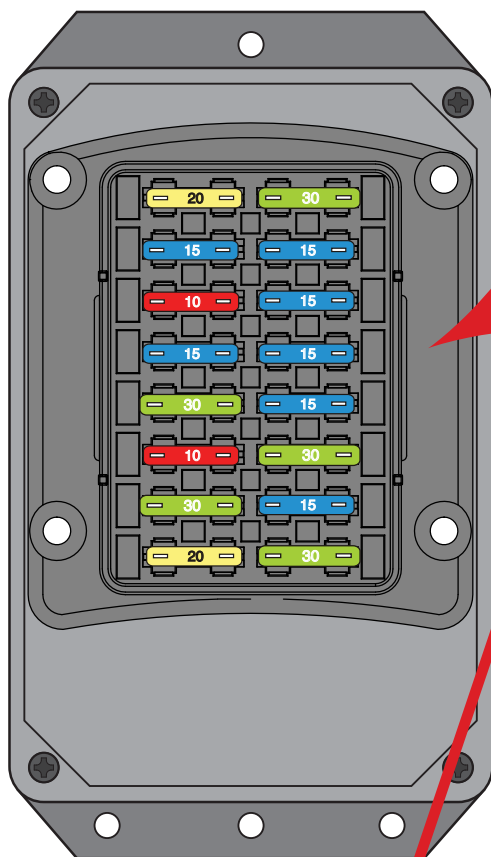
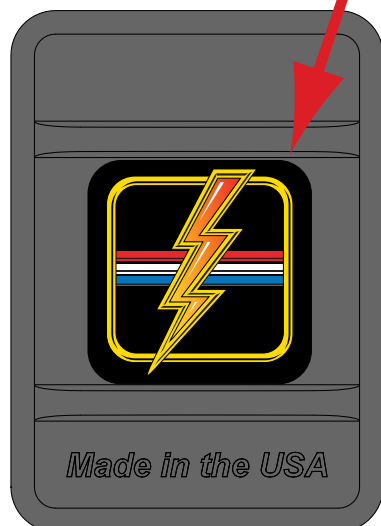


Fuse Box



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 & Main Power Connection Kit
510884	Main Dash Harness Kit w/ AAW Fuse Panel
510263	Rear Body Wiring Kit
510288	Instrument Cluster Wiring Kit
510730	Vehicle Speed Sensor, VSS, Lead Wires
520002	Digital Gauge System Dim Wire
510905	Front Light Wiring Kit
510906	Engine Wiring Kit
500042	Floor Dimmer Switch
510128	Ignition Switch
510145	Fuse, Relay & Flasher Kit
510264	Headlight Switch
510265	Grommet & Parts Kit
500919	Practice Terminal Kit
92973559	Kit Instruction Sheets
92973598	Warning Page



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Classic Update Kit
1961-66 Ford Truck
510260

92973801 Rev. 1.0 10/21/2025



WARNING: This harness 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.
3. This kit only supports the use of a higher current self-exciting 1 wire, or other style internally regulated alternator. An adapter may be necessary for certain 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 terminal to the starter solenoid. 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 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 to monitor your charging system.
5. This kit **WILL NOT** support the use of the factory "Generator" warning lamp. The stock original circuitry used an external voltage regulator with an internal resistor that is not supported with this kit. A voltmeter is recommended as a good alternative to monitor your charging system.
6. This kit **IS NOT** set up with a resistance wire or a ballast resistor for a standard, points type ignition system. It is wired with a full 12 volt primary ignition feed that is hot in both the start and run positions. It will support HEI, MSD, other electronic ignition systems, as well as 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 that are not included in this kit will be required to complete that operation.



510260 - Classic Update Series Kit 1961-66 Ford Truck

This kit contains the following components:

<u>Bag</u>	<u>Part</u> <u>Number</u>	<u>Description</u>	<u>Quantity</u>
	500042	Floor Dimmer Switch	1
	500919	Practice Terminal Crimping Set	1
	510128	Ignition Switch	1
	510145	Fuse, Relay, and Flasher Kit	1
G	510884	Dash and Main Harness Kit	1
H	510288	Dash Cluster Kit	1
J	510905	Front Light Kit	1
K	510906	Engine Kit	1
M	510263	Rear Body Wiring Kit	1
	510264	Headlight Switch	1
	510265	Grommet, Clamp, and Parts Kit	1
V	510730	VSS Connections Kit	1
Z	510476	Alternator and Main Power Connection Kit	1
	520002	Digital Gauge System Dim Wire - Ford Kits	1
	92973559	Instruction Sheet for 510260, 61-66 truck kit	1
	92973598	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

1961 - 1966 Ford Truck

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 which folds the wings of the open barrel terminals down into the wire as shown below. ALL TERMINALS THAT YOU INSTALL SHOULD BE PROPERLY SOLDERED. Our factory crimped terminations are installed by GM approved five ton presses, and soldering these terminations is not necessary.



AS THIS HARNESS IS DESIGNED FOR USE IN A MODIFIED TRUCK REQUIRING A HIGHER RATE OF CHARGE, IT DOES NOT SUPPORT THE USE OF A STOCK (ORIGINAL) ALTERNATOR OR GENERATOR. IT IS DESIGNED FOR USE WITH AN INTERNALLY REGULATED OR SINGLE WIRE STYLE ALTERNATOR. ADAPTERS (WHICH ARE NOT INCLUDED WITH THIS KIT) THAT ARE AVAILABLE FROM SEVERAL SOURCES WILL BE NECESSARY TO USE ANY ALTERNATOR OTHER THAN A 1 WIRE UNIT.

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 M, etc. The order of installation is shown below. Use the main instruction sheet, to complete the installation process.

G - 510884 Dash/Main Harness Kit
H - 510288 Gauge Cluster Kit
J - 510905 Front Light Harness Kit
K - 510906 Engine Harness Kit
M - 510263 Rear Body Kit
Z - 510476 Alternator and Main Power Connection Kit

STEP 3: RECONNECT YOUR BATTERY:

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

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

STEP 4: CHECK ALL ELECTRICAL FUNCTIONS:

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

If you have any questions concerning this or any of our products, please feel free to call us at 1-856-933-0801.

AMERICAN AUTOWIRE MAKES IT EASY !!

We carry many accessories for your 1961-1966 Ford truck

p/n 510585

OEM small terminal crimping tool (18-14 gauge)



p/n 510586

OEM large terminal crimping tool (12-8 gauge)



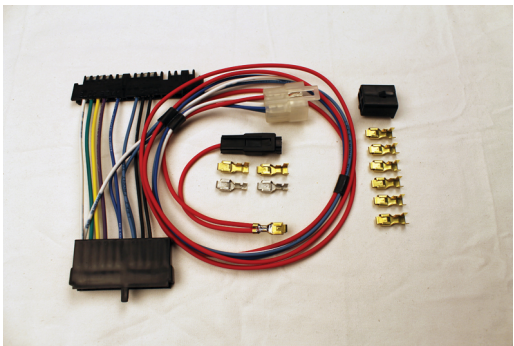
p/n 500918

Ford Duraspark Ignition Harness



p/n 510127

ignition switch lock cylinder and keys



p/n 510310

4 way emergency hazard flasher switch harness



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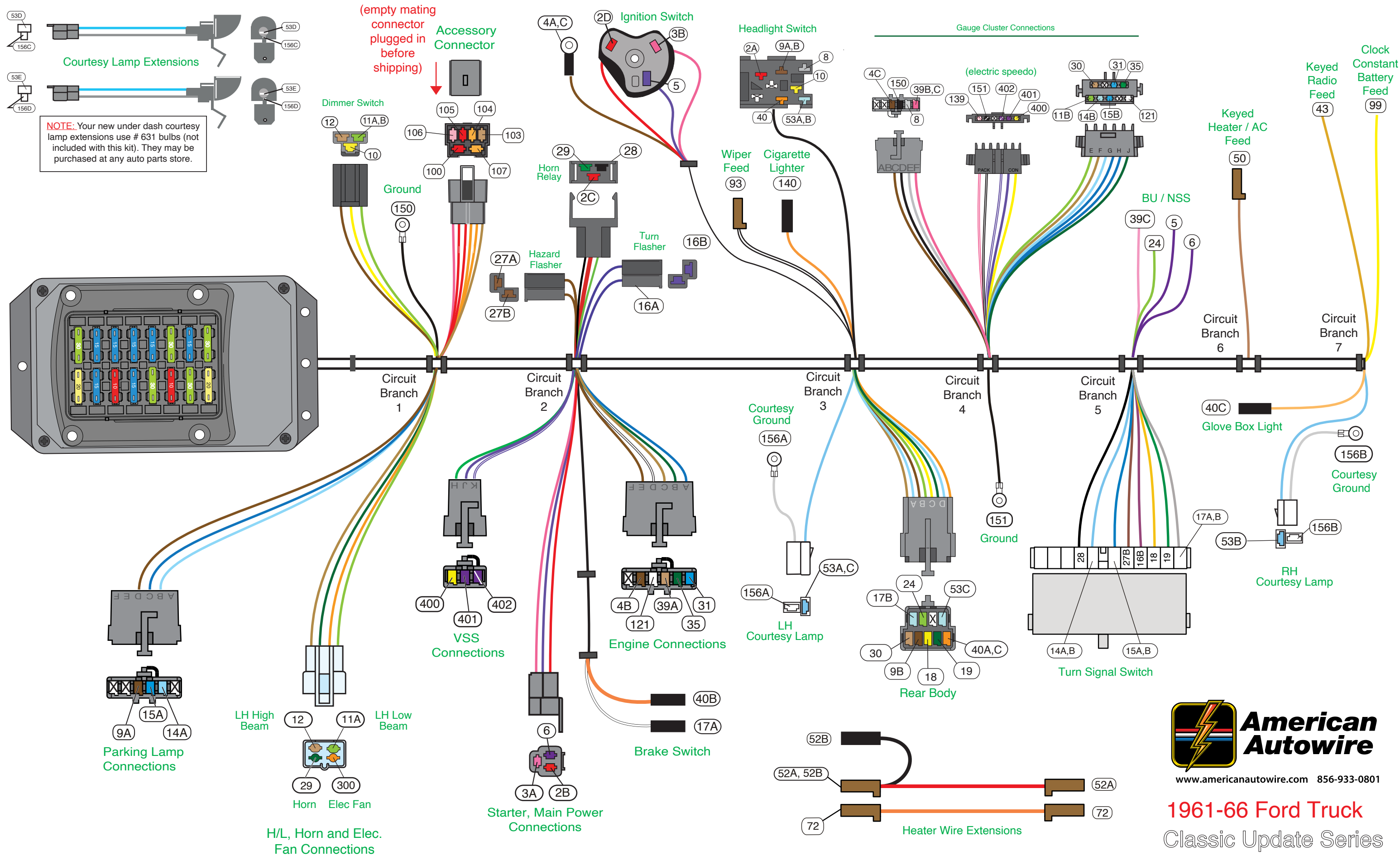
1961-66 Ford Truck

Classic Update Series

510260

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92973559 Rev 2.0 4/30/2024



Main Fuse Panel Installation Instructions

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 enclosed representation of the main dash harness shows each circuit branch and identifies each connection by its color and function. Follow this drawing and detail drawings on pages 9 and 10 for the individual circuit connections.

Circuit Branch 1 - Front Lighting connections

Wire #	Wire color	Printing
29	Dark Green	Horn
14A	Light Blue	Left Front Turn
15A	Dark Blue	Right Front Turn
300	Orange	Electric Fan
9A	Brown	Park Lights
11A	Light Green	Headlight-Hi Beam
12	Tan	Headlight-Low Beam

Plug the 510905 Front Light Extension harnesses onto the dash at this location and bring the wires through the firewall as shown on page 9. See page 9, "Figure A" for typical connections. For loose piece terminals and connectors, see kit # 510265.

Procedure
Connect to the horn power terminal. NOTE: If your horn has a separate ground terminal, you must supply the wire for this ground terminal as it is not included in the kit.
Connect 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 intensity filament of the LH front parking light.
Connect 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 intensity filament of the RH front parking light.
This is the 12 volt ignition feed to be connected to the trigger wire on your electric fan relay.
Connect to both 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 intensity filament of each of the front running lights. An in-line splice of this wire or a double up of this wire at the left front parking lamp will be necessary to accommodate the wiring of both of the front parking lights.
Select the light green Headlight Hi Beam wire (11A) and tan Headlight Low Beam wire (12). Route and connect these wires to the headlights. An in-line splice of these wires or a double up of these wires at the left front headlight then over to the right front headlight will be necessary to accommodate wiring of both of the headlights. Using the supplied terminals and connectors in kit 510265, connect these wires into the headlight ground wire and connector assemblies "A" found on pages 2 and 9. Specific connection and orientation for this process can be found in the diagram on page 9, Figure A.

Circuit Branch 1 - Under dash Connections

Dimmer Switch		
10	yellow	Dimmer Switch Feed
11A, B	Light Green	Headlight Hi Beam
12	Tan	Headlight Low Beam
Accessory Wire Connector		
103	Tan	Fuel Pump
104	Orange	Power Seats
105	Red	Power Locks
100	Red	CB Radio
106	Pink	Power Window
107	Orange	Spare Battery
Ground Lead		
150	Black	Ground

12v Feed from H/L switch
Switched 12v from dimmer to high beam lamps
Switched 12v from dimmer to low beam lamps
Use the provided connector J and terminals as power leads for the following:

Fuse	Rating	
FUEL	20 amp	Fused 12 volt IGNITION feed for fuel pump (or another fused ignition circuit)
PWRSEATS	30 amp	Fused 12 volt BATTERY feed for power seats (or another fused battery circuit)
PWR LOCKS	15 amp	Fused 12 volt BATTERY feed for power door locks (or another fused battery circuit)
CB	15 amp	Fused 12 volt BATTERY feed for cruise control (or another fused battery circuit)
PWRWDO	30 amp	Fused 12 volt ACCESSORY feed for power windows (or another fused accessory circuit)
BAT SPARE	30 amp	Fused 12 volt BATTERY feed (for any application)

Chassis ground for instrument cluster connections, connect to a good chassis ground.

Circuit Branch 2 - Engine and Alt. connections

Wire #	Wire color	Printing
6	Purple	Starter Solenoid-S
Alternator Output Circuit		THE 6Ga. Alternator Power Wire can be found in the Alternator and Main Power Connection kit 510476.
2B	Red	12V Battery
4B	Brown	Alternator Ign
3A	Pink	Ignition Feed - coil
tion instructions		
31	Dark Blue	Oil Pressure Sender
35	Dark Green	Water Temp Sender
39A	Tan	Electric Choke
121	White	Coil - Tach

Plug the 510906 Engine Extension harnesses onto the dash at this location and bring the wires through the firewall as shown on page 10. See page 10, "Figures C and D" for typical connections. For loose piece terminals and connectors, see kit # 510265.

Procedure
Connect the end that comes out with the heavy red power wire to the "S" terminal on your starter solenoid. (See Figure C)

Route wire 2B from the Dash Harness to the Mega Fuse assemblies and cut to length. Install the ring terminal and shrink tube found in kit 510476 and connect to the Mega Fuse assemblies per the 510476 (92972153) instructions. See referenced details on page 10, figure D.

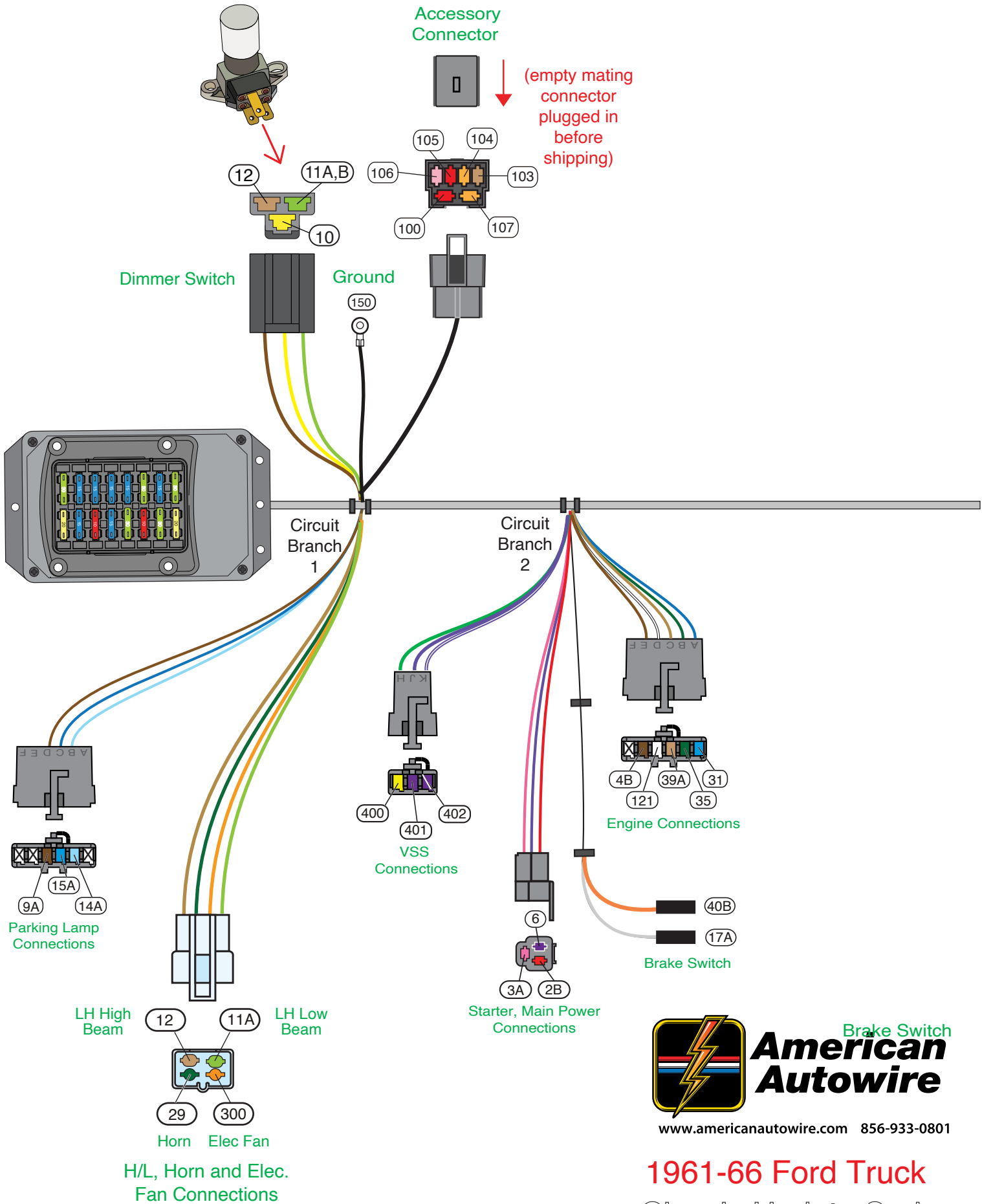
This wire is the exciter wire for your alternator / voltage regulator. If you are using a one wire alternator, this wire will not be used and should be capped off as it is "hot" in the ignition "on" position. If you are using an alternator that requires an internal or external voltage regulator, this exciter wire must be connected to the "switched or 12v ignition" terminal on your regulator or alternator according to the manufacturer's specifications for the type of alternator / regulator that is being used. An in-line diode or resistor may be necessary to eliminate "run on" after being switched off. See referenced details on page 10, figure D. (AAW recommends a GEN 3 Internally Regulated or 1 wire unit)

This is your 12 volt switched power source for the distributor. This can be connected directly to the "bat" terminal on a typical HEI distributor, to a ballast resistor as in a points type distributor, or be used as the ignition power source for an EFI harness or aftermarket ignition module such as an MSD or "Duraspark" module. See the installa- for the type of distributor you are using for specific connection requirements (See page 10 for some examples).
Connect to the oil pressure sender.
Connect to the temperature sender.
On carbureted cars, connect to the electric choke terminal.
This can be connected directly to the tach terminal on a typical 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 ignition system you are using for specific connection requirements.

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.
(Wires 400 and 401 must remain twisted together)

Brake Switch Connections		
40B	Orange	12v Battery Fused
17A	White	Brake Switch

Connect to either post on the brake switch.
Connect to the opposite post on the brake switch.



Circuit Branch 2- Under dash Connections

Wire #	Wire Color	Printing
Horn Relay		
2C	Red	12v Bat
28	Black	Relay Ground
29	Green	Horn

Procedure
Plug the horn relay (found in the fuse kit) into this connector.
12 volt battery feed.
Relay ground circuit (to steering column).
Triggered 12 volts to horn.

Flashers	Plug one each of the flasher cans (found in fuse kit) into these connections.	
16, 16A	Purple	Turn Switch Feed
27, 27A	Brown	Turn Sw Hazard

Turn signal flasher leads.
Hazard flasher leads.

Circuit Branch 3 - Under dash Connections

Wire #	Wire Color	Printing
Rear Body Connection		

9B	Brown	Rear Running Lights
17B	Lt. Blue	Third Brake Light
18	Yellow	Left Rear Turn
19	Dk. Green	Right Rear Turn
24	Lt. Green	Back Up Lt Sw
30	Tan	Gas Gauge
40A, C	Orange	12v Battery Fused
53C	Lt. Blue	12v Ctsy Sw

Procedure
This connector will plug into the Rear Body Kit, 510263. Specific connections are addressed in that kit. These wires will pass out to the engine bay through the firewall at the Front Light Location as seen on page 9, Figure A.
12v feed for tail and tag lamps.
12v feed for optional 3rd brake lamp.
12v feed to the LH rear stop and turn lamp.
12v feed to the RH rear stop and turn lamp.
12v feed to the back up lamps.
Fuel sender signal wire between the rear body and cluster connections.
12v battery feed for LED lamps.
12v switched feed from the lighting switch to the rear body harness for the dome lamp.

LH Courtesy Connection	Plug in 1 Courtesy lamp extension (as found on page 2 of this instruction set) to complete this circuit.	
53A, C	Lt. Blue	12v Ctsy Sw
156A	White	Ctsy Ground

Switched 12 volt power for LH under dash courtesy lamp.
LH under dash courtesy ground.

Circuit Branch 3 - Under dash Connections

Wire #	Wire Color	Printing
Ignition Switch		
2D	Red	12v Bat
3B	Pink	Ignition Feed
4A, C	Brown	Ignition Sw Accessory
5	Purple	Neutral Safety Switch

Procedure
Plug this connector onto the ignition switch 510128.
Battery feed to the ignition switch.
Ignition feed to fuse panel and ignition system.
Accessory feed to fuse panel and alternator regulator exciter connection.
Start feed to neutral safety switch.

Lighting Switch	Plug this connector onto lighting switch 500264.	
2A	Red	12v Bat
8	Gray	Dash Lights
9A, B	Brown	Park Lights
10	Yellow	Dimmer Sw Feed
40	Orange	12v Battery Fused
53A, C	Lt. Blue	12v Ctsy Sw

Unfused 12v battery feed to the lighting switch for headlamps, tail lamps, and dash illumination lamps.
Feed out to dash illumination lamps at cluster.
Feed out to front parking and rear tail lamps
Feed to headlight dimmer switch for headlights.
Secondary fused 12v battery feed to lighting switch for courtesy and dome lamps.
Switched 12 volt power from lighting switch to dome and under dash courtesy lamps.

Wiper Switch Feed	Plug onto wiper switch or stock wiper harness. There were several different wiper and washer switch and motor configurations used on the Ford trucks from 1961-66. This is your 12v feed only This feed must be reused in conjunction with your original wiper switch to motor and/or pump harness.	
93	White	Wiper Feed

12v fused feed for wiper switch assembly.

Cigar Lighter	Plug this connection onto your original lighter socket assembly.	
140	Orange	12v Battery Fused

12v battery feed for the cigar lighter.

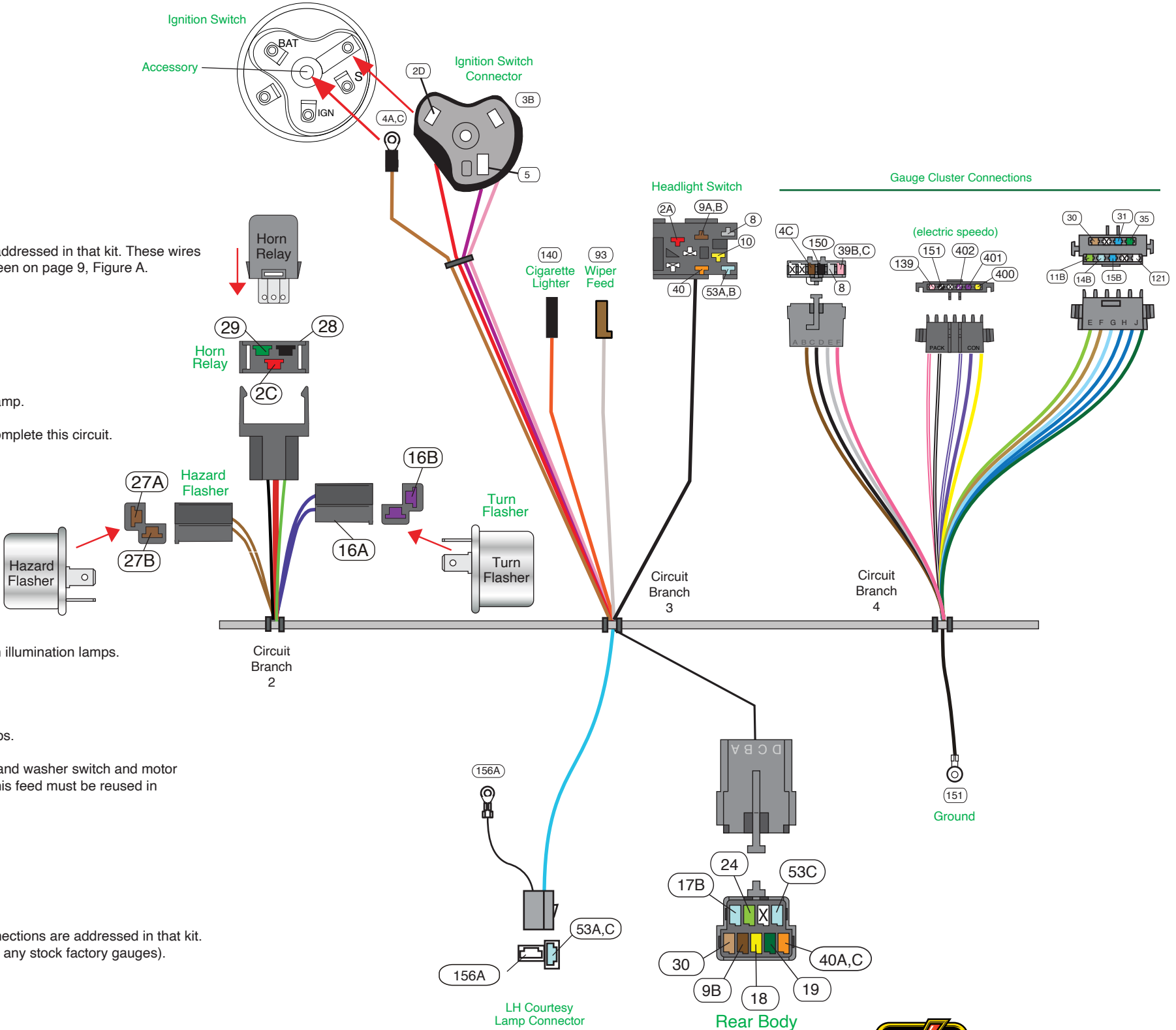
Circuit Branch 4 - Under dash Connections

Wire #	Wire color	Printing
Speedometer Cluster Connections		

4C	Brown	
8	Gray	Dash Lights
11B	Lt. Green	Hi Beam Indicator Light
14B	Lt. Blue	Left Turn Ind
15B	Dk. Blue	Right Turn Ind
30	Tan	Gas Gauge
31	Bk. Blue	Oil Pressure
35	Dk. Green	Temp Sender
39B, C	Pink	12v Ign Fused
121	White	Coil Tach
139	Pink/White	Speedo Power
150	Black	Ground
151	Black	Ground
400	Yellow	VSS Ground
401	Purple	VSS Signal
402	Purple/White	VSS Power

Procedure
These connections will plug into the Cluster Connection Kit, 510288. Specific connections are addressed in that kit.
12v accessory feed to the cluster connection for the constant voltage unit (used for any stock factory gauges).
Feed out from the lighting switch to the dash cluster for dash illumination lamps.
12v feed to dash cluster for high beam indicator lamp.
12v feed to left front turn indicator lamp.
12v feed to right front turn indicator lamp.
Fuel sender signal from rear body harness connection to cluster connection.
Oil pressure signal from engine harness lead to cluster connection.
Temperature sender signal from engine harness lead to cluster connection.
Fused 12v Ignition feed to the cluster connection for any warning lamp or any aftermarket gauges.
Tach sender signal wire from engine harness lead to the cluster connection.
Fused 12v Ignition feed to the cluster connection for electric speedometer.
Gauge cluster ground to cluster connections.
Electric speedometer ground to cluster connections.
VSS ground from engine harness to cluster connections for electric speedometer.
VSS signal from engine harness to cluster connections for electric speedometer.
VSS 12v fused power from cluster connections to engine harness leads for electric speedometer.

Ground Lead	Chassis ground for electric speedometer at instrument cluster connection.	
151	Black	Ground



NOTE: The courtesy lamp extension from page 2, that plugs onto the connector at branch 3 on this page, uses a # 631 bulb (not included with this kit). They may be purchased at any auto parts store.



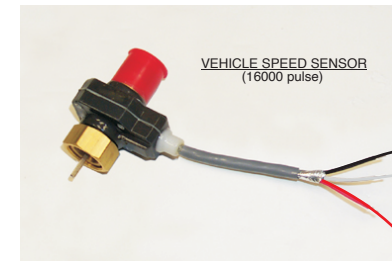
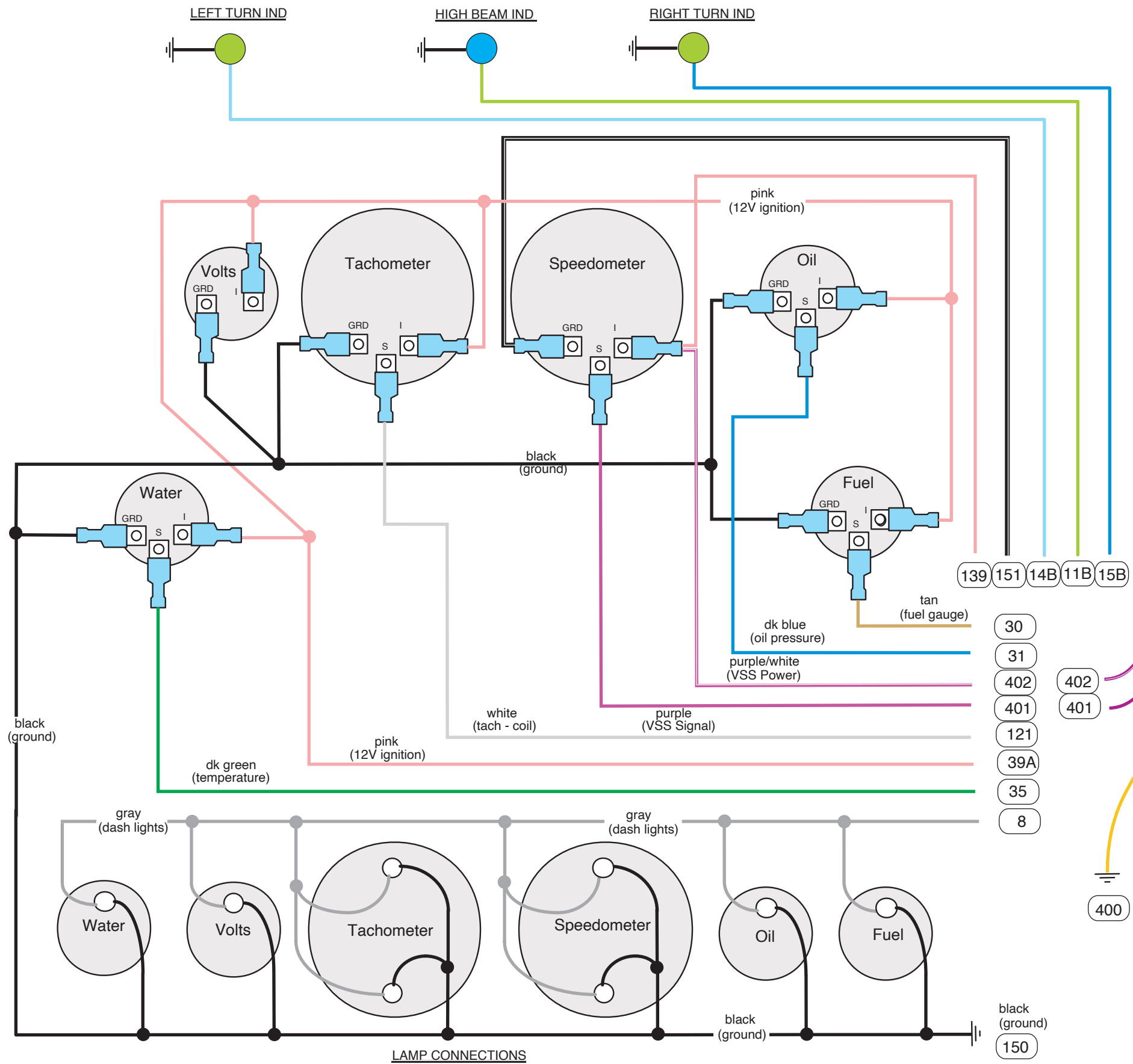
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1961-66 Ford Truck

Classic Update Series

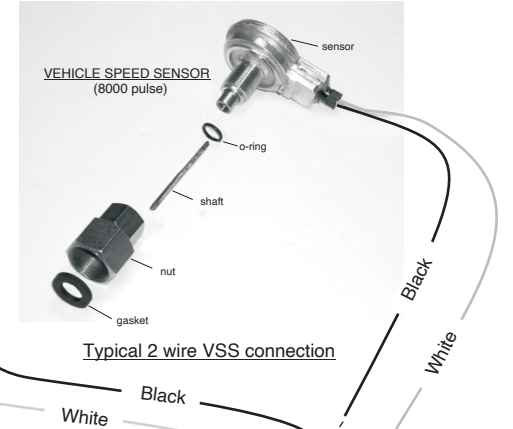
510260 92973559 Rev 2.0 4/30/2024

TYPICAL BLADE TYPE GAUGE CONNECTIONS



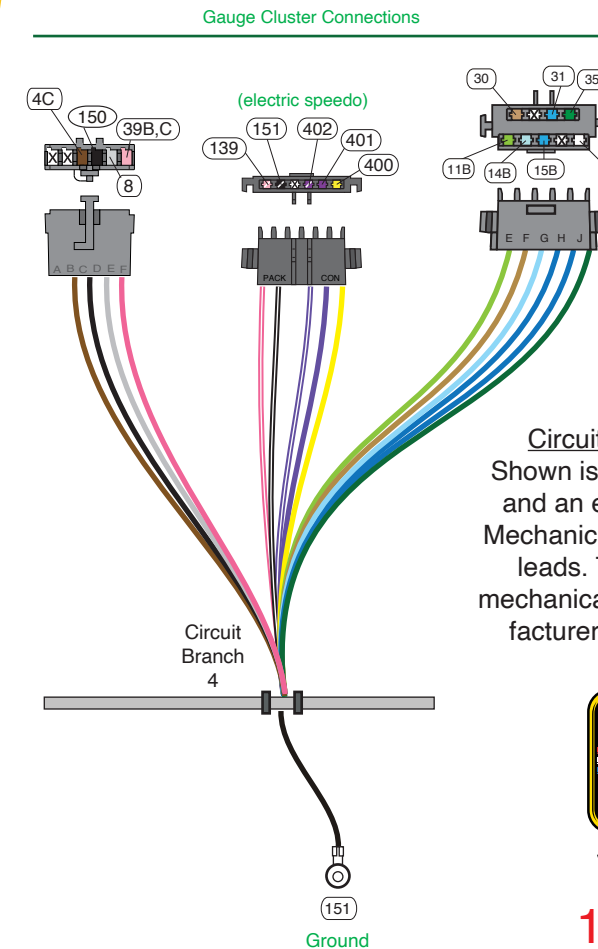
Typical 3 wire Autometer 5291 VSS connection

Note:
This VSS requires a lead wire from the red wire to a 12 volt ignition source. This wire is not included in the kit.



Typical 2 wire VSS connection

Note: Your VSS Signal and Ground wires have been twisted together from the factory and must remain this way to shield out any outside electrical interference that may create an issue with the proper operation of your electric speedometer.



Circuit Branch 4 - Instrument Cluster Wiring
Shown is a typical installation with electric gauges and an electronic speedometer and tachometer. Mechanical speedometers will only require the light leads. The VSS lead wires can be ignored for mechanical speedometers. Always check the manufacturers instructions for specific requirements.



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(See: Fig E, Page 10 typical NSS connection)

Main Fuse Panel Installation Instructions

Circuit Branch 5- Under dash Connections

Wire # Wire Color Printing

Back Up and Neutral Safety Switch Connections

24	Lt. Green	Back Up Lt Sw
39C	Pink	12v Ign Fused
5	Purple	Neutral Safety Sw
6	Purple	Starter Solenoid

Procedure

A diagram for typical neutral safety switch and back up light switch connections can be found on page 10, "Figure E".

12v output from back up lamp switch to rear body connection.
12v ignition feed to back up lamp switch.
12v output from the ignition switch to the neutral safety switch.
12v starter solenoid feed from neutral safety switch out to engine connections. (See page 10, "Figure C")
FOR MANUAL TRANSMISSION APPLICATIONS without a neutral safety switch: If a neutral safety switch is not being used WIRE #5 MUST BE CONNECTED TO WIRE #6.

Turn Signal Switch Connection

14A, B	Lt. Blue	Left Front Turn
15A, B	Dk. Blue	Right Front Turn
16	Purple	Turn Switch Feed
17A	White	Brake Sw
17B	Lt. Blue	Third Brake Lt.
18	Yellow	Left Rear Turn
19	Dk. Green	Right Rear Turn
27	Brown	Turn Sw Hazard
28	Black	Horn Relay Ground

Plug into the Steering Column Turn Signal connection. If you are using a stock Ford steering column on your vehicle, refer to Diagram 'A' and "Table A - AAW Turn Signal Wires to Stock Turn Signal Switch wires" on page 8 for proper mating directions. This kit is designed to function with a GM style turn signal switch. Our connector mates to a 3 7/8 inch long plug used on 1969-1974 GM, IDIDIT, many other aftermarket steering columns. Starting from 1975 on up, the GM switch changed and began using a 4 1/4 inch connector. That connector is from the same family and uses the same terminals. By using the supplied mating connector (L) and terminals (M) located in the loose piece kit bag of this dash harness (510884), it is easy to adapt any steering column to the kit. The function of the wires are as follows:

LH front turn signal feed out to front light and dash cluster connections.
RH front turn signal feed out to front light and dash cluster connections.
Turn signal 12v feed into column from flasher.
12v input from brake switch to turn switch for rear brake lights.
12v feed for third brake light to rear body connector.
LH rear turn signal feed out to rear body connection.
RH rear turn signal feed out to rear body connection.
Hazard switch 12v feed into column from flasher.
Steering column horn ground to horn relay.

Circuit Branch 6 - Under dash Connections

Wire # Wire Color Printing

Heat and A/C Feed		
50	Brown	Heater AC Feed

Procedure

Note: We have provided you with loose piece wire assemblies as seen on page 2 that will connect from your stock heater switch to your stock heater resistor, then onto your stock blower motor. Detailed installation directions for these connections (wires 52A, B and 72) can be found on page 9, "Figure B".
This wire will plug onto your stock heater switch .or can be used as the "on/off" power source for aftermarket A/C
12v switched feed for "on/off" power to your stock heater switch or aftermarket heat and A/C..

Circuit Branch 7 - Under dash Connections

Wire # Wire Color Printing

RH Courtesy Connection		
53B	Lt. Blue	12v Ctsy Sw
156B	White	Ctsy Ground

Procedure

Plug in 1 Courtesy lamp extension (as found on page 2 of this instruction set) to complete this circuit.
Switched 12 volt power for RH under dash courtesy lamp.
RH under dash courtesy ground.

Glove Box Lamp Connection

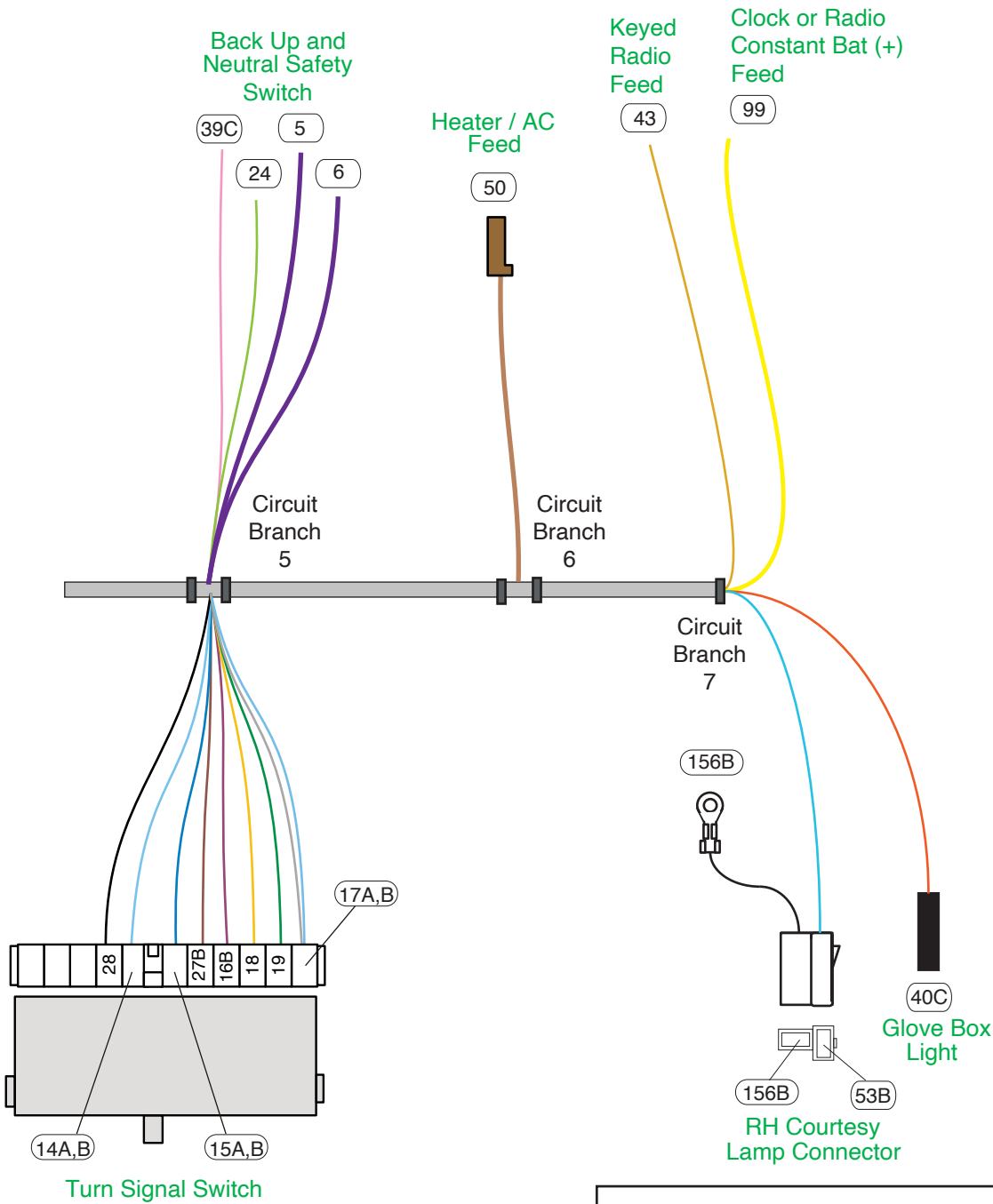
40C	Orange	12v Battery Fused
-----	--------	-------------------

12v fused battery feed to the glove box lamp switch assembly.

Radio/ Clock Connections

43	Tan	Radio
99	Yellow	Clock Battery

12v fused accessory feed for radio "on/off" power.
12v fused battery feed for radio clock and memory or dash clock assembly.



NOTE: The courtesy lamp extension from page 2, that plugs onto the connector at branch 7 on this page, uses a # 631 bulb (not included with this kit). They may be purchased at any auto parts store.

Round Grommet Installation, as Viewed From Under the Dash:

NOTE: Install 1 grommet from the 510265 parts kit into the original rectangular front light harness pass through hole in the stock firewall prior to passing the new AAW front light and rear body wiring through the firewall. We suggest that once you have completed the front light wiring on your truck, that you seal the hole from behind with strip caulking or RTV sealant to keep out any engine bay fumes.

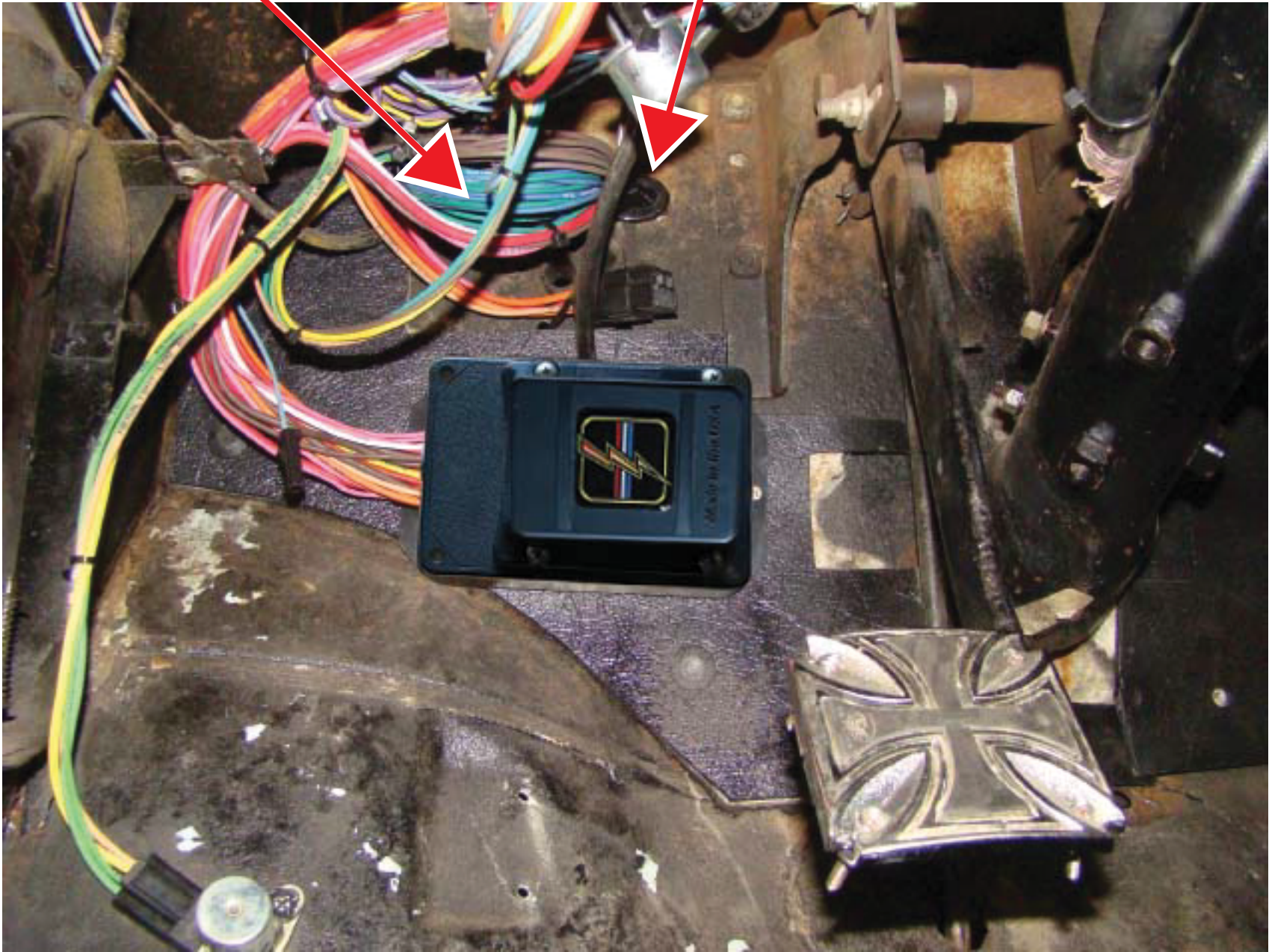


(large main firewall grommet, thin; for rectangular hole, qty 2. from loose piece kit, 510265)

NOTE: Install 1 grommet from the 510265 parts kit into the original rectangular engine harness pass through hole in the stock firewall prior to passing the new AAW dash/main harness engine wiring through the firewall. We suggest that once you have completed the engine wiring on your truck, that you seal the hole from behind with strip caulking or RTV sealant to keep out any engine bay fumes.

Stock Engine
Harness Hole

Stock Front
Light Harness
Hole



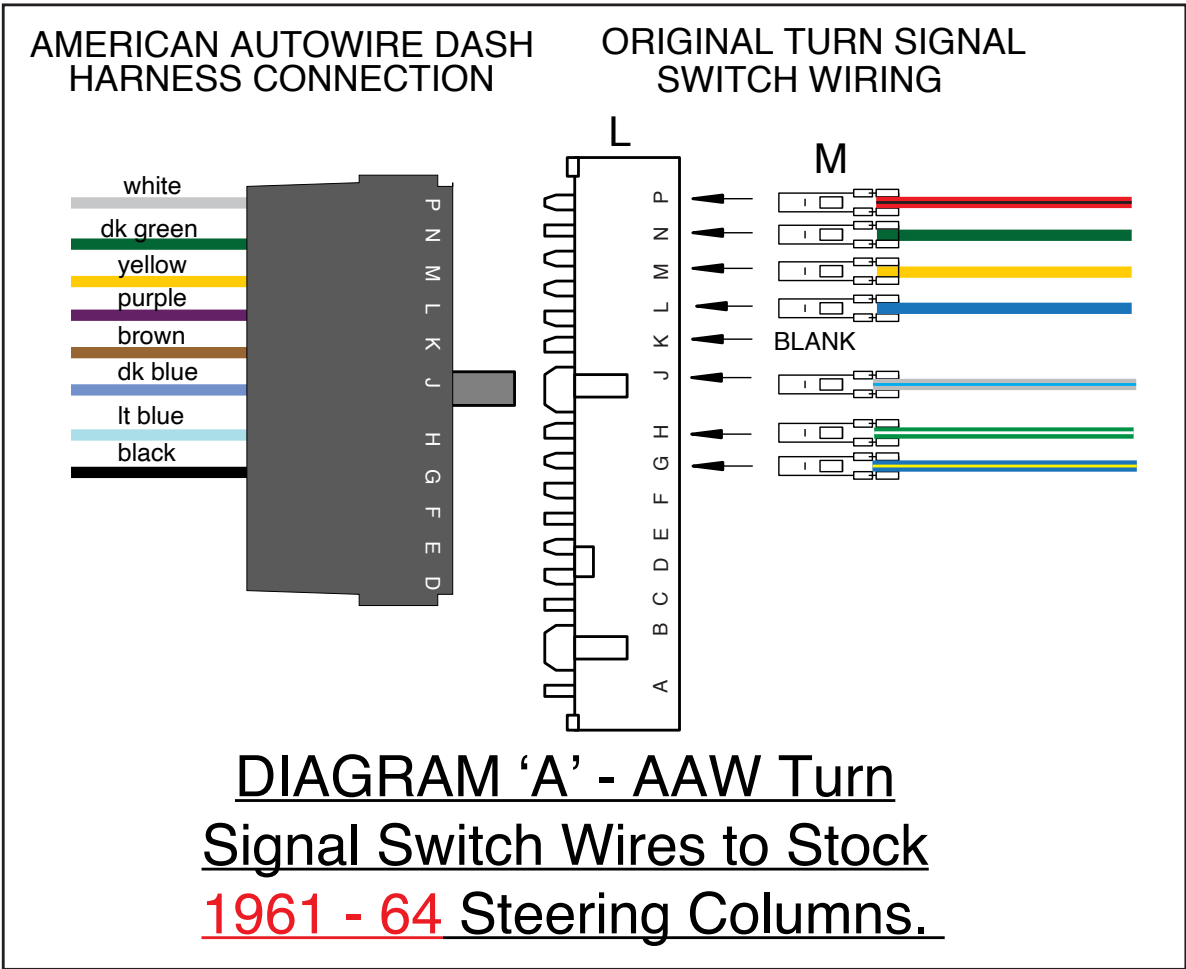
NOTE ON FIREWALL SHEET METAL:

The 2 wheel and 4 wheel drive trucks used entirely different sheet metal configurations as far as the inner fender and firewall are concerned. The installation and placement of the new fusebox is not extremely critical for this application. On this page, you will find a photograph of the completed fusebox and dash harness as they were installed in our 4 wheel drive test vehicle. The harness is long enough that you just need to mount the fusebox as the photo depicts. As long as the fusebox assembly is installed in the general area as shown, the harness will install fine.

Once the fusebox has been attached to the firewall of the truck, the harness routes up and through the strap assembly in the LH upper corner of the under dash area, then continues on over top of the pedal carriage assembly. Please take time to keep it away from any moving items such as the wiper motor linkage and the pedals. 2 attaching screws have been provided for you to affix the fusebox to the firewall. They can be found in the 510884 dash, 92973543 loose piece dash kit.

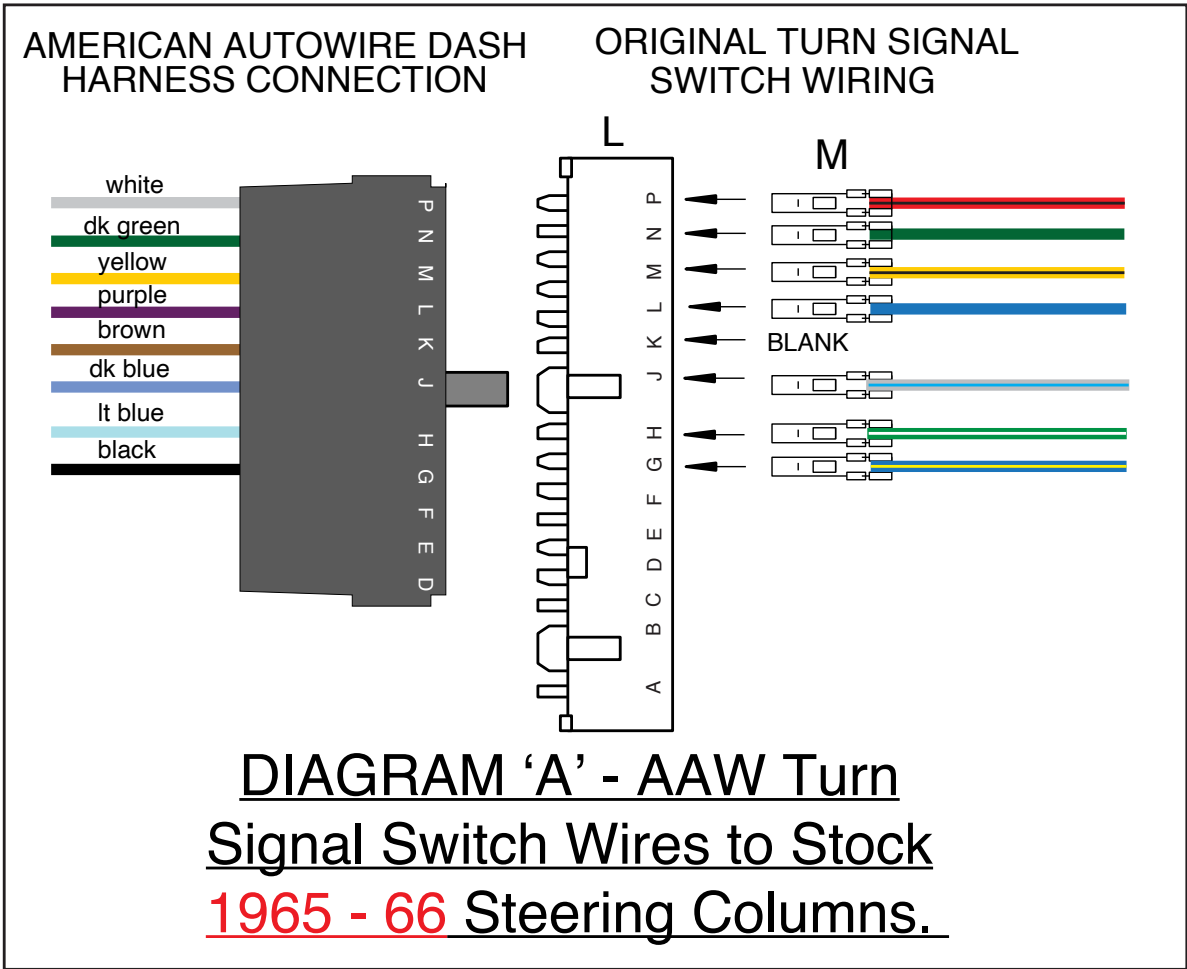
“Table A”
AAW Turn Signal Switch wires to
stock **1961 - 64** Ford Truck turn signal switch.

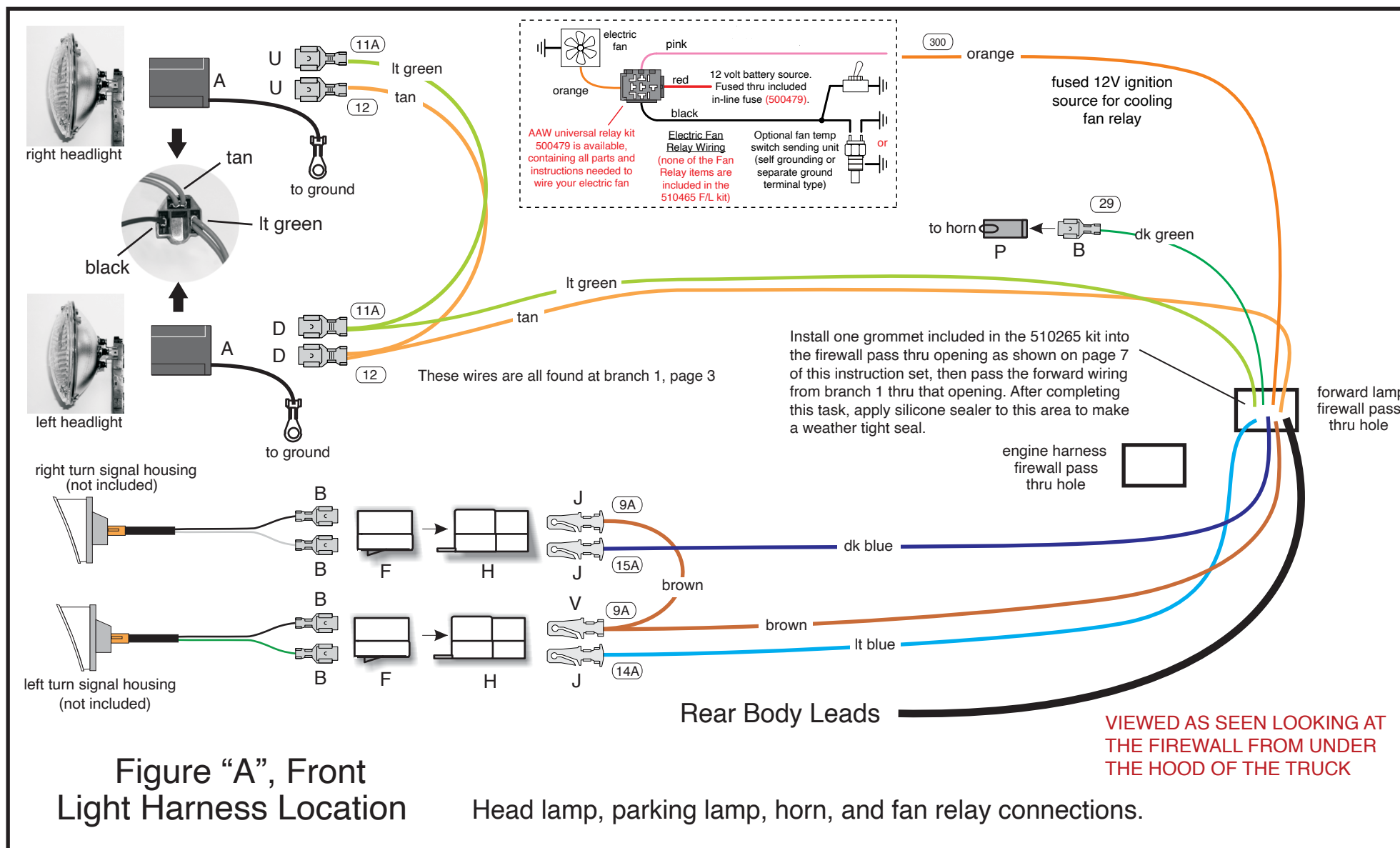
AAW WIRE#	AAW WIRE COLOR	AAW WIRE PRINTING	FORD WIRE COLOR	ALTERNATIVE FORD WIRE COLOR
17A	White	Brake Switch	Red w/Black Stripe	Green
19	Dark Green	Right Rear Turn	Dark Green	Orange w/ Lt Blue Stripe
18	Yellow	Left Rear Turn	Yellow	Green w/ Orange Stripe
16	Purple	Turn Switch Feed	Blue	Lt. Blue
27	Brown	Turn Sw - Hazard	N/A	N/A
15B	Dark Blue	Right Front Turn	White w/Blue Stripe	White w/Blue Stripe
14A	Light Blue	Left Front Turn	Green w/White Stripe	Green w/White Stripe
28	Black	Horn Relay Ground	Blue w/Yellow Stripe	Blue w/Yellow Stripe



“Table A”
AAW Turn Signal Switch wires to
stock **1965 - 66** Ford Truck turn signal switch.

AAW WIRE#	AAW WIRE COLOR	AAW WIRE PRINTING	FORD WIRE COLOR	ALTERNATIVE FORD WIRE COLOR
17A	White	Brake Switch	Red w/Black Stripe	Green
19	Dark Green	Right Rear Turn	Dark Green	Orange w/ Lt Blue Stripe
18	Yellow	Left Rear Turn	Yellow w/Black stripe	Green w/ Orange Stripe
16	Purple	Turn Switch Feed	Blue	Lt. Blue
27	Brown	Turn Sw - Hazard	N/A	N/A
15B	Dark Blue	Right Front Turn	White w/Blue Stripe	White w/Blue Stripe
14A	Light Blue	Left Front Turn	Green w/White Stripe	Green w/White Stripe
28	Black	Horn Relay Ground	Blue w/Yellow Stripe	Blue w/Yellow Stripe

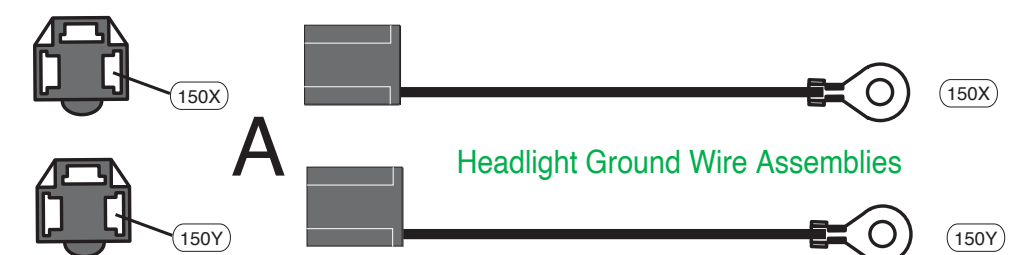
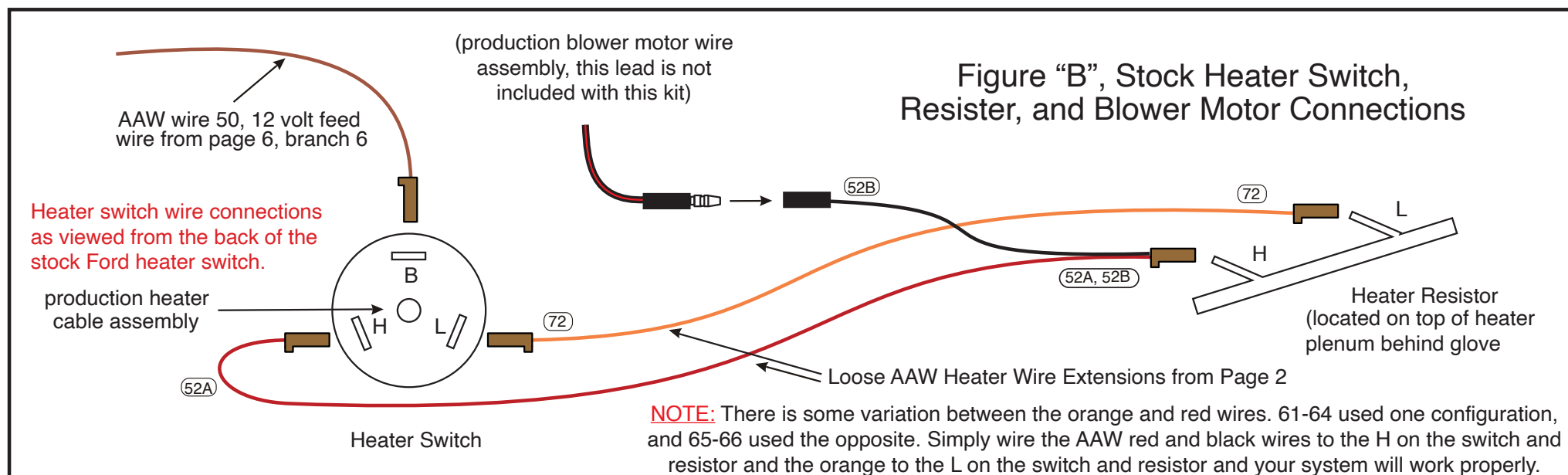




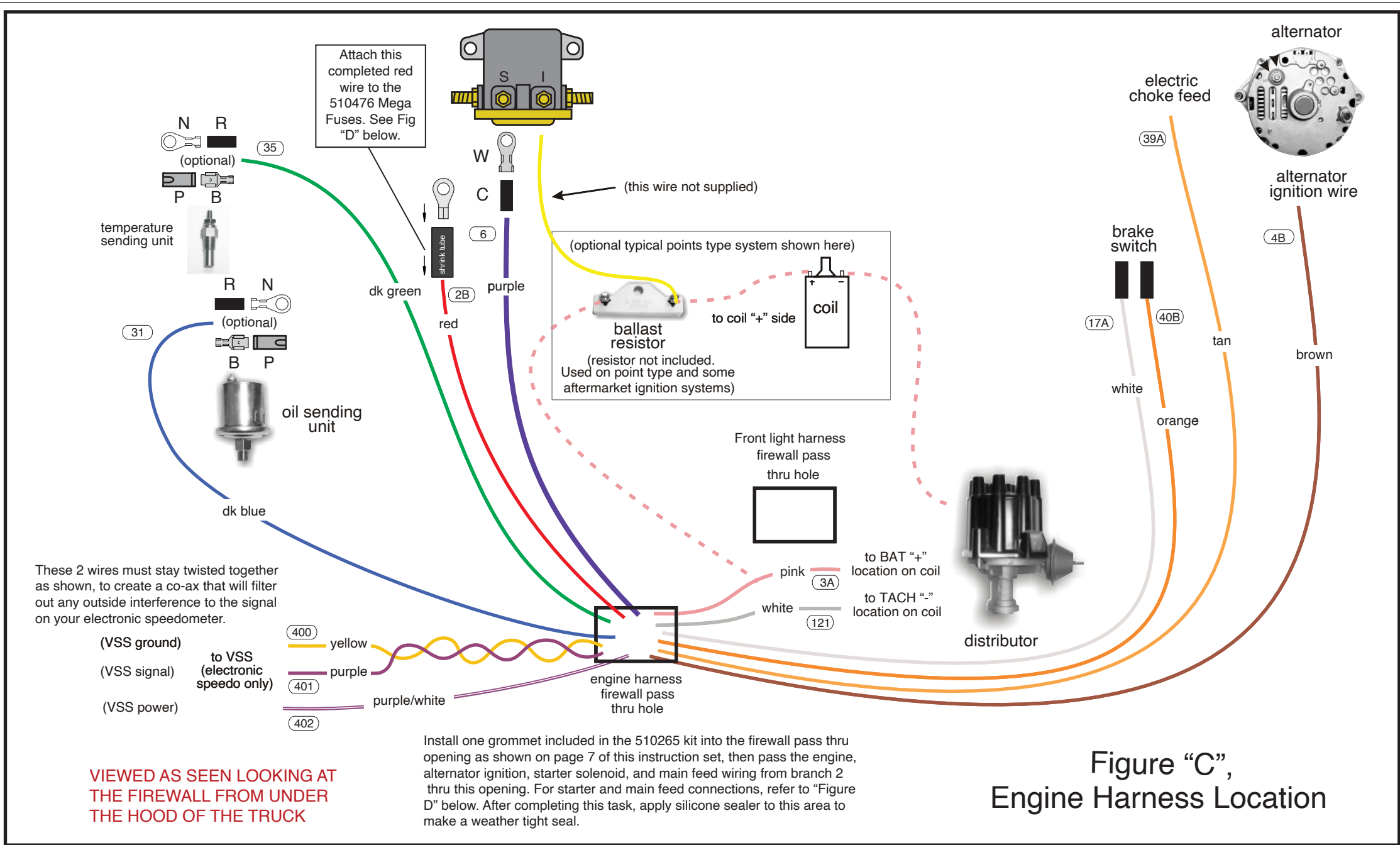
NOTE: The terminals and connectors listed on this page and denoted with UPPER CASE LETTERS to help you complete the various connections to your lamps, horns, switches, etc. can be found in your loose piece clamp, grommet, and parts kit, P/N 510265.

The identifications, colors, and functions for all of the wires listed in "Figures A and B" on this page can be found on pages 2, 3, and 6, branch 1 or branch 6 for heater wires of this main instruction set, 92973559. AAW suggests and recommends using pages 2, 3, 6, and 9 to complete the installation of the forward lamp and heater connections.

This AAW kit is engineered to work with most aftermarket manufacturer's heating and air conditioning systems. As such, we have provided a keyed 12-volt feed to use as the "OFF / ON" (AAW brown 50 wire) power source for whatever system you choose to purchase. The manufacturer will supply you with a harness for their system and instructions on how to connect it. In the event you are utilizing a stock heater system in your truck, we have also provided wires that will run from your heater switch to your heater resistor, and then onto your blower motor. See "Figure B" below for complete installation instructions.



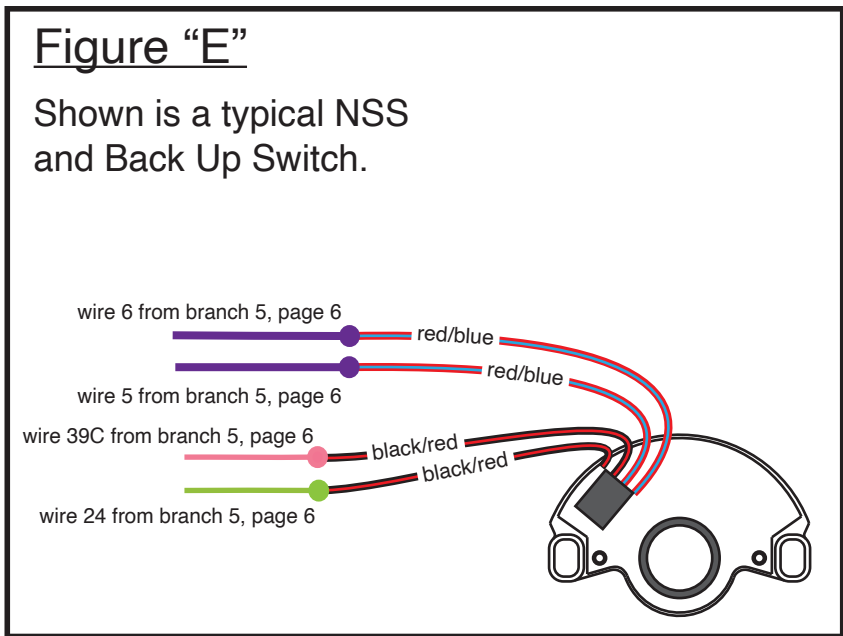
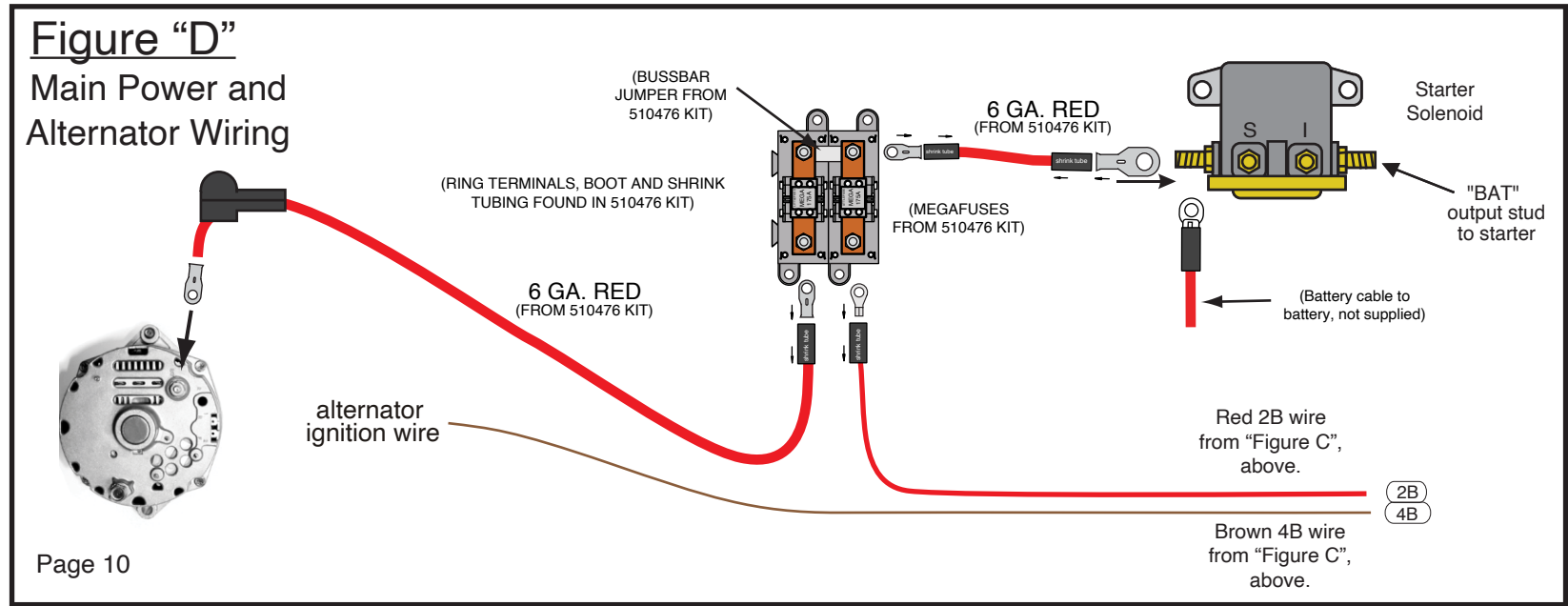
1961-66 Ford Truck
Classic Update Series
510260 92973559 Rev 2.0 4/30/2024



NOTE: The terminals and connectors listed on this page and denoted with UPPER CASE LETTERS to help you complete the various connections to your ignition, temp and oil senders, electric choke, starter solenoid, alternator regulator, etc. can be found in your loose piece clamp, grommet, and parts kit, P/N 510265. No terminals have been provided for the neutral safety or back up connections.

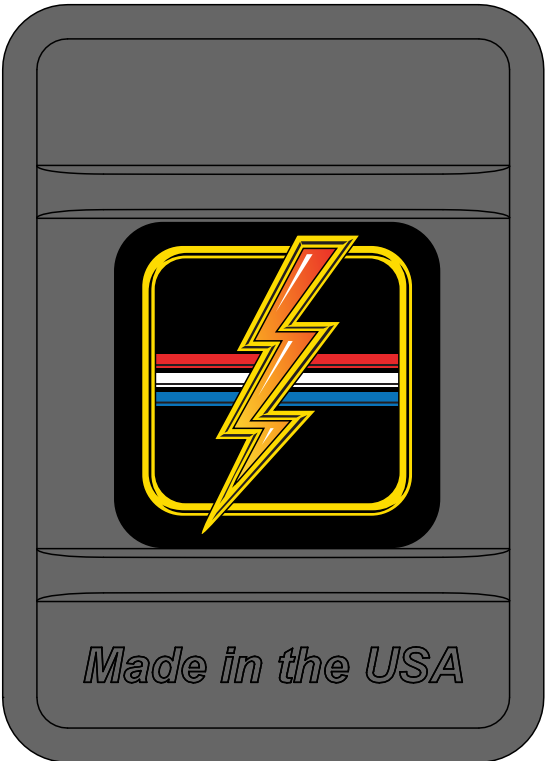
The identifications, colors, and functions for all of the wires listed in "Figures C, D, and E" on this page can be found on page 3, branch 2 and page 6, branch 5 of this main instruction set, 92973559. AAW suggests and recommends using pages 3, 6, and 10 to complete the installation of the engine, main power feed, NSS/back up, brake switch, and alternator connections.

AAW kits are all engineered to be used in conjunction with a high output, later model internally regulated, or one wire alternator. We do not suggest or support the use of a stock low amperage generator or alternator as they do not supply sufficient current to recharge the battery in a highly modified truck such as this kit was designed for. AAW suggests a Ford Gen III type alternator as a good choice of an alternator to use. An adapter to complete the connection to this style alternator, our P/N 500802, may be purchased separately if needed.



1961-66 Ford Truck
Classic Update Series
510260 92973559 Rev 2.0 4/30/2024

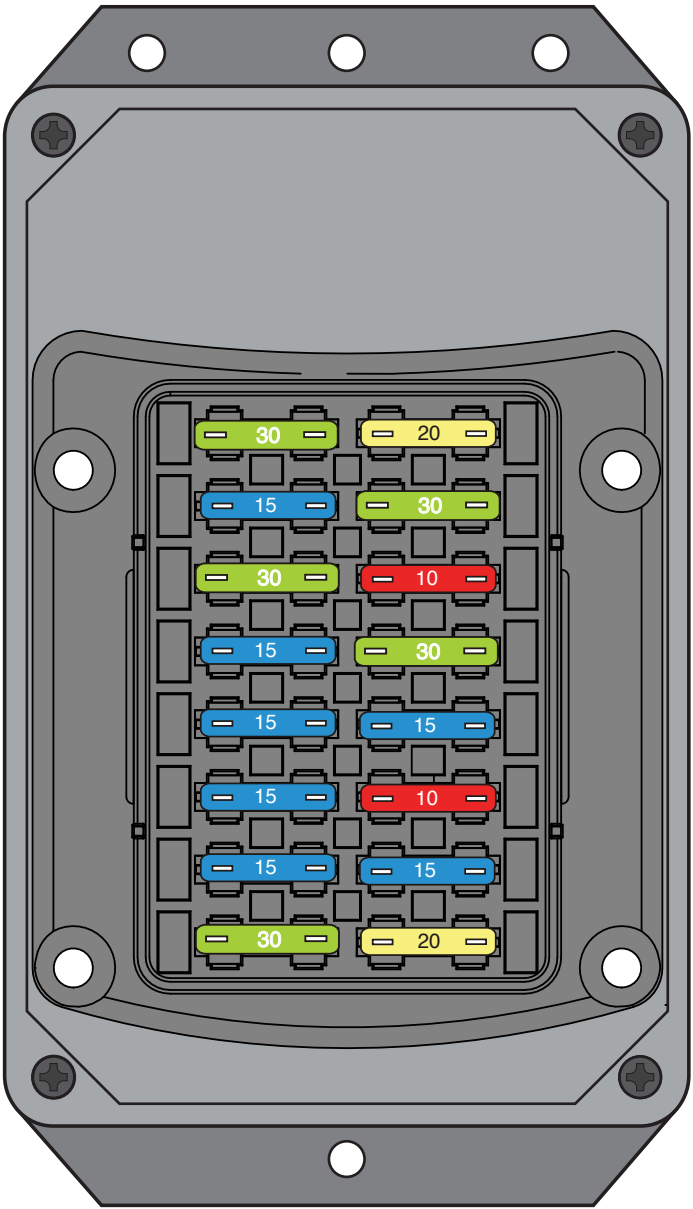
Fuse Box lid



Fuse label on inside of Fuse Box lid

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

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	Sw. Courtesy	15A	Battery feed for Courtesy Switch Power
5	Power Locks	15A	Battery feed to Power Locks.
6	Stop / Courtesy	15A	Battery feed for Brake 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, and Back Up Lamp Feed
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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1961-66 Ford Truck
Classic Update Series
510260 92973559 Rev 2.0 4/30/2024

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

Note 1: If you are using aftermarket gauges, follow the instructions included in the 92965220 Gauge Connection Kit along with the specific gauge manufacturers instructions for connection of their gauges.

Note 2: This kit does not support the use of a stock generator or alternator warning lamp. AAW suggests the use of a voltmeter to monitor your charging system.

If you are using the stock gauges and warning lamps, refer to the diagrams on the following pages for your application. Use the enclosed parts and information below for wire termination, gauge, and lamp connections. Connectors A, B, and C will plug into your dash harness at branch 4 as noted on the Dash Harness instruction (510288, bag G) sheet. Connection C will only be used in the event that you are using an electric speedometer.

CONNECTOR A (sheet 2)

BROWN	Accessory Feed	This wire is used to connect 12v switched power to the factory constant voltage unit. After installing the feed wire onto the constant voltage unit, use the remaining wire to connect from the constant voltage unit to any factory fuel, oil, or temperature gauge unit power studs where your original black w/ green stripe wire attached.
PINK	12v ignition	Install components shown on sheet 2, and connect to proper warning lights (or aftermarket gauges) requiring a 12v ignition feed.
GREY	Instrument Lamps	Install components shown on sheet 2, and plug into the instrument lamp holes in the cluster.
BLACK	Ground	Install components shown on sheet 2, and connect to the back of the instrument cluster housing.

CONNECTOR B (sheet 3)

DK BLUE	Right Turn Indicator	Install components shown on sheet 3, and plug into the right turn hole in the cluster.
LT BLUE	Left Turn Indicator	Install components shown on sheet 3, and plug into the left turn hole in the cluster.
LT GREEN	Hi Beam Indicator Lamp	Install components shown on sheet 3, and plug into the high beam indicator hole in the cluster.
DK BLUE	Oil Gauge / Lamp	Install components shown on sheet 3, and attach onto the oil gauge sender stud where your original white w/ red stripe wire attached, or into the warning lamp hole in the cluster. If using a warning lamp, be sure to plug the pink wire from sheet 2 into your lamp socket along with this blue wire.
DK GREEN	Temp Gauge	Install components shown on sheet 3, and attach onto the temperature gauge sender stud where your original red w/ white stripe wire attached.
TAN	Fuel Gauge	Install components shown on sheet 3, and attach onto the fuel gauge sender stud where your original orange wire attached.
WHITE	Tach (loose wire)	If your truck is equipped with a tach, plug this loose wire into Connector B maintaining color continuity with the mating connector on your dash harness, install components shown on sheet 3, and plug onto the tachometer.

CONNECTOR C (sheet 4)

This connector is used when using an aftermarket electronic speedometer only. Follow the manufacturer's instructions when installing these wires. If you are using the stock speedometer, then discard this connector. See page 4 for wire descriptions and typical connections.



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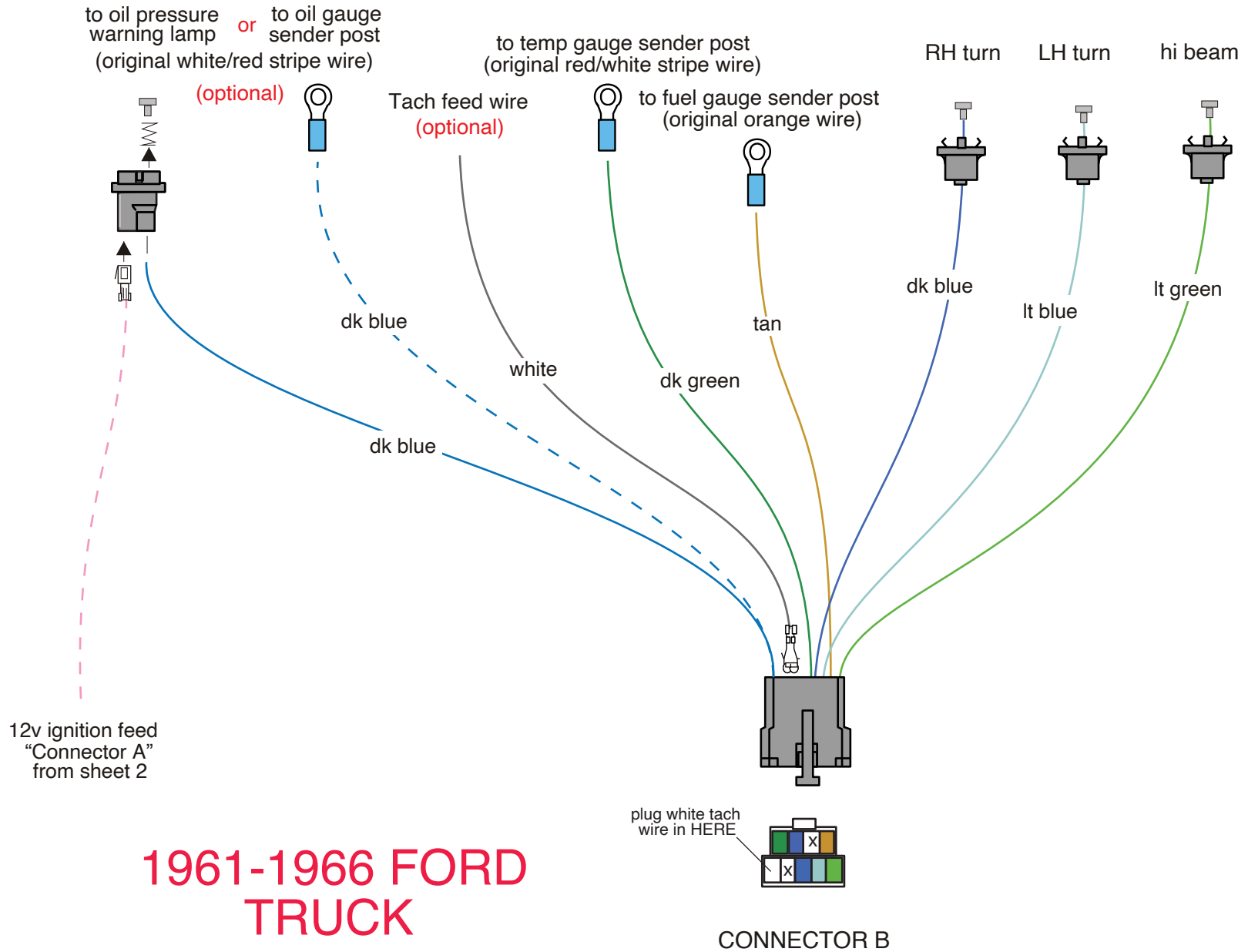
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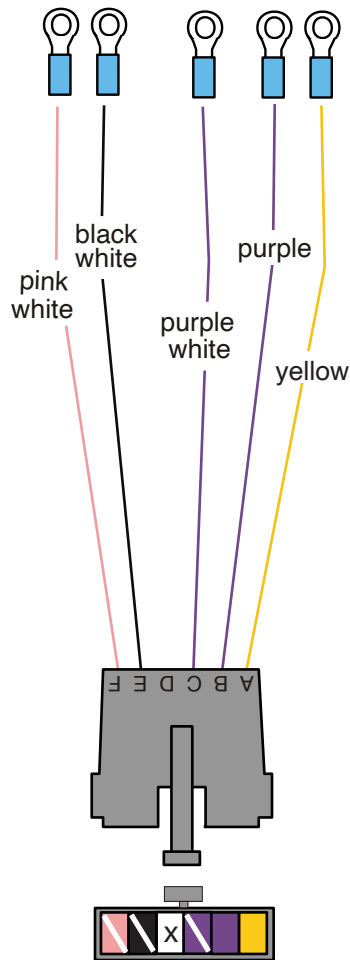


1961-1966 FORD TRUCK



Classic Update Series





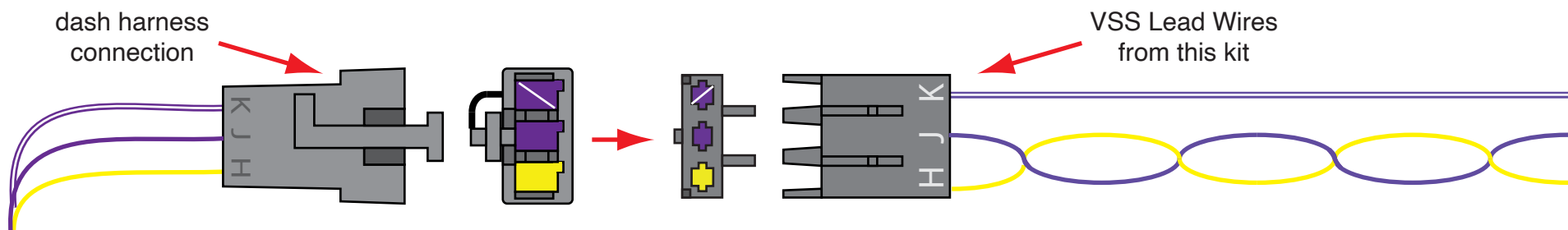
CONNECTOR C

TYPICAL ELECTRIC SPEEDO CONNECTIONS

Below are some general instructions for hooking up an electric speedometer. This connector and these instructions will ONLY be used in the event that you are utilizing an aftermarket electric speedometer. If your car does NOT have an electric speedometer, this connection will NOT be used and should not be plugged onto your dash harness. It is best to consult the speedometer manufacturer's instructions if you have any questions.

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

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



520002 Digital Gauge System Dim Wire Kit:

Ford Classic Update Kits (See page 2 MOPAR & JEEP kits)

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 “PARK LIGHTS” / “REAR RUNNING LIGHTS” Wire(s) from the cavity shown in the illustration below. **DO NOT** cut the terminal off this connection, 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:

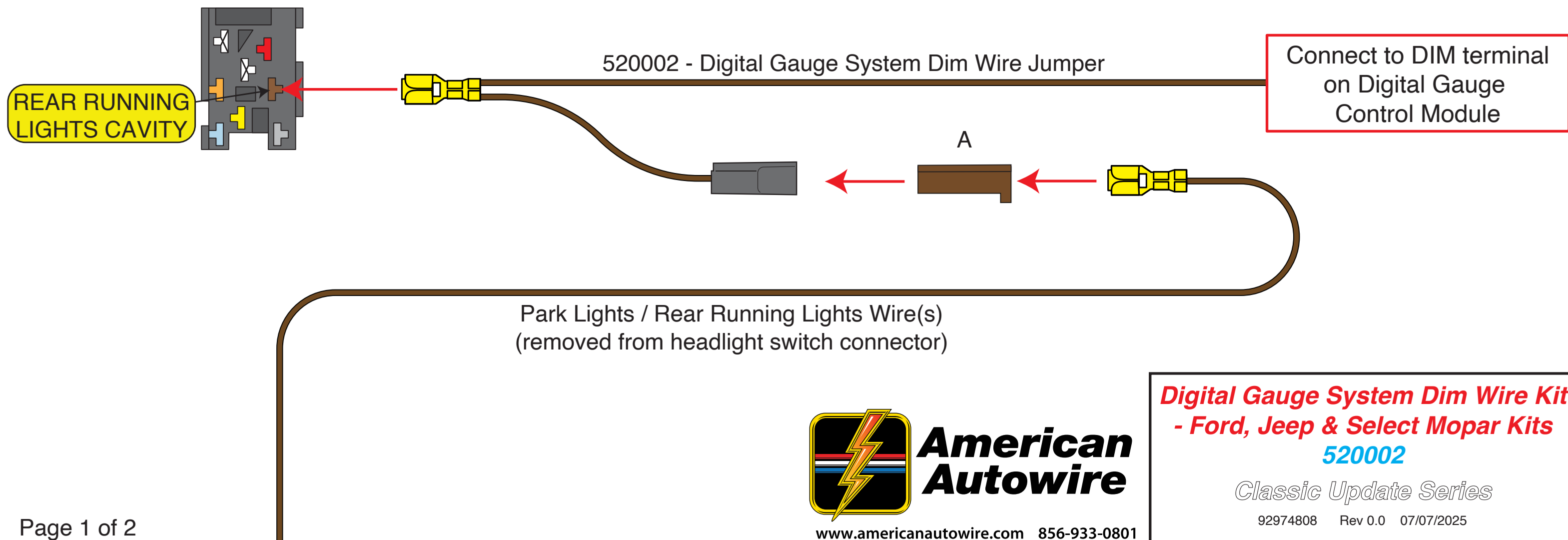
Take the pre-terminated end of the dim wire jumper, which includes two wires in one terminal, and insert it into the now vacant cavity of the headlight switch connector (where the “PARK LIGHTS” / “REAR RUNNING LIGHTS” wire(s) have been removed).

3. Reconnect the Rear Running Lights Wire:

Insert the now loose “PARK LIGHTS” / “REAR RUNNING LIGHTS” wire terminal into the provided 58Fx1 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.



520002 Digital Gauge System Dim Wire Kit:

MOPAR & JEEP Classic Update Kits

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 “PARK LIGHTS” / “REAR RUNNING LIGHTS” Wire(s) from the cavity shown in the illustration below. **DO NOT** cut the terminal off this connection, 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:

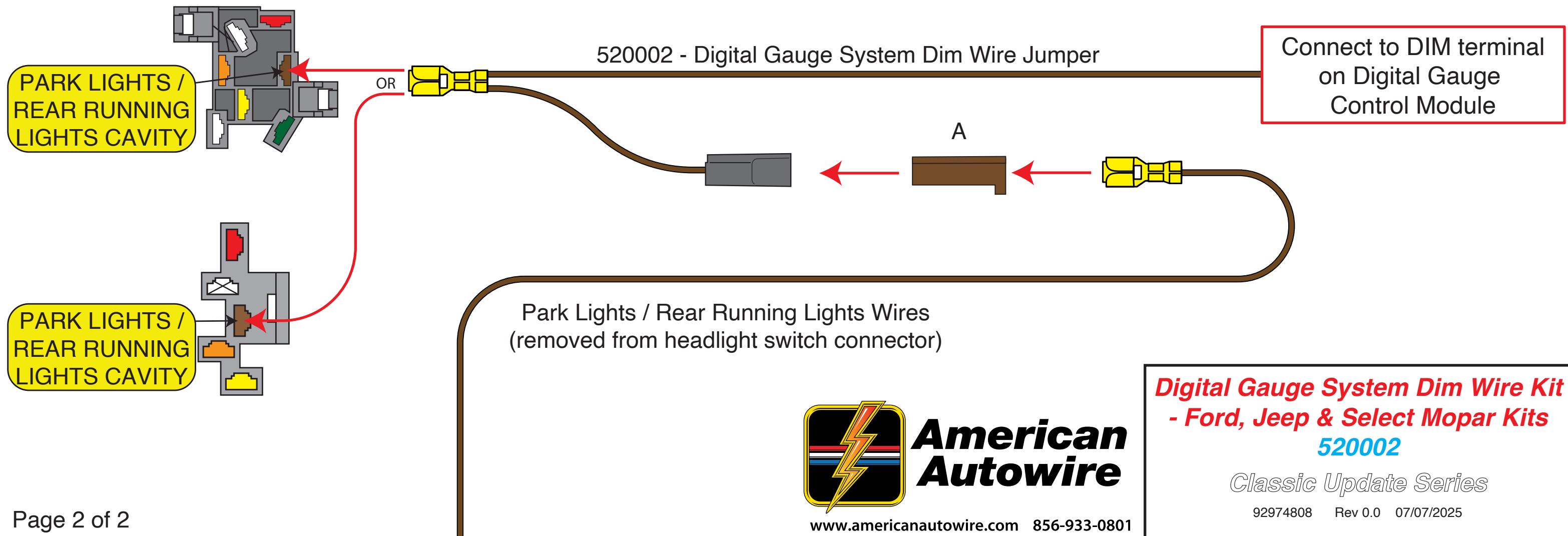
Take the pre-terminated end of the dim wire jumper, which includes two wires in one terminal, and insert it into the now vacant cavity of the headlight switch connector (where the “PARK LIGHTS” / “REAR RUNNING LIGHTS” wire(s) have been removed).

3. Reconnect the Rear Running Lights Wire:

Insert the now loose “PARK LIGHTS” / “REAR RUNNING LIGHTS” wire terminal into the provided 58Fx1 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.



Classic Update Series

 orange

("12 volt battery fused" only used with LED tail lamps)
Plug into the main connector and maintain continuity with dash harness.

 lt blue

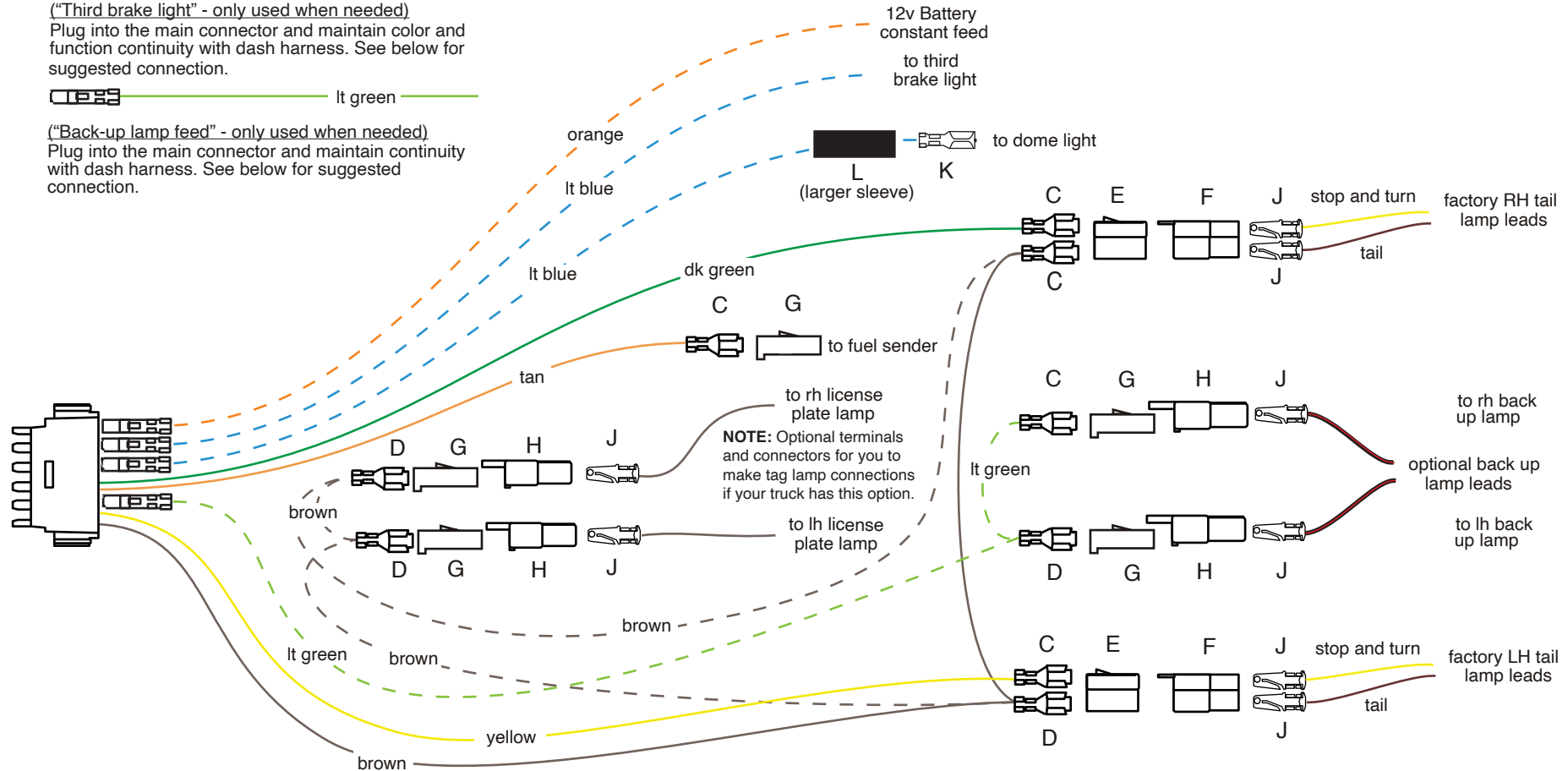
("Third brake light" - only used when needed)
Plug into the main connector and maintain color and function continuity with dash harness. See below for suggested connection.

 lt green

("Back-up lamp feed" - only used when needed)
Plug into the main connector and maintain continuity with dash harness. See below for suggested connection.

 lt blue

("12V CTSY SW" - dome lamp feed. Only used when needed)
Plug into the main connector and maintain color and function continuity with dash harness. See below for suggested connection.



1953-1956 Ford Truck



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Classic Update Series
1961-66 Ford Truck
1953-56 Ford Truck

bag
M

REAR BODY KIT

510263

92969835 instruction rev 1.0 1/13/2012

1953-1956 Ford Truck

Connect this main connector to the mating connector on the dash harness 510305, bag G. Route the tail lamp and back up lamp wires out through the engine wire branch hole in the firewall, down the firewall to the floor area, and to the back of the truck along the driver side frame rail.

B 

LIGHT BLUE Third Brake Light

Plug this loose wire into the main connector maintaining color and function continuity with the dash harness (510305), then connect the other end to the third brake lamp if so equipped.

C 

TAN Fuel Tank Sender

Route this wire either up thru the "A" pillar then back down the "B" pillar to the fuel tank sending unit, or down across the floor and up to the fuel tank sending unit. Cut to length, install terminal C and plug into connector G as shown on sheet 1. Install the completed wire assembly onto the sender unit blade to complete the fuel tank sender connection.

D 

Note: Many stock Ford trucks did not utilize a tag lamp. However, this kit does provide you with terminals D and J along with connectors G and H so that you can connect your tag lamp(s) if your truck does have this option. Please note the optional brown wire routing and assembly instructions shown below as a dotted line if you are using that option.

E 

BROWN Running Lamps

If your truck has a tag lamp, see the note above. Route this wire to the LH tail lamp, cut to length, double this wire with the cut off portion, install terminal D and plug into connector E in the location shown on sheet 1. (Instructions with tag lamps: Route the loose end of this brown wire to the LH license lamp area, cut to length, double this wire with the cut off portion, install terminal D and plug into connector G as shown on sheet 1. Route the loose end of this brown wire to the RH license lamp area, cut to length, double this wire with the cut off portion, install terminal D and plug into connector G as shown on sheet 1.) Route the loose end of this brown wire to the RH tail lamp area, cut to length, install terminal C and plug into connector E in the location shown on sheet 1.

F 

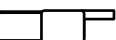
YELLOW LH Stop / Tail

Route this wire to the LH tail lamp area, cut to length, install terminal C and plug into the empty cavity of connector E as shown on sheet 1. Terminals J and connector F have been provided for you to crimp onto your stop and tail lamp leads to complete the connection to the LH stop, turn, and tail assembly.

G 

DK GREEN RH Stop / Tail

Route this wire to the RH tail lamp area, cut to length, install terminal C and plug into the empty cavity of connector E as shown on sheet 1. Terminals J and connector F have been provided for you to crimp onto your stop and tail lamp leads to complete the connection to the RH stop, turn, and tail assembly.

H 

LIGHT GREEN Back Up Lamp Feed

If your truck has the back up lamp option, plug this loose wire into the main connector maintaining color and function continuity with the dash harness (510305), then route this wire to the LH back up lamp area, cut to length, double this wire with the cut off portion, install terminal D and plug into connector G as shown on sheet 1. Route the loose end of this lt green wire over to the RH back up lamp area, cut to length, install terminal C and plug into connector G as shown on sheet 1. Terminals J and connectors H have been provided for you crimp onto your back up lamp leads to complete the connection to the LH and RH assemblies.

J 

K 

LIGHT BLUE 12V Courtesy Switched

If your truck has a dome lamp assembly, plug this loose wire into the main connector maintaining color and function continuity with the dash harness (510305), then route this wire either up thru the "A" pillar then thru the roof area to the dome lamp unit, or down across the floor and then up thru the back of the cab to the roof area to the dome lamp unit. Cut to length, slide the larger rubber sleeve L onto the wire, then crimp terminal K onto the wire. Slide the rubber sleeve up over the terminal to protect and seal the terminal from shorting out against any sheet metal. Install the completed wire assembly onto the dome lamp unit. The dome lamp assembly typically has a ground wire attached to it, or is self grounding.

L 

ORANGE 12 Volt Battery Fused

If your truck has LED tail lamps that require a full time 12 volt battery feed for memory purposes, plug this loose wire into the main connector maintaining color and function continuity with the dash harness (510305), route this wire to the LH stop, turn, and tail assembly then continue it on over to the RH stop, turn, and tail assembly.

Classic Update Series

 orange

("12 volt battery fused" only used with LED tail lamps)
Plug into the main connector and maintain continuity with dash harness.

 lt blue

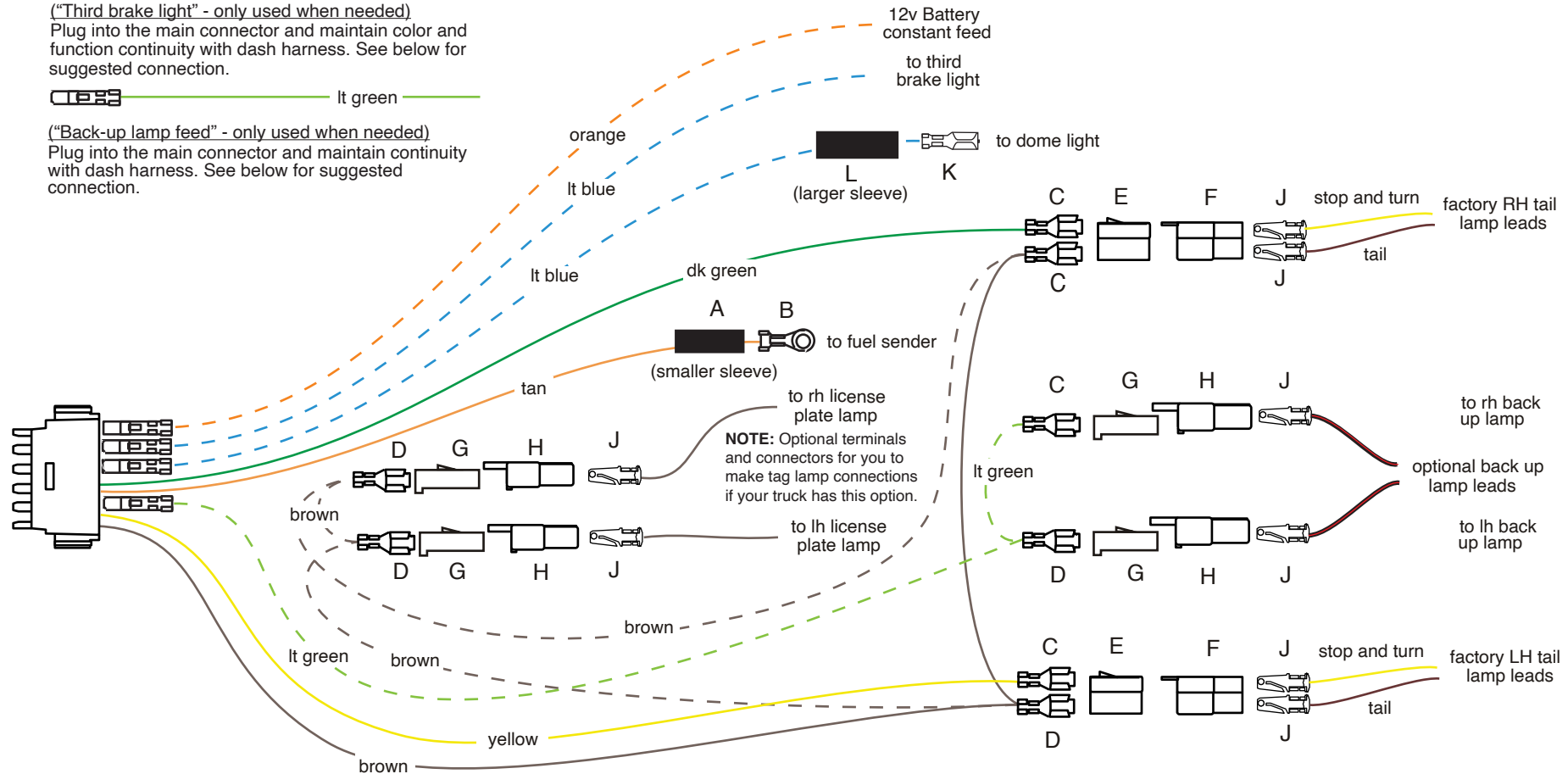
("Third brake light" - only used when needed)
Plug into the main connector and maintain color and function continuity with dash harness. See below for suggested connection.

 lt green

("Back-up lamp feed" - only used when needed)
Plug into the main connector and maintain continuity with dash harness. See below for suggested connection.

 lt blue

("12V CTSY SW" - dome lamp feed. Only used when needed)
Plug into the main connector and maintain color and function continuity with dash harness. See below for suggested connection.



1961-1966 Ford Truck



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Classic Update Series
1961-66 Ford Truck
1953-56 Ford Truck

bag
M

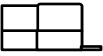
REAR BODY KIT

510263

92969835 instruction rev 1.0 1/13/2012

1961-1966 Ford Truck

Connect this main connector to the mating connector on the dash harness 510262, bag G. Route the tail lamp and back up lamp wires out through the engine wire branch hole in the firewall, down the firewall to the floor area, and to the back of the truck along the driver side frame rail.

A		LIGHT BLUE	Third Brake Light	Plug this loose wire into the main connector maintaining color and function continuity with the dash harness (510262), then connect the other end to the third brake lamp if so equipped.
B		TAN	Fuel Tank Sender	Route this wire either up thru the "A" pillar then back down the "B" pillar to the fuel tank sending unit, or down across the floor and up to the fuel tank sending unit. Cut to length, slide the smaller rubber sleeve A onto the wire then crimp terminal B onto the wire. Slide the rubber sleeve up over the terminal crimp area and install the completed wire assembly onto the sender unit threaded stud to complete the fuel tank sender connection.
C				<u>Note:</u> Many stock Ford trucks did not utilize a tag lamp. However, this kit does provide you with terminals D and J along with connectors G and H so that you can connect your tag lamp(s) if your truck does have this option. Please note the optional brown wire routing and assembly instructions shown below as a dotted line if you are using that option.
D		BROWN	Running Lamps	If your truck has a tag lamp, see the note above. Route this wire to the LH tail lamp, cut to length, double this wire with the cut off portion, install terminal D and plug into connector E in the location shown on sheet 3. (<u>Instructions with tag lamps:</u> Route the loose end of this brown wire to the LH license lamp area, cut to length, double this wire with the cut off portion, install terminal D and plug into connector G as shown on sheet 3. Route the loose end of this brown wire to the RH license lamp area, cut to length, double this wire with the cut off portion, install terminal D and plug into connector G as shown on sheet 3.) Route the loose end of this brown wire to the RH tail lamp area, cut to length, install terminal C and plug into connector E in the location shown on sheet 3.
E				
F		YELLOW	LH Stop / Tail	Route this wire to the LH tail lamp area, cut to length, install terminal C and plug into the empty cavity of connector E as shown on sheet 3. Terminals J and connector F have been provided for you to crimp onto your stop and tail lamp leads to complete the connection to the LH stop, turn, and tail assembly.
G		DK GREEN	RH Stop / Tail	Route this wire to the RH tail lamp area, cut to length, install terminal C and plug into the empty cavity of connector E as shown on sheet 3. Terminals J and connector F have been provided for you to crimp onto your stop and tail lamp leads to complete the connection to the RH stop, turn, and tail assembly.
H		LIGHT GREEN	Back Up Lamp Feed	If your truck has the back up lamp option, plug this loose wire into the main connector maintaining color and function continuity with the dash harness (510262), then route this wire to the LH back up lamp area, cut to length, double this wire with the cut off portion, install terminal D and plug into connector G as shown on sheet 3. Route the loose end of this lt green wire over to the RH back up lamp area, cut to length, install terminal C and plug into connector G as shown on sheet 3. Terminals J and connectors H have been provided for you crimp onto your back up lamp leads to complete the connection to the LH and RH assemblies.
J		LIGHT BLUE	12V Courtesy Switched	If your truck has a dome lamp assembly, plug this loose wire into the main connector maintaining color and function continuity with the dash harness (510262), then route this wire either up thru the "A" pillar then thru the roof area to the dome lamp unit, or down across the floor and then up thru the back of the cab to the roof area to the dome lamp unit. Cut to length, slide the larger rubber sleeve L onto the wire, then crimp terminal K onto the wire. Slide the rubber sleeve up over the terminal to protect and seal the terminal from shorting out against any sheet metal. Install the completed wire assembly onto the dome lamp unit. The dome lamp assembly typically has a ground wire attached to it, or is self grounding.
K				
L		ORANGE	12 Volt Battery Fused	If your truck has LED tail lamps that require a full time 12 volt battery feed for memory purposes, plug this loose wire into the main connector maintaining color and function continuity with the dash harness (510262), route this wire to the LH stop, turn, and tail assembly then continue it on over to the RH stop, turn, and tail assembly.

In this kit you will find the following:

1. Two Firewall grommets, for the rectangular firewall pass thru openings.
2. Misc. connectors and terminals to complete the Engine Compartment and Passenger Compartment connections.
3. Four wrap around “J” style clamps, used to hold the engine harness.

Use these parts to complete the connections from the Main Dash Harness **510262** to the various components in the Engine Compartment and the Passenger Compartment (see Instructions **92969829**).

The **1961 to 1966 Ford Truck** has two rectangular holes, in the upper left-hand corner of the Firewall (as viewed from inside the Passenger Compartment), that allow the forward lamp and engine wiring to pass through, from the Passenger Compartment to the Engine Compartment. You will use these same two holes and install the firewall grommets in the two rectangular holes, prior to passing the new wiring thru.

The clamps will be used to securely route the engine harness wires, up across the back of the firewall, in the Engine Compartment, behind the engine. You may use your original bolts that secured the original clamps, to attach the new clamps.



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PART #

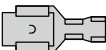
510265

DESCRIPTION:

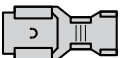
Clamp, Grommet, and Parts Kit
1961 - 66 Ford Truck
Classic Update Series

92969842 Rev 2.0 10/22/2018

In the box below, you will find the legend for the misc. terminals, plastic connector bodies, and the main firewall grommets that will be used to complete your main power, forward lighting, engine, and alternator connections. They are itemized and referred to on this page just as they are on pages 9 and 10 of the Main instruction set (92969829).

B  (smaller 56 series single female terminal, 8 pcs.)

C  (large rubber sleeve, 4 pcs.)

D  (larger 59 series double female terminal, 3 pcs.)

E  (56 series single female conn. with lock wedge, 1 pc.)

F  (56 series 2-way female connector, 2 pcs.)

H  (56 series 2-way male connector, 2 pcs.)

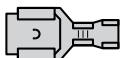
J  (56 series single male terminal, 4 pcs.)

K  (larger 56 series double female terminal, 4 pcs.)

N  (small ring terminal for smaller gauge wire, 6 pcs.)

P  (56 series single female conn. with notch, 2 pcs.)

R  (small rubber sleeve, 2 pcs.)

U  (larger 59 series single female terminal, 5 pcs.)

V  (56 series double male terminal, 2 pcs.)

W  (small ring terminal for larger gauge wire, 6 pcs.)

Also included, but not shown on pages 9 or 10:

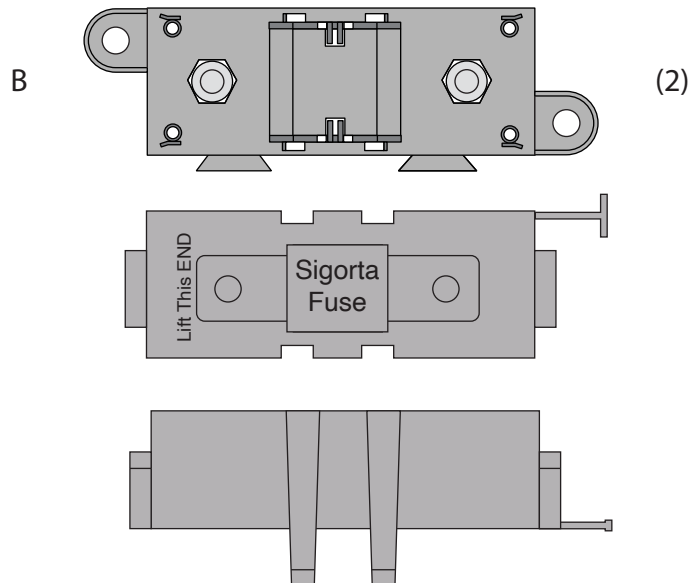
 ("J" style wrap around clamp, 4 pcs.)

 (firewall grommet; for rectangular hole, 2 pcs.)

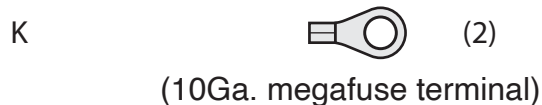
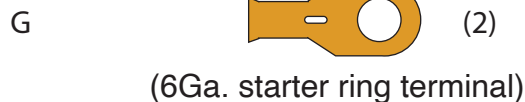
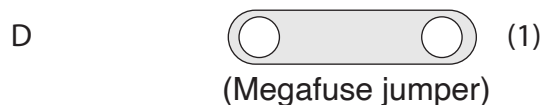
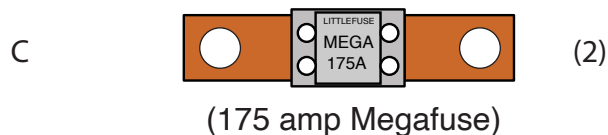
 (larger 58 series single female terminal, 3 pcs.)

 (58 series single female connector, 2 pcs.)

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 #

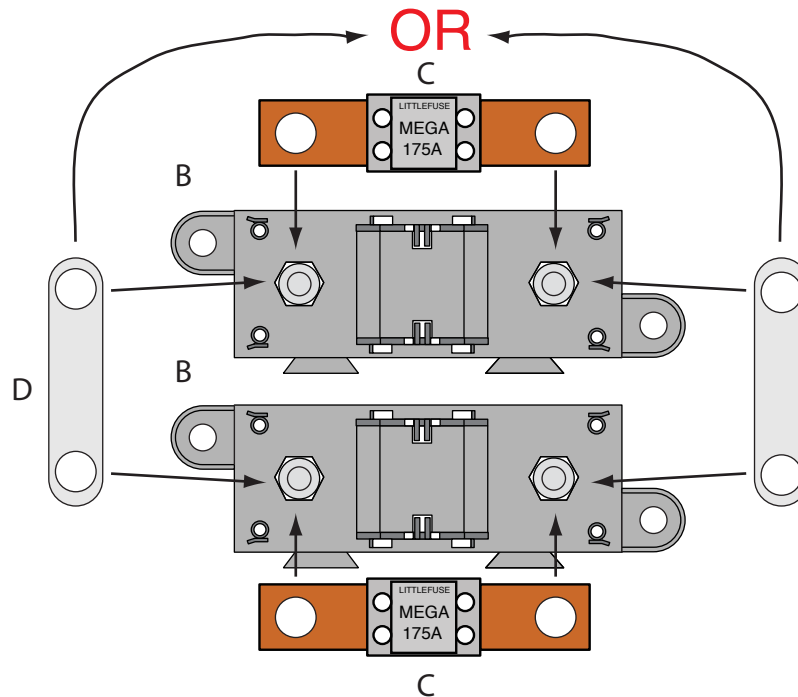
510476

Z

DESCRIPTION:

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

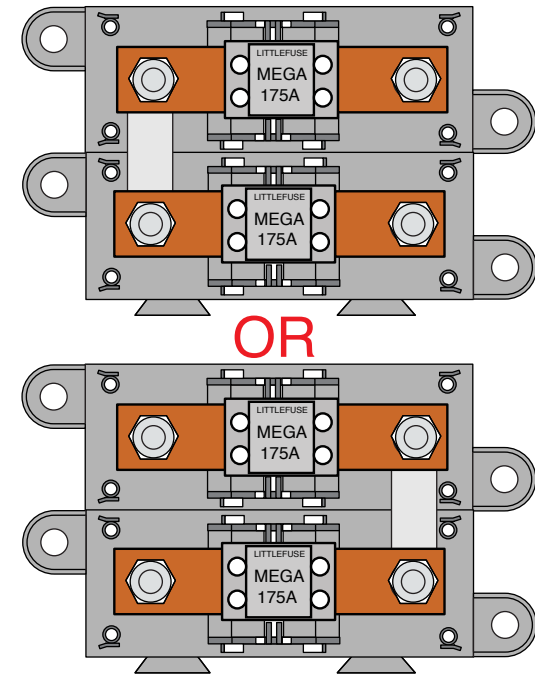
92972153 instruction sheet rev 0.1 6/24/2019



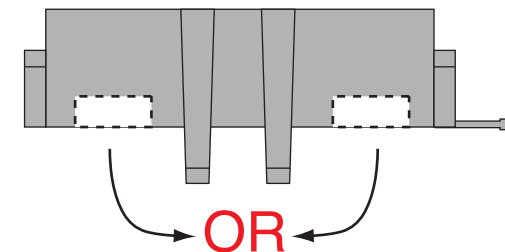
Assembling the (2) Megafuse assemblies

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 #

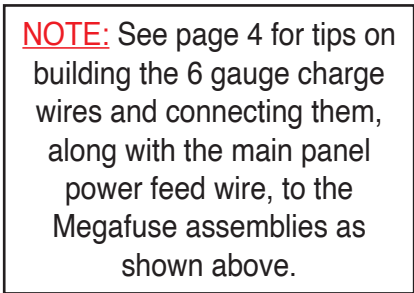
510476

Z

DESCRIPTION:

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

92972153 instruction sheet rev 0.1 6/24/2019



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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.

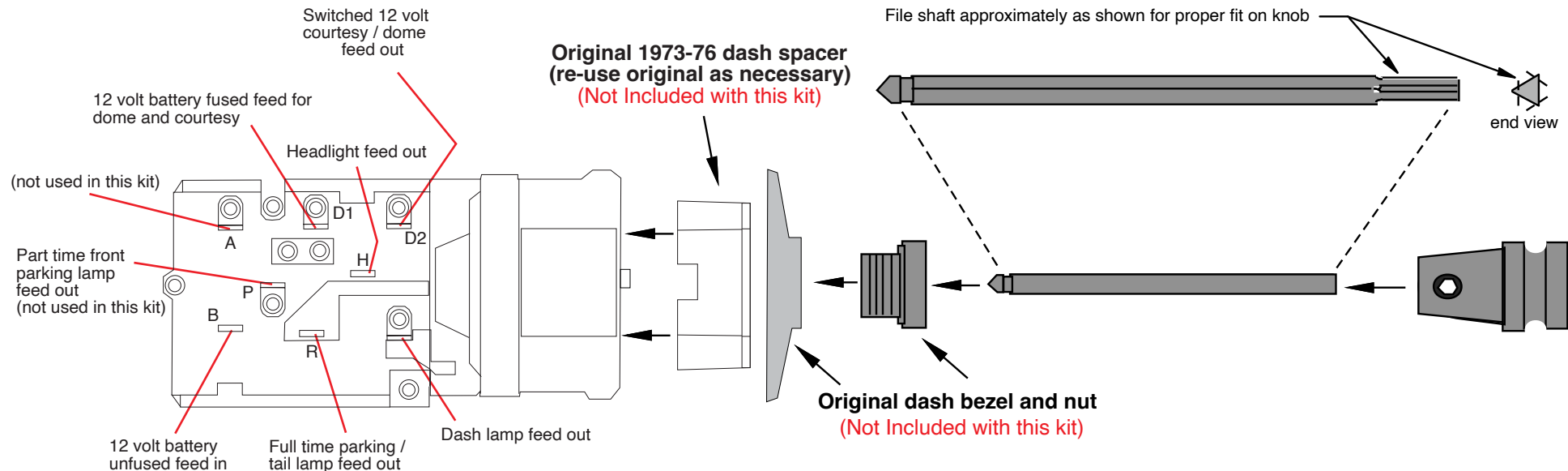
510476

Z

DESCRIPTION:

Alternator and Main Power
Connection Kit
Various Applications

92972153 instruction sheet rev 0.1 6/24/2019



NOTE 1: If you are using this new AAW switch in a 1953-55 Ford Truck that originally used a 6 volt switch, you will find that the threaded area on your original nut is too small in diameter. You will need to purchase a new 1956 12 volt style replacement nut which is larger in diameter and will fit this new AAW switch and still allow for the use of your stock dash bezel. These are readily available from your favorite truck parts supplier.

NOTE 2: If you are using this new AAW switch for a 1973-76 Ford Truck application, it may be necessary to remove and re-use the dash spacer shown above from your original switch (most are only affixed with double faced tape from the factory), especially if you are planning to use your original shaft and knob assembly. Please check the harness to switch connection for dash clearance issues.

1. Install the new switch into your dash using the original bezel and nut. It will be necessary too cut the shaft for a nice custom installation.
2. Install the shaft in switch being certain that it is fully engaged inside the switch. Once the shaft is fully seated down inside the switch in the "off" position, place the knob on end of shaft. Measure how far away from the dash the bottom face of the knob (closest to dash) is. Allow for 1/4" or so extra so that the knob will not bottom out on dash once the shaft has been cut to length.
3. Remove the shaft from the switch. To do this, pull the shaft completely out to the "on" position. Reach up under the dash and depress the button on top of the switch and pull the shaft out of the switch. Cut the shaft based on your measurements. It may be necessary to file the end of the shaft once it has been cut in order to reinstall the knob onto the shaft.
4. Attach the knob to the cut shaft and tighten the allen screw.
5. Reinstall your newly customized shaft into your headlight switch assembly.



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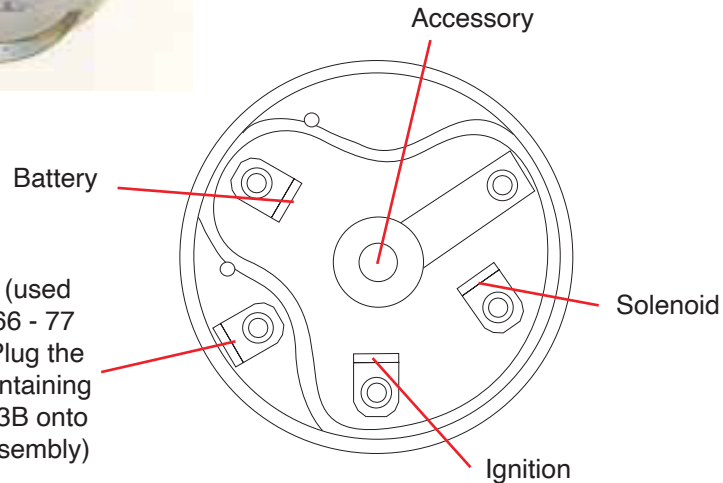
PART #

510264

DESCRIPTION:

Headlight Switch 1953-56,
1961-66 & 1973-79 Ford Truck
Classic Update Series

92969840 instruction sheet rev 3.0 1/15/2013



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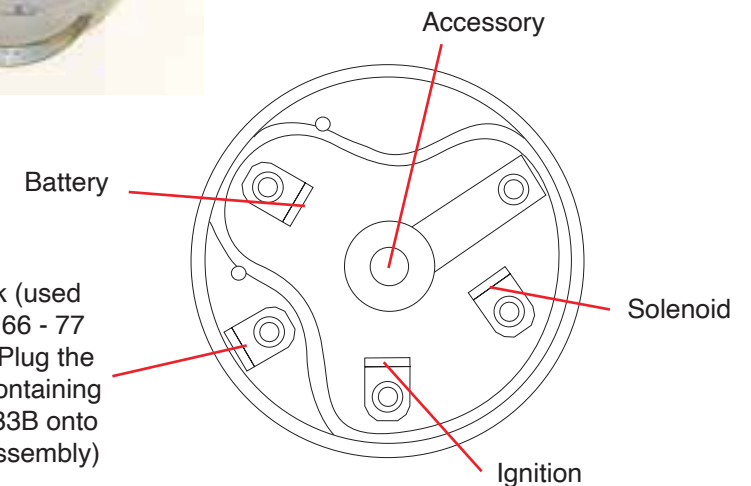
PART #

510128

DESCRIPTION:

Ignition Switch
Various Ford Applications
Classic Update Series

92969235 instruction sheet rev 2.0 2/4/2014



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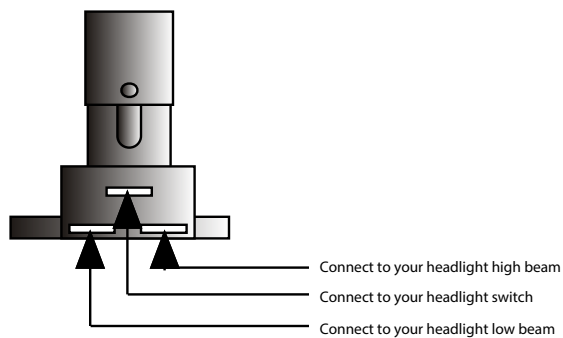
PART #

510128

DESCRIPTION:

Ignition Switch
Various Ford Applications
Classic Update Series

92969235 instruction sheet rev 2.0 2/4/2014



Connect the Dimmer Switch wires as shown above.

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

another wiring product by...



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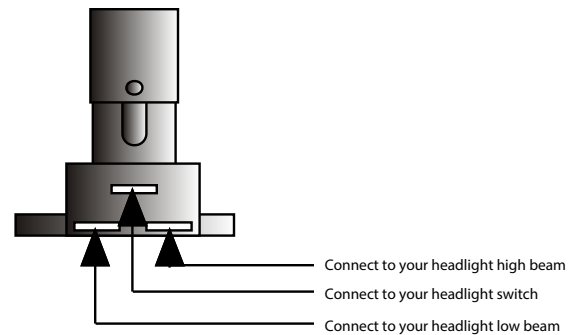
PART #

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.

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PART #

500042

DESCRIPTION:

DIMMER SWITCH

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