Locate the Headlight Switch Connector:

Locate the headlight switch connector in the dash harness section of the Classic Update Kit being installed, and remove the brown “REAR RUNNING LIGHTS” Wire. **DO NOT** cut the terminal off this wire, as it will be required later in the install.

For guidance, refer to American Autowire’s instructional video on how to remove a terminal from a connector:

https://www.youtube.com/watch?v=_3GoK3xE1gs

2. Insert the Dimmer Jumper Wire:

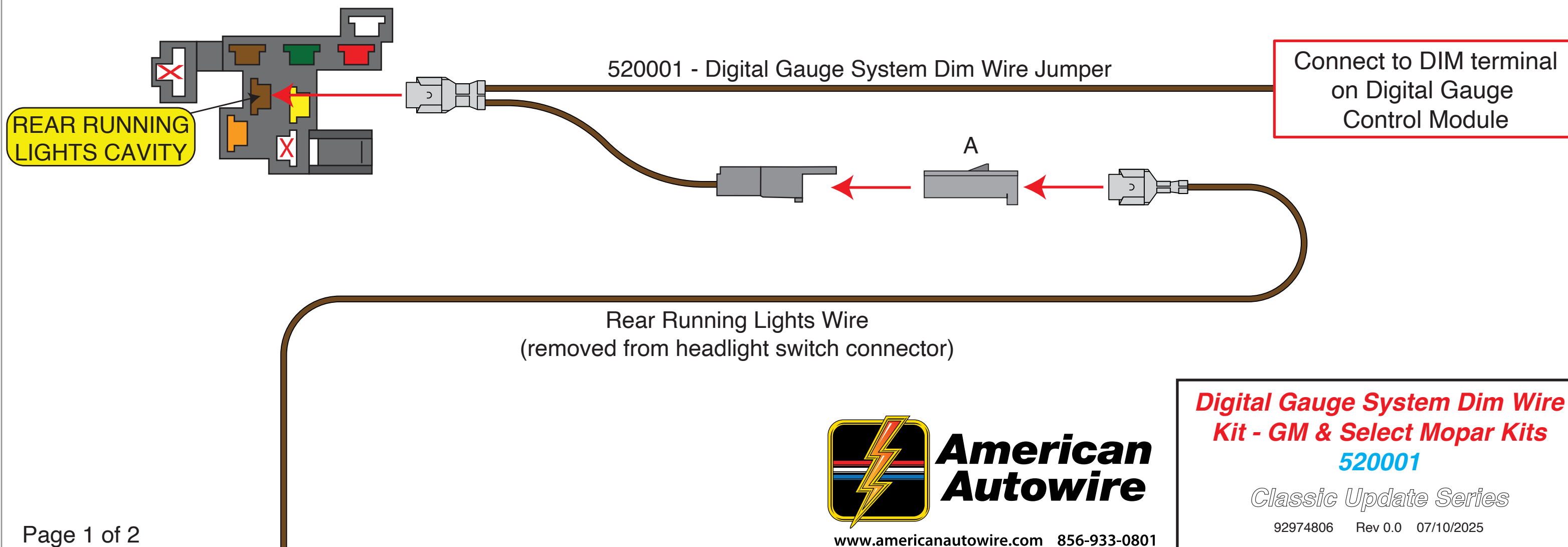
Take the pre-terminated end of the dim wire jumper, which includes two wires in one terminal, and insert it into the now vacant cavity of the headlight switch connector (where the rear running lamps wire was originally removed).

3. Reconnect the Rear Running Lights Wire:

Insert the now loose “REAR RUNNING LIGHTS” wire terminal into the provided 56Fx1 connector (Item “A”). Plug this connector into the short pigtail section of the dim wire jumper as illustrated below.

4. Connect to the Digital Gauge System:

Route the long loose end of the dim wire jumper to the digital gauge control module. Cut the wire to the appropriate length and connect it to the dimmer input on the controller, following the manufacturer's instructions, to complete the installation.



520001 Digital Gauge System Dim Wire Kit:

510298 Mopar Cuda & Challenger Classic Update Kit (ONLY)

Use this kit when installing an aftermarket digital gauge system that requires a 12-volt signal to dim the display when the parking lamps or headlights are turned on.

1. Locate the Headlight Switch Connector:

Locate the Park/Tail Lights connector in the headlight connection section of the 510291 Dash Harness, and remove the brown "PARK LIGHTS" / "REAR RUNNING LIGHTS" Wires from the single cavity connector. **DO NOT** cut the terminal off these wires, as it will be required later in the install.

For guidance, refer to American Autowire's instructional video on how to remove a terminal from a connector:

https://www.youtube.com/watch?v=_3GoK3xE1gs

2. Insert the Dimmer Jumper Wire:

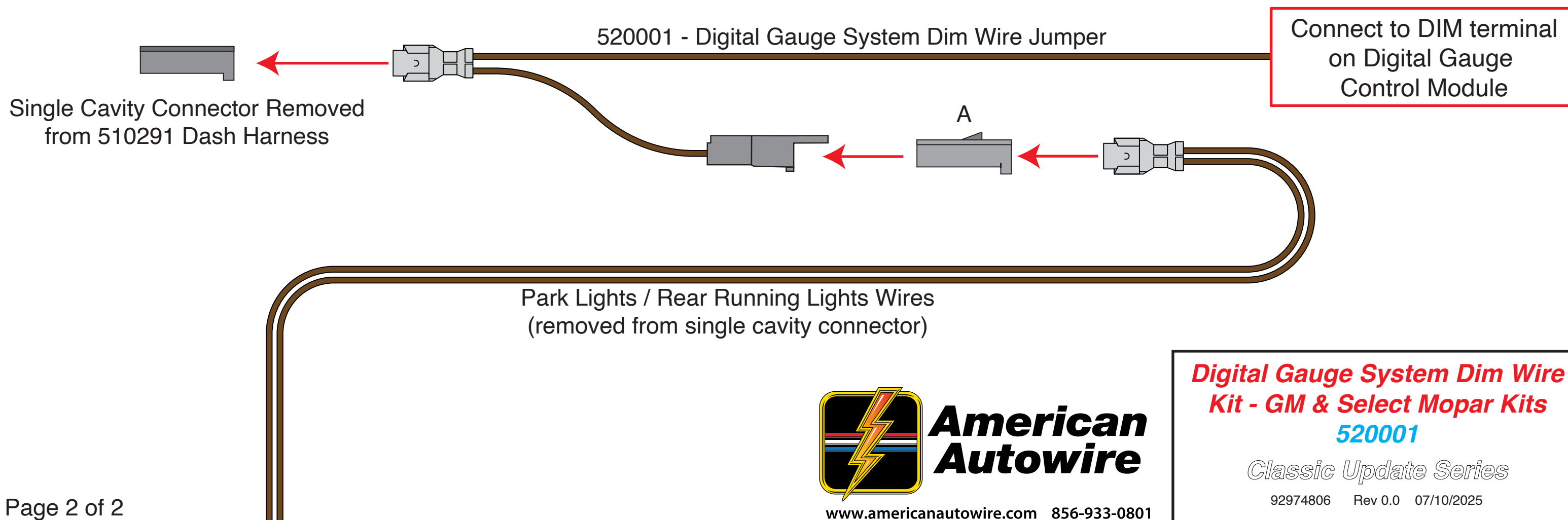
Take the pre-terminated end of the dim wire jumper, which includes two wires in one terminal, and insert it into the single cavity connector that was removed from the dash harness.

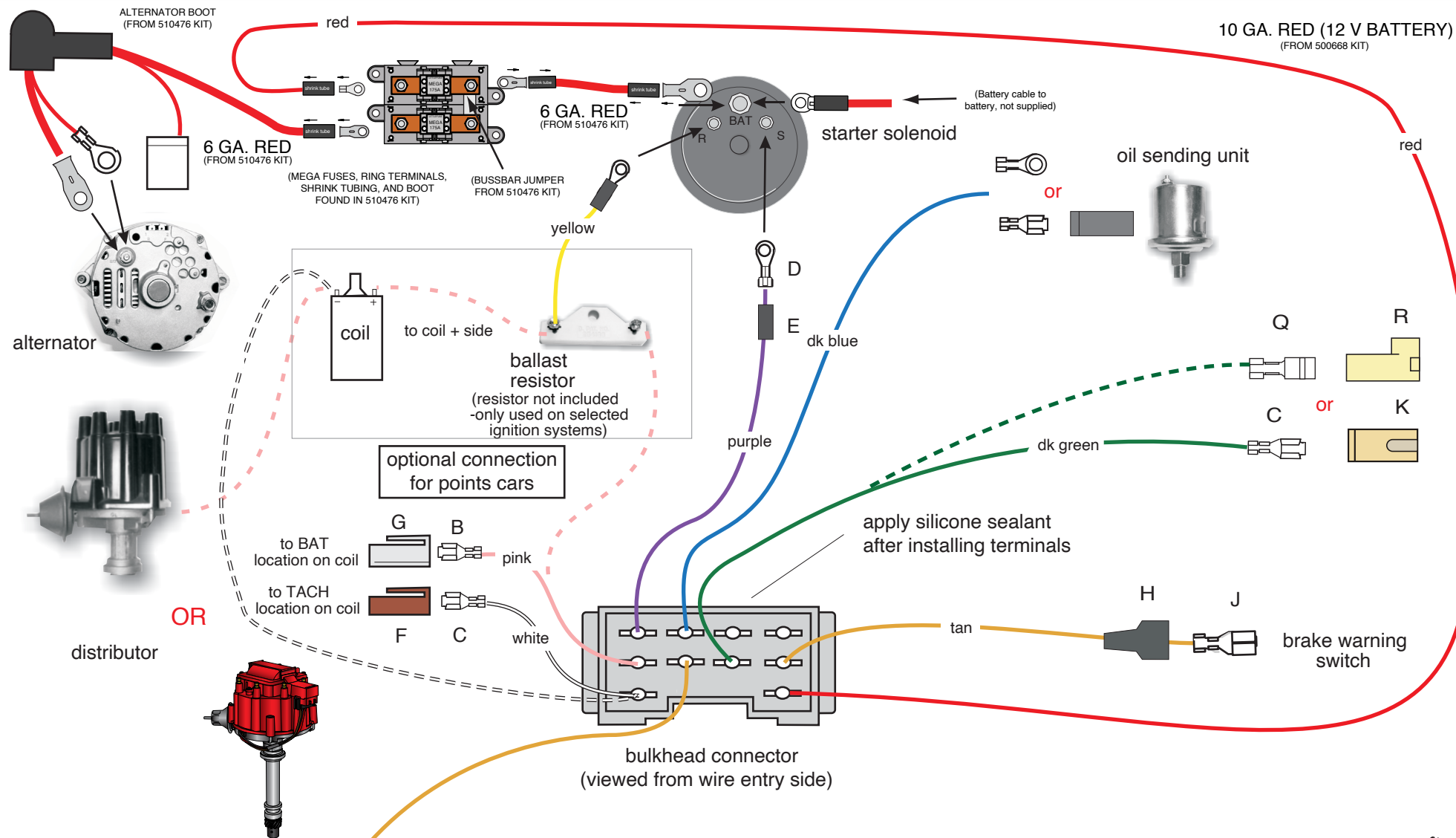
3. Reconnect the Rear Running Lights Wire:

Insert the now loose "PARK LIGHTS" / "REAR RUNNING LIGHTS" wires previously removed from the single cavity connector on the dash harness into the provided 56Fx1 connector (**Item "A"**). Plug this connector into the short pigtail section of the dim wire jumper as illustrated below.

4. Connect to the Digital Gauge System:

Route the long loose end of the dim wire jumper to the digital gauge control module. Cut the wire to the appropriate length and connect it to the dimmer input on the controller, following the manufacturer's instructions, to complete the installation.





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Classic Update Series

1962-67 Nova

ENGINE KIT

510758

92972674 instruction rev 0.0 12/9/2019

bag

J

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

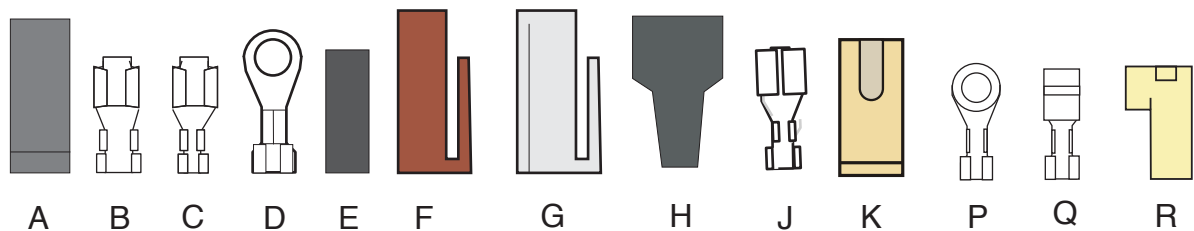
BULKHEAD CONNECTOR WIRES:

RED	12V BATTERY	Route this wire to the Megafuse and cut to length. Use ring terminal, shrink tubing from 510476 kit. Connect as shown on page 1.
PURPLE	STARTER SOLENOID	Route to the starter solenoid and cut to length. Install rubber sleeve E and ring D. Connect to the 'S' terminal on the solenoid.
DARK BLUE	OIL PRESSURE SENDER	Connect this wire to the oil pressure sending unit. Using terminal P or terminal C with connector A.
DARK GREEN	WATER TEMP SENDER	Route this wire to the water temperature switch, trim to length, install terminal C or Q and plug into connector K or R.
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 the 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 YELLOW wire to the R terminal on the starter 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.
WHITE	COIL-TACH	Route this wire to the coil and trim to length. If using an HEI distributor, terminal C and connector F are included for connection to the TACH location. If using a conventional coil, terminal P is included for connection to the negative side of the coil.
TAN	BRAKE LIGHT SWITCH	If your car is equipped with a brake warning system, route this wire to the brake warning switch, trim to length, slide boot H onto wire, install terminal J, and pull boot H back up over terminal J.
TAN	ELECTRIC CHOKE	If your car is equipped with an electric choke, route this fused 12v wire to the choke assembly, and connect to the choke feed. No terminals or connectors have been provided for this connection as there were many different styles.

ALTERNATOR:

HEAVY RED	AMERICAN AUTOWIRE	Use the 6ga red wire, boot, and ring terminal from the 510476, route from alternator to the Megafuse and cut to length. Connect as shown on page 1.
SMALL RED		Send the ring terminal end of this wire through boot (as shown on sheet 1) and connect to the battery stud on the alternator Do not plug the connector into the alternator yet, the exciter wire will be added when the front light wires are installed.

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

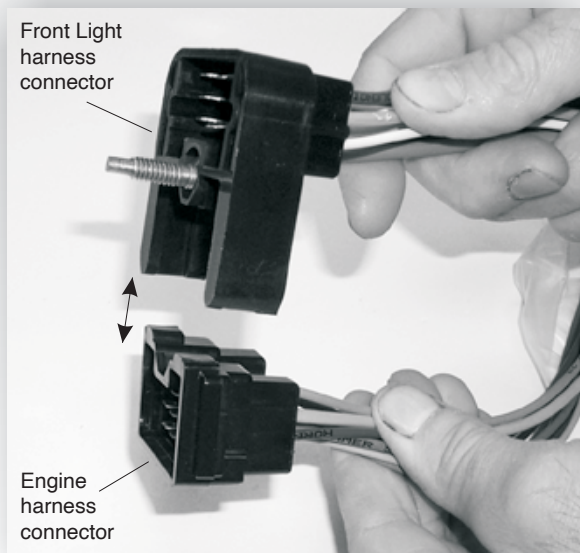


ENGINE KIT

510758

92972674 instruction rev 0.0 12/9/2019

Classic Update Series



apply silicone sealant to back side of connector after installing terminals

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

Look!



American Autowire also sells factory OEM style harness wrap. this is the same stuff 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 !



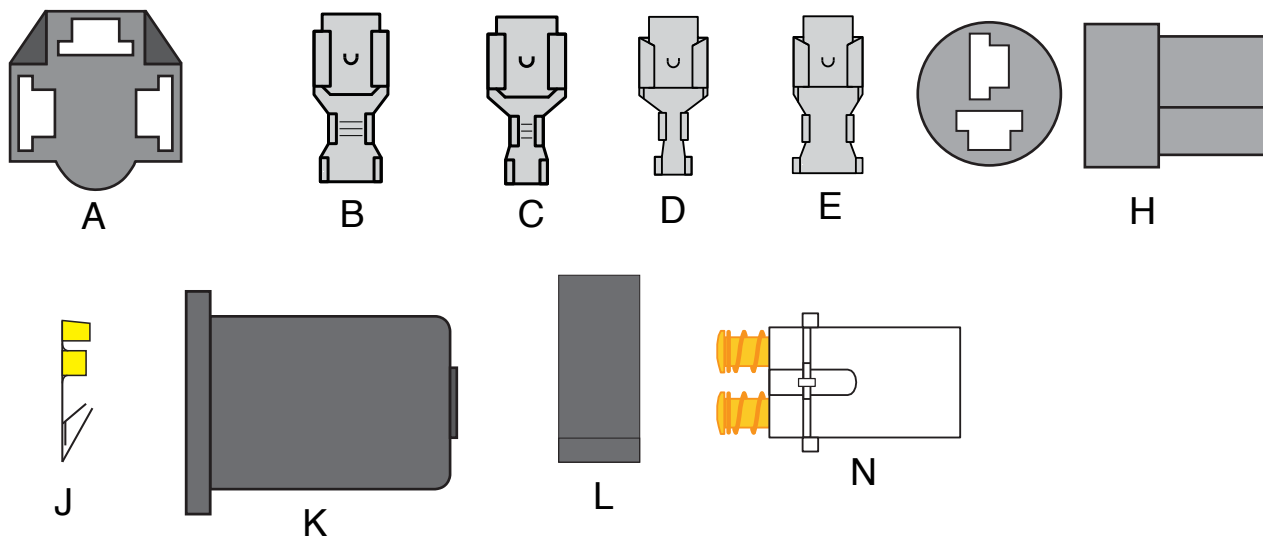
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800-482-9473

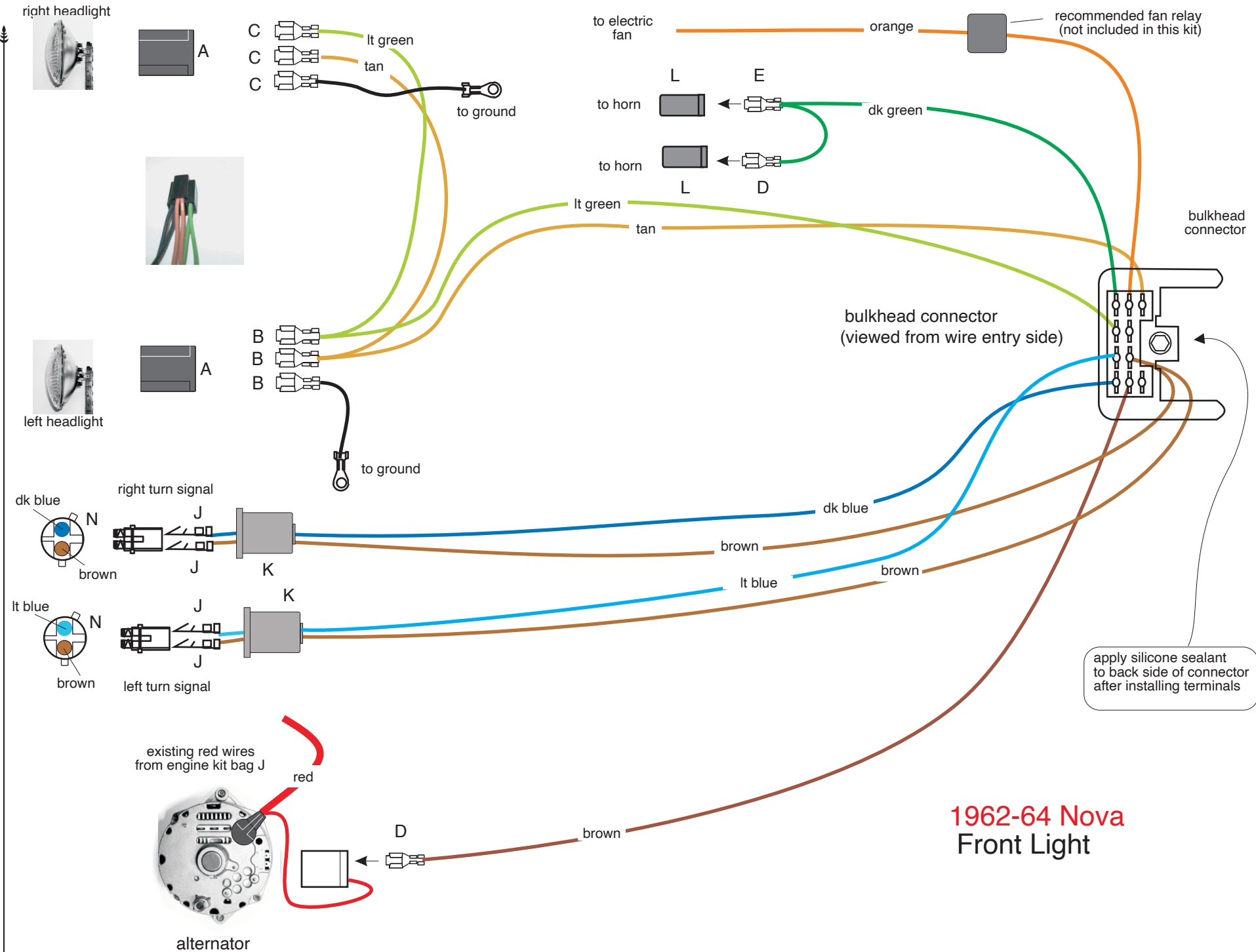


Terminals used in this installation.

This kit contains loose piece terminals and connectors necessary to complete a connection to a specific component. Each connection on the instruction sheet identifies specific parts by a letter code that corresponds to the letter code on a part picture identified below. The parts below are shown in actual size to help in identification. This is a complete set of all possible terminals and connectors used throughout the Classic Update Series line but your specific parts kit will only contain those parts required for the connections in the specific sub-kit you are working on. Many parts will have the same letter code associated with a different part. Just match the part to the picture below to identify the part letter code you will see on the instruction sheet for the sub-kit harness you are working on. We have supplied additional terminals in the event that extra terminals are necessary.



Classic Update Series



1962-64 Nova

Connect the bulkhead connector from this kit onto the bulkhead connector from the engine kit (bag J), and bolt to the firewall dash bulkhead. After all wires are installed from this kit, the main connector should have die-electric grease applied to the terminals and silicone sealer applied to the outside of the connectors as a moisture seal.

PARKING LAMP WIRES

LIGHT BLUE	LEFT FRONT TURN	Route this wire to the LH turn signal lamp, slide wire through boot K, install terminal J and plug into lamp socket N as shown on sheet 3.
DARK BLUE	RIGHT FRONT TURN	Route this wire to the RH turn signal lamp, slide wire through boot K, install terminal J and plug into lamp socket N as shown on sheet 3.
BROWN	PARK LAMPS	Route the shorter brown wire that is the same length as the light blue wire to the LH turn signal lamp, slide wire through boot K, install terminal J and plug into lamp socket N as shown on sheet 3. Route the longer brown wire that is the same length as the dark blue wire to the RH turn signal lamp, slide wire through boot K, install terminal J and plug into lamp socket N as shown on sheet 3.

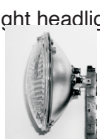
FRONT LIGHT WIRING

TAN (heavy gauge)	HEADLIGHT - LOW BEAM	Route this wire to the driver side headlight and trim to length. Double this wire with the cutoff portion, and install terminal B. Plug this terminal into connector A, in the location shown on sheet 3. Route the remaining portion of this TAN wire to the passenger side outer headlight and trim to length. Install terminal C and plug into connector A as shown on sheet 3.
LIGHT GREEN	HEADLIGHT - HIGH BEAM	Route this wire to the driver side headlight and trim to length. Double this wire with the cutoff portion, and install terminal B. Plug this terminal into connector A, in the location shown on sheet 3. Route the remaining portion of this LT GREEN wire to the passenger side outer headlight and trim to length. Install terminal C and plug into connector A as shown on sheet 3.
BLACK	GROUND	Two (2) ground wires with ring terminals have been provided. Route one to each headlight connection, cut to length, install terminal C, and plug into connector A as shown on sheet 3.

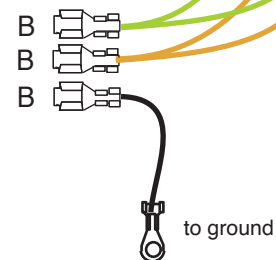
OTHER WIRING

DARK GREEN	HORN	Route to horns and install terminals D & E, as shown on sheet 3. Plug into connectors L.
ORANGE	ELECTRIC FAN	Route to the electric fan and connect per manufacturer's instructions. NOTE: We recommend that this wire be used as the trigger wire for the electric fan relay.
BROWN	ALTERNATOR - IGNITION	Route this wire to the alternator and cut to length. Install terminal D and plug into the regulator connector (previously installed from the engine kit 510143 bag J). NOTE: Not used with 1 wire alternator.

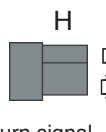
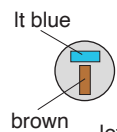
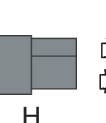
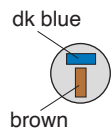
right headlight



left headlight

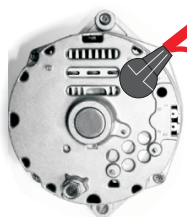


right turn signal



left turn signal

existing red wires
from engine kit bag J



alternator

red

D

brown

to electric
fan

orange

recommended fan relay
(not included in this kit)

L

E

to horn



dk green

to horn



lt green

tan

bulkhead
connector

bulkhead connector
(viewed from wire entry side)

apply silicone sealant
to back side of connector
after installing terminals

1965-67 Nova
Front Light

1965-67 Nova

Connect the bulkhead connector from this kit onto the bulkhead connector from the engine kit (bag J), and bolt to the firewall dash bulkhead. After all wires are installed from this kit, the main connector should have die-electric grease applied to the terminals and silicone sealer applied to the outside of the connectors as a moisture seal.

PARKING LAMP WIRES

LIGHT BLUE	LEFT FRONT TURN	Route this wire to the LH turn signal lamp, install terminal D and plug into connector H as shown on sheet 4.
DARK BLUE	RIGHT FRONT TURN	Route this wire to the RH turn signal lamp, install terminal D and plug into connector H as shown on sheet 4.
BROWN	PARK LAMPS	Route the shorter brown wire that is the same length as the light blue wire to the LH turn signal lamp, install terminal D and plug into connector H as shown on sheet 3. Route the longer brown wire that is the same length as the dark blue wire to the RH turn signal lamp, install terminal D and plug into connector H as shown on sheet 4.

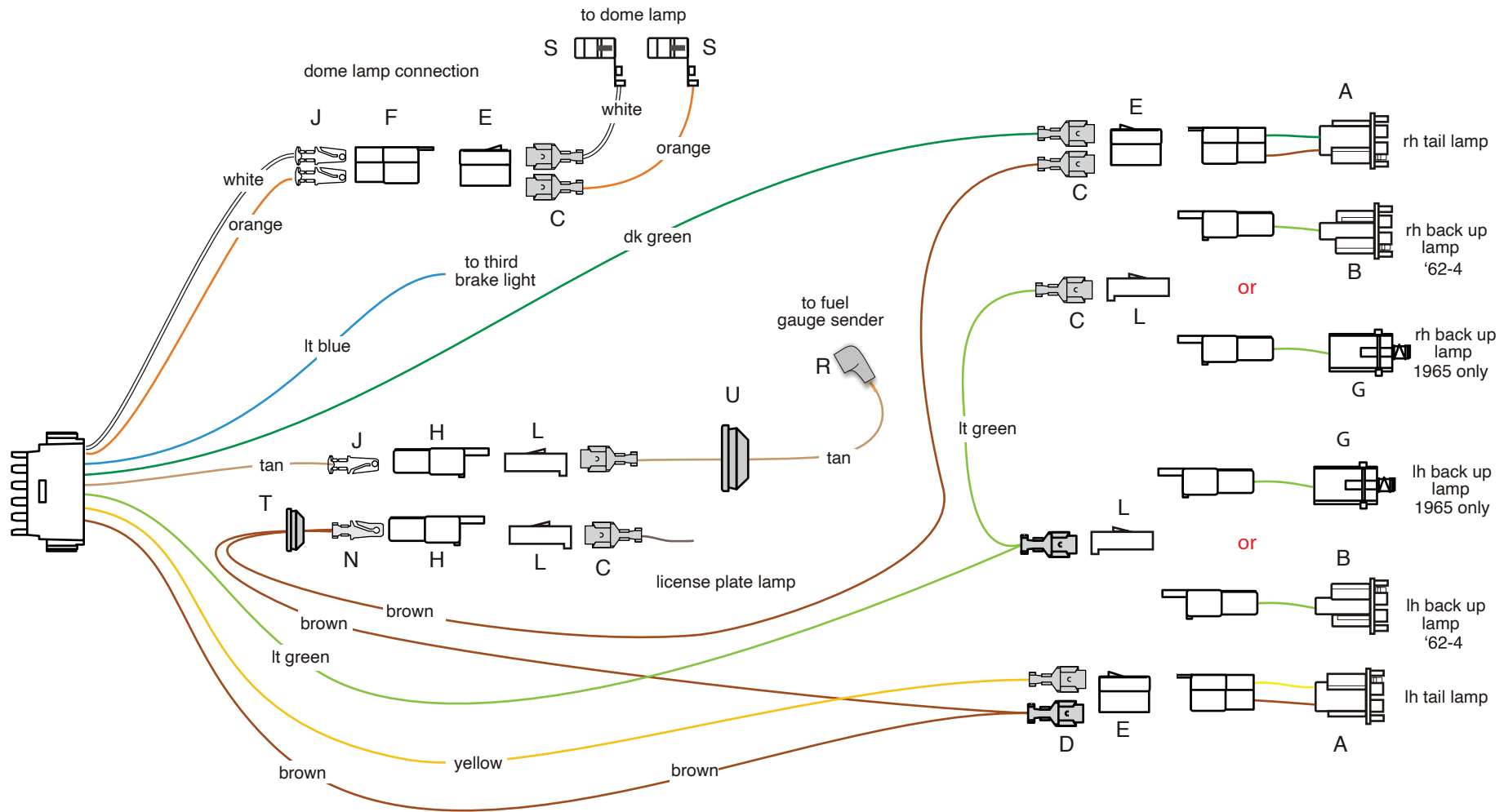
FRONT LIGHT WIRING

TAN (heavy gauge)	HEADLIGHT - LOW BEAM	Route this wire to the driver side headlight and trim to length. Double this wire with the cutoff portion, and install terminal B. Plug this terminal into connector A, in the location shown on sheet 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 sheet 5.
LIGHT GREEN	HEADLIGHT - HIGH BEAM	Route this wire to the driver side headlight and trim to length. Double this wire with the cutoff portion, and install terminal B. Plug this terminal into connector A, in the location shown on sheet 5. Route the remaining portion of this LT GREEN wire to the passenger side outer headlight and trim to length. Install terminal C and plug into connector A as shown on sheet 5.
BLACK	GROUND	Two (2) ground wires with ring terminals have been provided. Route one to each headlight connection, cut to length, install terminal C, and plug into connector A as shown on sheet 5.

OTHER WIRING

DARK GREEN	HORN	Route to horns and install terminals D & E, as shown on sheet 5, Plug into connectors L.
ORANGE	ELECTRIC FAN	Route to the electric fan and connect per manufacturer's instructions. NOTE: We recommend that this wire be used as the trigger wire for the electric fan relay.
BROWN	ALTERNATOR - IGNITION	Route this wire to the alternator and cut to length. Install terminal D and plug into the regulator connector (previously installed from the engine kit 510143 bag J) . NOTE: Not used with 1 wire alternator.

Classic Update Series



USE THIS SHEET FOR A
62-65 NOVA



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Classic Update Series

bag
M

REAR BODY KIT

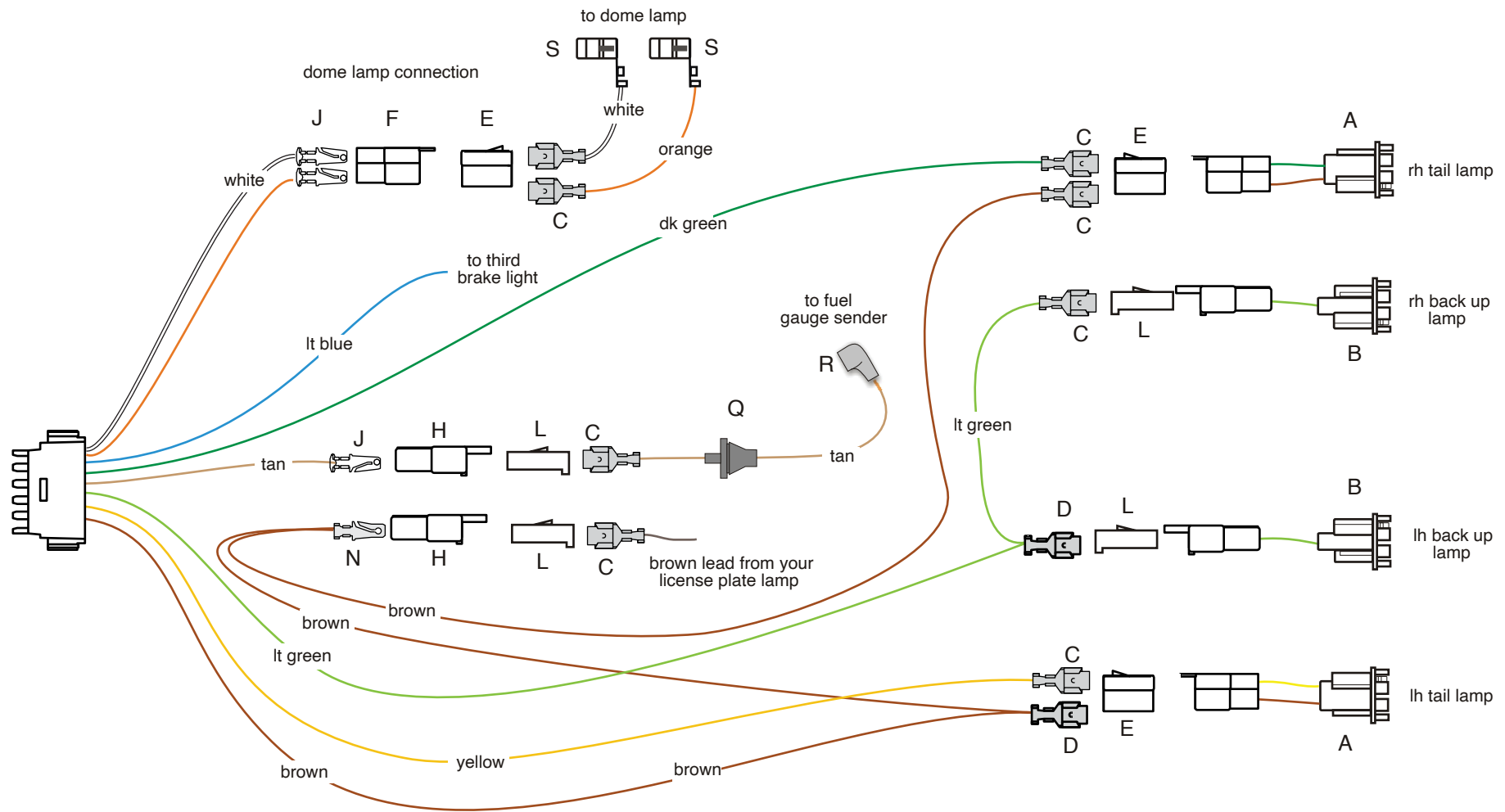
510799

92972882 instruction rev 2.0 3/2/2023

USE THIS SHEET FOR A 62-65 NOVA 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	Third brake light	Connect to the third brake lamp, if equipped.
B	TAN	Fuel Tank lead	From inside the car, install grommet U (larger) into access hole in the rear floor area of the car. Install sender pigtail R onto sending unit underneath the car and pass the wire up through grommet U and into the car. Cut to length and install terminal C and connector L as shown on sheet 1. Route the tan wire in the main connector to the rear of the car so that it will mate with the tan sender wire. Cut the main wire to length and install terminal J and connector H, then plug this wire into the sender pigtail wire assembly as shown on sheet 1.
C			
D	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 D and plug into connector E. Route the loose end through grommet T (smaller) and through to the license plate lamp. Cut to length, and double this wire with the cut off portion, using terminal N, plug into connector H as shown on sheet 1. Route the loose end back through grommet T into the trunk of the car, and over to the right side tail lamp, trim to length, install terminal C and plug into connector E as shown on sheet 1.
E			
F	YELLOW	LH Stop / Tail	Route this wire to the LH tail lamp, cut to length and install terminal C. Plug this wire into connector E from above maintaining color continuity with pigtail A.
G	DK GREEN	RH Stop / Tail	Route this wire to the RH tail lamp, cut to length and install terminal D. Plug this wire into connector E from above maintaining color continuity with pigtail A.
H	LIGHT GREEN	Back up lamp feed	Route this wire to the LH back up lamp, trim to length and install terminal D and connector L. Route the loose end of the lt green wire to the right side back up lamp and install terminal C and connector L. Plug on extensions B (1962-64) or G (1965) to complete the back-up lamp circuits.
J	WHITE	Courtesy ground	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			
N	ORANGE	Courtesy Lamp	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.
R			
S			
T			
U			

Classic Update Series



USE THIS SHEET FOR A
66-67 NOVA



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Classic Update Series

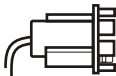
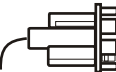
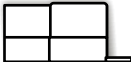
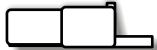
bag
M

REAR BODY KIT

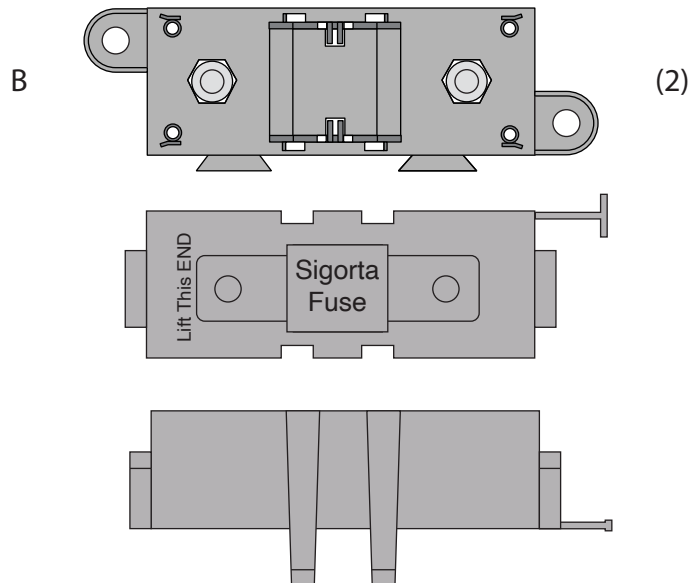
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92972882 instruction rev 2.0 3/2/2023

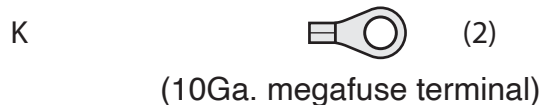
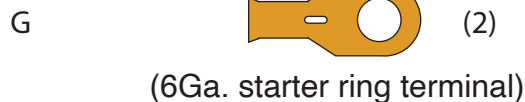
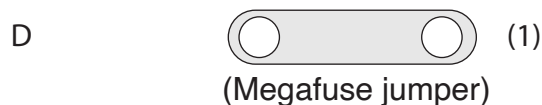
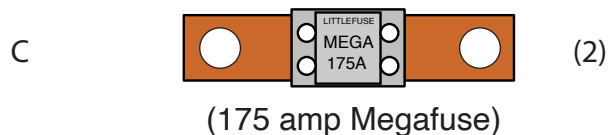
USE THIS SHEET FOR A 66-67 NOVA CAR

	Connect the main connector to the mating connector on the dash harness 500957 bag G. Route this harness along door sill and into trunk.		
	LIGHT BLUE	Third brake light	Connect to the third brake lamp, if equipped.
	TAN	Fuel Tank lead	From inside the car, install grommet Q into access hole in the rear floor area of the car. Install sender pigtail R onto sending unit underneath the car and pass the wire up through grommet U and into the car. Cut to length and install terminal C and connector L as shown on sheet 3. Route the tan wire in the main connector to the rear of the car so that it will mate with the tan sender wire. Cut the main wire to length and install terminal J and connector H, then plug this wire into the sender pigtail wire assembly as shown on sheet 3.
			
			
	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 D and plug into connector E. 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 as shown on sheet 3. Route the loose end over to the right side tail lamp, trim to length, install terminal C and plug into connector E as shown on sheet 3.
			
	YELLOW	LH Stop / Tail	Route this wire to the LH tail lamp, cut to length and install terminal C. Plug this wire into connector E from above maintaining color continuity with pigtail A.
	DK GREEN	RH Stop / Tail	Route this wire to the RH tail lamp, cut to length and install terminal D. Plug this wire into connector E from above maintaining color continuity with pigtail A.
	LIGHT GREEN	Back up lamp feed	Route this wire to the LH back up lamp, trim to length and install terminal D and connector L. Route the loose end of the lt green wire to the right side back up lamp and install terminal C and connector L.
	WHITE	Courtesy ground	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.
			
	ORANGE	Courtesy Lamp	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.
			
			

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.



**American
Autowire**

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PART #

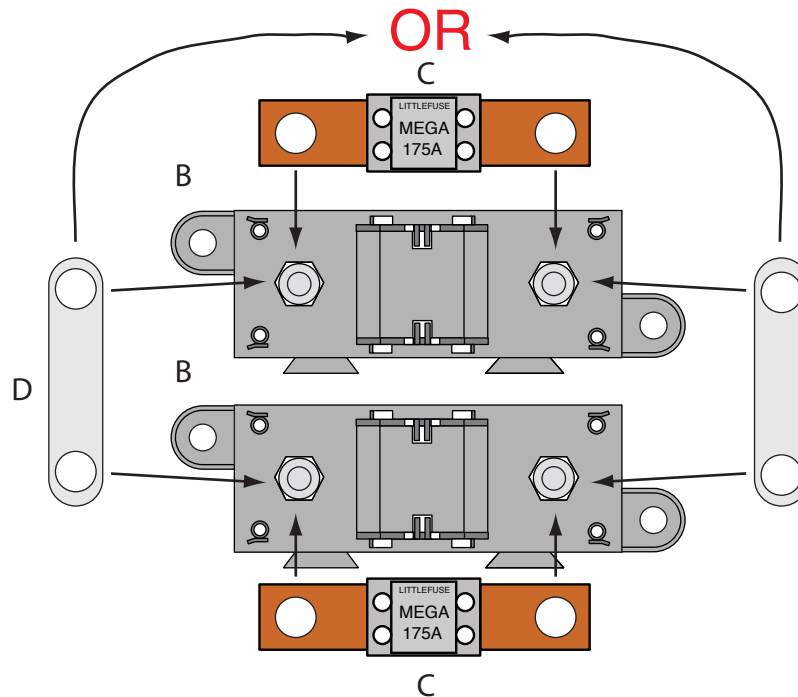
510476

Z

DESCRIPTION:

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

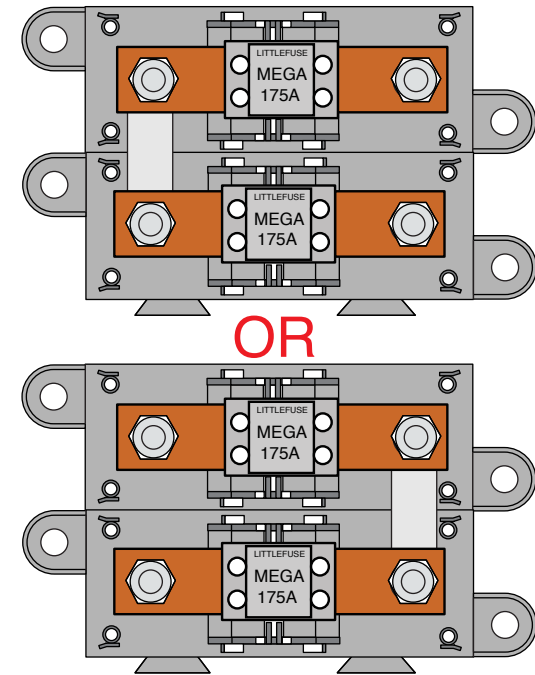
92972153 instruction sheet rev 0.1 6/24/2019



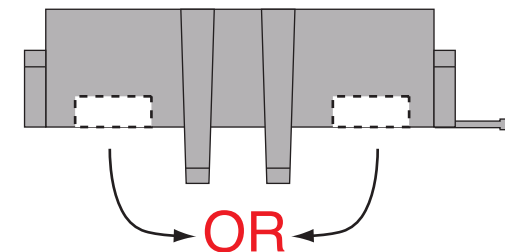
Assembling the (2) Megafuse assemblies

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 #

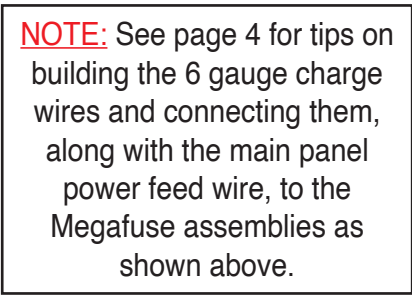
510476

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DESCRIPTION:

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

92972153 instruction sheet rev 0.1 6/24/2019



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92972153 instruction sheet rev 0.1 6/24/2019

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

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

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

510476

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DESCRIPTION:

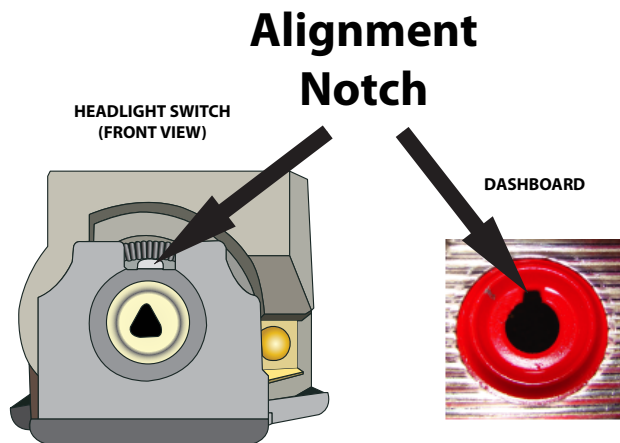
Alternator and Main Power
Connection Kit
Various Applications

92972153 instruction sheet rev 0.1 6/24/2019

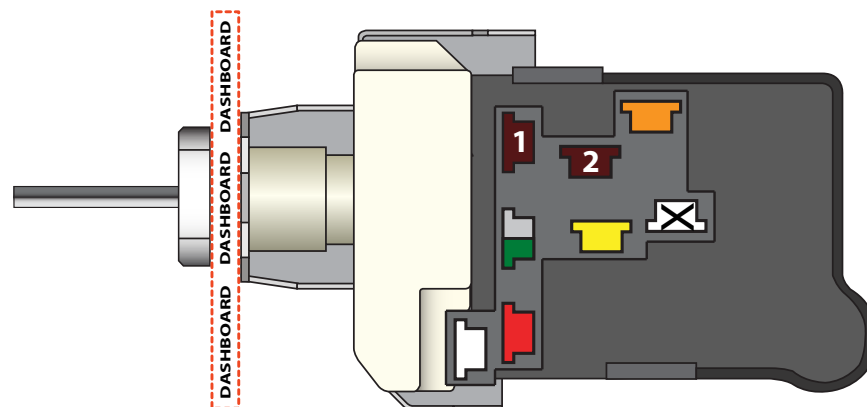
Most switches supplied with Classic Update and Universal Kits ship with the shaft pre-installed. In many instances, the switch can be installed without removing the shaft, but in some cases the switch shaft may need to be trimmed to fit your specific dash. In this situation, reference Trim to Fit instructions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



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



**American
Autowire**

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PART #

500332

DESCRIPTION:

Headlight Switch

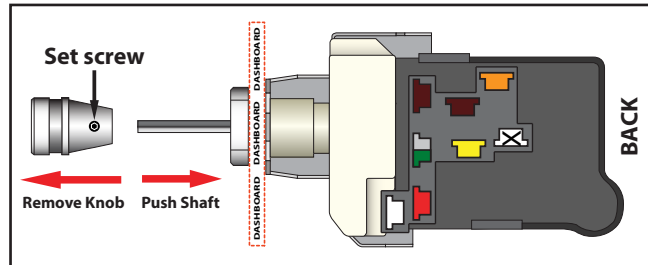
92964649 Rev 3.0 1/10/2020

To Trim Shaft to Fit or Remove Shaft:

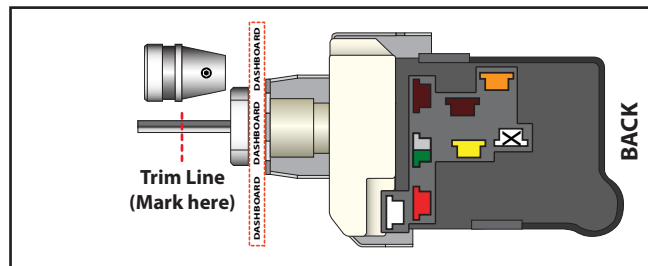
The headlight shaft knob should extend from the face of the mounting nut, and must allow enough clearance for the switch to turn off. If the shaft is longer than necessary for your specific dash it can be trimmed to fit. Always trim the knob end of the shaft only and follow the guidelines below for best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

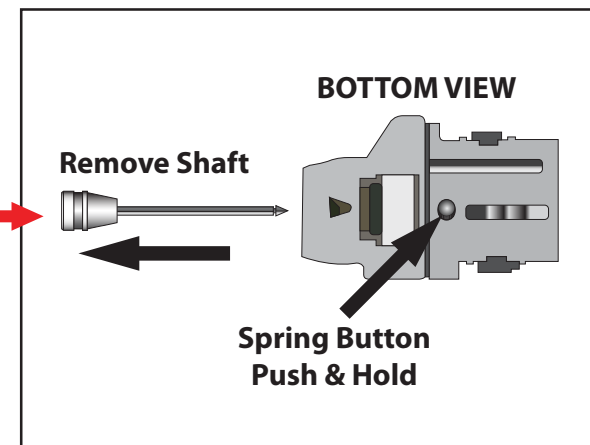
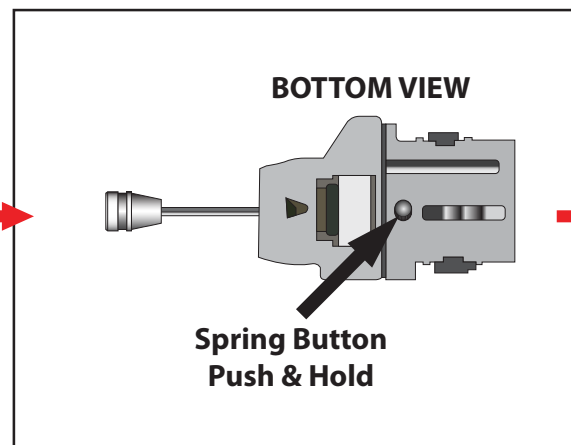
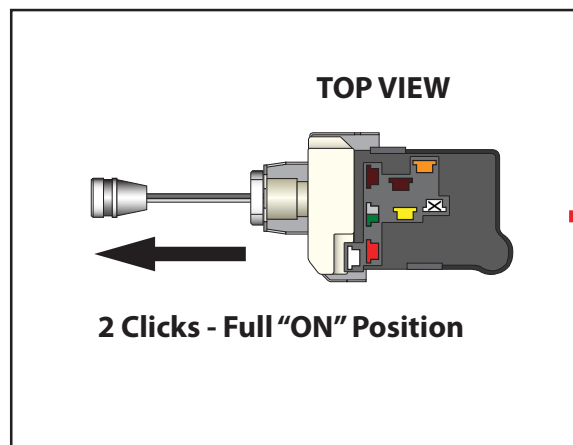
Switch in OFF position
(shaft pushed all the way in)

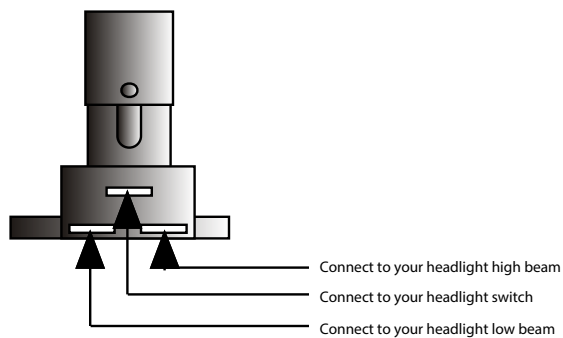


2. Set knob alongside shaft and mark the desired location for cutting on the shaft.



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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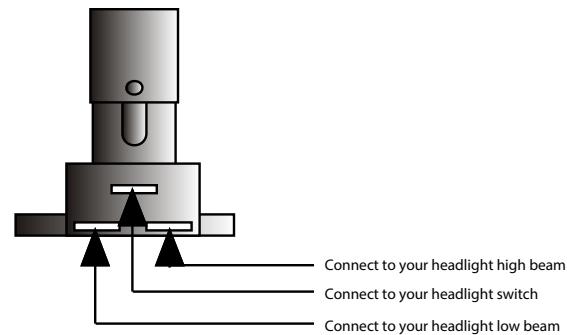
PART #

500042

DESCRIPTION:

DIMMER SWITCH

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