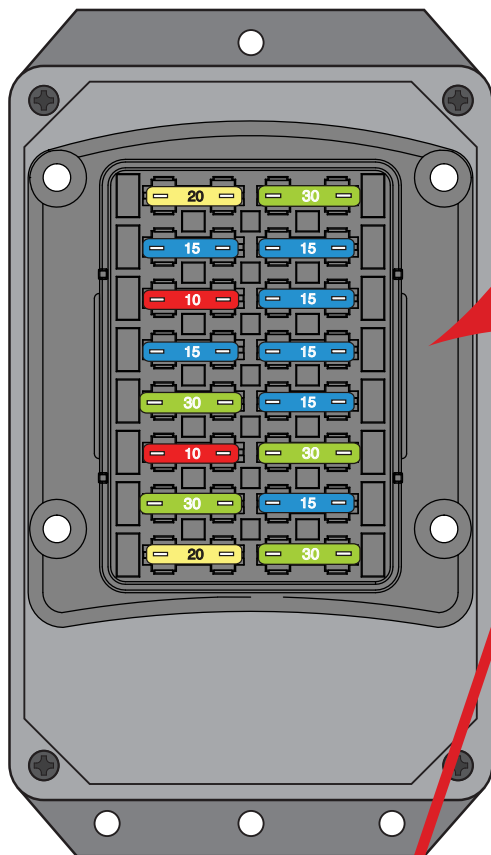
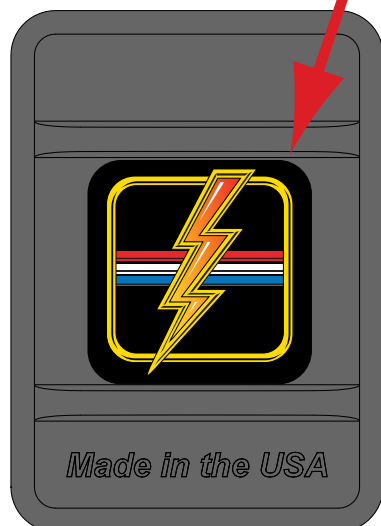


Fuse Box



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:

Number	Description
510476	Alternator & Main Power Connection Kit
510886	Main Dash Harness Kit w/ AAW Fuse Panel
510394	1966-67 Fairlane Front Light Bucket Wiring Kit
510555	Instrument Cluster Wiring Kit
510556	Rear Body Wiring Kit
510730	Vehicle Speed Sensor, VSS, Lead Wires
520002	Digital Gauge System Dim Wire
510911	Front Light Wiring Kit
510912	Engine Wiring Kit
500042	Dimmer Switch
510128	Ignition Switch
510385	Headlight Switch
510557	Fuse, Relay & Flasher Kit
510558	62-65 Fairlane & 62-63 Meteor Parts Kit
500919	Practice Terminal Kit
92973561	Kit Instruction Sheets
92970725	Firewall Template
92973600	Warning Page



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Classic Update Kit
1962-65 Ford Fairlane
1965-63 Mercury Meteor
510553

92973802 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 any component has been installed, the kit is not returnable.

1. This kit should typically be used in a **MODIFIED 1962 - 65 Ford Fairlane and 1962 - 63 Mercury Meteor** application only.
2. This kit **DOES NOT** include any factory original A/C wiring, but will support the original heater system and any aftermarket heat or A/C system.
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.
4. This kit **WILL NOT** support the use of a factory tachometer in it's original connection application as those tachs wired the primary ignition circuit directly in series through the tach and then out to the positive side of the coil. With this type of connection, any type of MSD or high energy ignition will generally destroy the internal circuitry of the tach and will cause the car to quit running as voltage will no longer flow through the tach and out to the coil or ignition control unit. **HOWEVER**, if your factory tach has been upgraded or retrofitted to a later style movement where the pulse post on the tach gets wired to the negative side of the coil (or to the tach output on an MSD box or similar unit) and the feed post of the tach uses a conventional 12 volt ignition connection, **you will be able to use this harness system**.
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 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.
6. You will need to re-use your original wiper switch and wiper/washer wiring as we have only provided 12 volt fused feeds for those systems.



510553 - Classic Update Series Kit

1962 - 65 Ford Fairlane & 1962 - 63 Mercury Meteor

This kit contains the following components:

<u>Bag</u>	<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
	500042	Floor Dimmer Switch	1
	500919	Practice Terminal Crimping Set	1
M	510556	Rear Body Wiring Kit	1
N	510394	Headlight Extension Kit	1
	510128	Ignition Switch	1
	510557	Fuse, Relay, and Flasher Kit	1
G	510886	Dash/Main Harness Kit	1
K	510911	Front Light Kit	1
J	510912	Engine Kit	1
	510385	Headlight Switch	1
	510558	Grommet and Parts kit Kit	1
H	510555	Dash Cluster wiring kit	1
Z	510476	Alternator and Main Connection kit	1
V	510730	VSS Connection Kit	1
	520002	Digital Gauge System Dim Wire - Ford Kits	1
	92973561	Introduction Instruction Sheet	1
	92973600	Warning Sheet	1
	92970725	Fuse box installation 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

— 62-65 Ford Fairlane and 62-63 Mercury Meteor —

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. AAW offers a great terminal crimping video entitled "Proper Crimping Video". It can be viewed by visting YouTube. Type the following address into your web browser to go directly to the video: www.youtube.com/watch?v=8u_EkMsioMy.



PLEASE READ THESE HELPFUL INSTALLATION TIPS BEFORE GOING ANY FURTHER!

Prior to installing the Dash/Main harness in your vehicle, plug all of the fuses (see a detailed picture, on page 14, of the fuse installation locations) and Horn Relay (see page 6), into this harness.

AS THIS HARNESS IS DESIGNED FOR USE IN A MODIFIED VEHICLE REQUIRING A HIGHER RATE OF CHARGE, IT DOES NOT SUPPORT THE USE OF A STOCK (ORIGINAL) ALTERNATOR. IT IS DESIGNED FOR USE WITH AN INTERNALLY REGULATED GM "SI" STYLE 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 GM "SI" STYLE OR SINGLE WIRE STYLE 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 (see page 3):

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. You will use this main instruction sheet, 929703561, to complete the installation process of bag G. See page three of this instruction set and Fuse Block Mounting instruction sheet 92970725 to begin.

G - 510886 Dash Harness Kit
H - 510555 Gauge Cluster Kit
J - 510912 Engine Harness Kit
K - 510911 Front Light Harness Kit
M - 510556 Rear Body Kit
N - 510394 Headlight Harness Kit
V - 510730 VSS Connection Kit
Z - 510476 Alternator and Main Connection Kit

STEP 3: RECONNECT YOUR BATTERY:

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

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

STEP 4: CHECK ALL ELECTRICAL FUNCTIONS:

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

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

AMERICAN AUTOWIRE MAKES IT EASY !!

We carry many accessories for your 62-65 Ford Fairlane and 62-63 Mercury Meteor

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 500802
GM "SI" series to Ford "3G" int.
regulated alternator



1962-65 Ford Fairlane 1962-63 Mercury Meteor

Classic Update Series

510553

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92973561 Rev 0.0 2/1/2022



Prior to installing the Main Dash Harness, obtain the **Fuse and Flasher Kit 510557**. Plug all of the Fuses in the Fuse Block (see **page 14** for the location of the fuses). Install the Horn Relay to the Dash Harness **510886** (see **Circuit Branch #3, page 6** for the Horn Relay location).

Main Dash Harness Installation Instructions

NOTE: Before installing the Dash Harness **510886**, you will have to reuse and install your existing factory Wiper System Wiring and Connectors. We provide a 12V feed wire with a female bullet connector on the Dash Harness to connect to the factory Wiper wires. You will have to install the **Windshield Wiper Jumper Harness** (see **page 2**) included in **Bag G** for the **1962-1963** vehicles with a 1-speed Wiper. For all others, you will not need the Windshield Wiper Jumper Harness, but you will add a 1-way male bullet connector to your factory Wiper wiring and it will connect directly to the Dash Harness (see **page 14, for an example**).

Remove the original Wiper System Wires from your factory Instrument Panel Harness, use caution not to damage any wires or connectors. If you have a **1962-1963** vehicle with a **1-speed Wiper System**, cut the red and blue wires (**1962**) or two blue wires (**1963**) at the Wiper System Circuit Breaker (you will not need the Circuit Breaker), slide on sleeve **J** to each wire, and crimp on a terminal **H** to each of these two wires. Now plug these two wires to the **Windshield Wiper Jumper Harness**. For the (**1962- 1963**) vehicles with a **2-speed Wiper System**, and all (**1964-1965**) vehicles, the Circuit Breaker is internal to the Wiper Switch so you will just cut the 12V feed wire (orange with a white stripe) about four inches from the Wiper Switch, slide on sleeve **J** and crimp on terminal **H** to this wire. This new male bullet connector will eventually plug into the mating Wiper female bullet connector on the Dash Harness **510886**.

Now route the original factory Wiper wires to the Wiper Motor (see the **Fuse Block Mounting Instructions 92970725**) for the routing of the wires through the Firewall. Begin installing the Main Dash Harness **510886** and the Fuse Block (see the same **Fuse Block Mounting Instructions 92970725**).

Install two **S** clamps, found in the **510558** Parts Kit, to the Steering Column Support Bracket (see “**S** clamp location photograph”, on this page). Use the Bolt, Nut and Washer (item **R**) from the **510558** Parts Kit. The Dash Harness routing will be the same as the original Instrument Panel Harness routing. Continue routing the Dash Harness. Now proceed to Circuit Branch 1 instructions.

Circuit Branch 1 – Under Dash Connections

Dimmer Switch Route this wiring branch to the Dimmer Switch and connect. Plug this connector onto the Dimmer Switch **500042**, and then attach the Dimmer Switch to the floor pan.

Wire #	Wire Color	Printing	Description
10	Yellow	DIMMER SW FEED	Feed from the Headlight Switch.
11A	Light Green	HEADLIGHT-HI BEAM	Feed to the LH Headlight-High Beam.
11B	Light Green	HI BEAM INDICATOR LIGHT	Feed to the Hi Beam Indicator Light in the Cluster.
12	Tan	HEADLIGHT-LOW BEAM	Feed to the LH Headlight-Low Beam.

Circuit Branch 1 – Engine Compartment Connections

NOTE: Plug the 510911 Front Light Extension harnesses onto the dash at this location and bring the wires through the firewall as shown on page 12. See page 12, “Figure A” for typical connections. For loose piece terminals and connectors, see kit # 510558.

Main Power Feed to the Fuse Block Route the red 12V Battery wire (circuit 2A) which is in the Dash Harness, to the Megafuses (see **Figure C on page 13**) and cut to length. Use ring terminal, shrink tubing from 510476 kit. Connect as shown on page 13.

Wire #	Wire Color	Printing	Description
2A	Red	12V BATTERY	Main power feed.

Start Circuit Route wire 6 to the Starter Relay and cut to length. Install sleeve **D** and crimp on terminal **K** (see **parts kit 510558**). Connect to the Starter Relay S stud (see **page 12, figure A**).

Wire #	Wire Color	Printing	Description
6	Purple	STARTER SOLENOID-S	Start circuit.

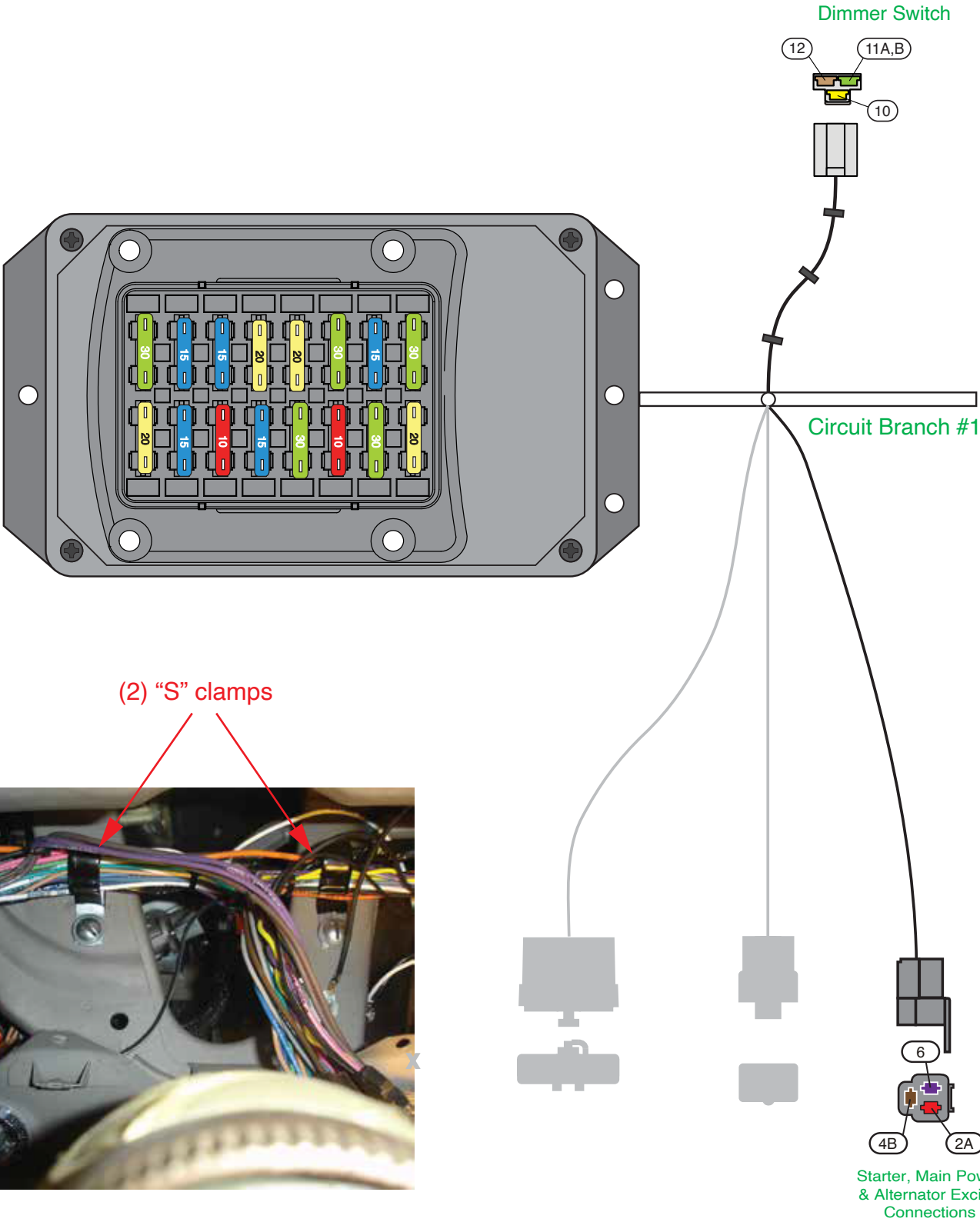
Alternator Output Circuit Obtain the large red **Alternator Feed Wiring** from the 510476 kit and connect as shown on page 13 and on the instructions for the 510476 Alternator and Main Power Connection kit.

Wire #	Wire Color	Printing	Description
2	Red	no printing	Alternator output wire.

Alternator Exciter Wire

Wire 4B 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” when the Ignition Switch is in the “ON or ACC” position. If you are using an Alternator that requires an internal or external Voltage Regulator, this wire must be connected to the “switched or 12V ignition” terminal on your Voltage Regulator or Alternator according to the manufacturers specifications for the type of Alternator/-Voltage Regulator that is being used. An inline diode or resistor may be necessary to eliminate “run on” after being switched off. AAW recommends a Ford GEN 3 Internally Regulated or a one wire alternator. If you are using a GM “SI” alternator, obtain the **GM “SI” Alternator Exciter Wiring Harness** (see **page 2 included in Bag G**). Attach the ring terminal end of wire 2G to the Alternator Battery stud (see **page 13 Figure C**). Route the 4B wire in the Dash Harness to the 2-way connector, which is part of this same Exciter Wiring Harness. Crimp on terminal **B** to wire 4B and insert into the open cavity of the 2-way connector. Now plug the 2-way connector into the “SI” alternator.

Wire #	Wire Color	Printing	Description
2G	Red	no printing	Alternator Battery Stud wire in the GM “SI” Alternator Exciter Wiring Harness.
4B	Brown	ALTERNATOR IGN	Alternator Exciter wire.



“S” clamp location photograph

CONT'D: Plug the 510911 Front Light Extension harnesses onto the dash at this location and bring the wires through the firewall as shown on page 12. See page 12, “Figure A” for typical connections. For loose piece terminals and connectors, see kit # 510558.

Park/Turn Signal - Lamp & Socket Assemblies **NOTE:** You will need to reuse the original Front Park/Turn Signal Lamp & Socket Assemblies, but will have to replace each 2-way bullet connector with a 2-way AAW connector (**see figure A on page 12**). Be sure that the Park/Turn Signal Lamp pigtail is routed and retained, per the original factory routing, before replacing the connectors. For both LH and RH Park/Turn Lamp & Socket Assemblies, remove the old 2-way molded bullet connectors, and install terminals **W** to each wire and install the wires in the 2-way connector **V** (**all supplied in kit 510558**) as shown in **figure A on Page 12**. The original Ford Left Front Turn wire is green/white and the Park Light wire is black/yellow. The original Ford Right Front Turn wire is white/blue and the Park Light wire is black/yellow.

Left Hand & Right Hand Park/Turn Lamp Connectors Select the brown Park Light wire (9), route the wire close to the 2-way connector **V** that was just added to the LH Park/Turn Signal Lamp & Socket Assembly, cut to length, take the cut off portion, double them together in terminal **C** and install into connector **T** (**see page 12 Figure A**). Be sure to align the AAW brown Park Light wire with the original Park Light wire. Route the remaining brown wire close to the 2-way connector that was just added to the RH Park/Turn Signal Lamp & Socket Assembly. Crimp on terminal **B**, and install into another connector **T**.

Select the light blue Left Front Turn wire (14A), route this wire to the same connector **T** where wire 9 is located. Crimp on terminal **B** and install in that connector **T** (**see page 12 Figure A**). Now make the connection to the LH Park/Turn Lamp & Socket Assembly.

Select the Right Front Turn wire (15A) and route it to the 2-way connector **V** that was added to the RH Park/Turn Signal Lamp & Socket Assembly. Cut to length, crimp on terminal **B** and install into connector **T** (**see page 12 Figure A**) where the brown park light wire is already located. Now make the connection to the RH Park/Turn Lamp & Socket Assembly. Be sure to align the AAW Park Light wire (brown) with the Ford Park Light wire (black/yellow), the AAW Left Turn wire (Lt Blue) with the Ford Left Turn wire (green/white), and the AAW Right Turn wire (DK Blue) with the Ford Right Turn wire (white/blue).

Wire #	Wire Color	Printing	Description
9	Brown	PARK LIGHTS	Park Light feed.
14A	Lt Blue	LEFT FRONT TURN	Left Front Turn Signal feed.
15A	DK Blue	RIGHT FRONT TURN	Right Front Turn Signal feed.

Horn Connection Route wire (29) to the LH Horn and cut to length, double with the wire that was just cut, crimp on terminal **C** and insert into connector **N** and attach to the LH Horn (**see Figure A on page 12**). Route the loose wire to the RH Horn and crimp on terminal **B** and insert into connector **N** and attach to the RH Horn. All of the terminals and connectors will be found in kit **510558**.

Wire #	Wire Color	Printing	Description
29	Dark Green	HORN	Horn feed.

LH and RH Headlight Extension Harnesses Obtain the Headlight Extension Harnesses **510394 (Bag N)** and connect to your LH and RH Headlights. Attach each ground ring terminal to a good Radiator Core Support ground.

Headlights Select the light green Headlight High Beam wire (11A) and the tan Headlight Low Beam wire (12). Route these wires to the LH Headlight Extension Harness, cut each to length, take each of the cutoff portions, double each of them together with their original wires, crimp on terminal **C** to each pair of wires, and install each terminal into connector **Z** found in kit **510558** (**see Figure A on page 12**). Be sure to align the tan wire 12 with the Headlight Extension Harness tan wire and the light green wire 11A to the Headlight light green wire. Now plug this connector to the LH Headlight Extension Harness. Attach the black ground wire, with the ring terminal, from the LH Headlight Extension Harness to a good Radiator Core Support ground. Take the remaining light green and tan wires and route them to the RH Headlight Extension Harness. Cut each to length, crimp on terminal **B** to each one, and install into another connector **Z**. Align the wire colors as before. Plug this connector to the RH Headlight Extension Harness. Attach the black ground wire, with the ring terminal, from the RH Headlight Extension Harness to a good Radiator Core Support ground.

Wire #	Wire Color	Printing	Description
11A	Lt Green	HEADLIGHT-HI BEAM	High Beam feed to the LH headlight.
12	Tan	HEADLIGHT-LOW BEAM	Low Beam feed to the LH headlight.

NOTE: If you choose to upgrade your single reservoir Brake System to an upgraded dual resevoir Brake System, we have provided the circuits in the Dash Harness for a Brake Warning Light (Dash lamp and switch/switch connection not provided in kit).

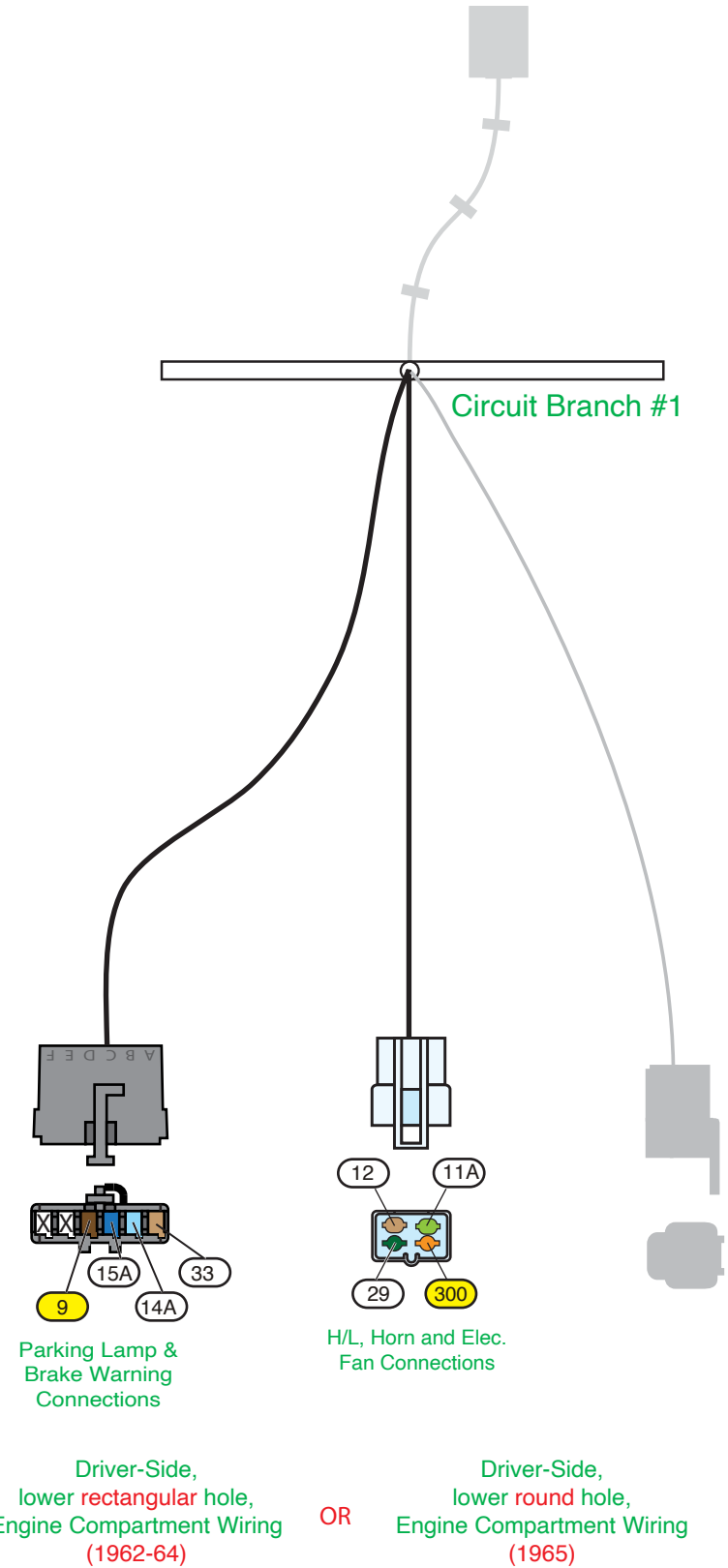
The Brake Pressure Differential Warning Switch **NOTE:** if you have a Ford style twin post switch and wish to use it, simply cut the wires about 6 inches back from your old original connector, double them together, and splice them into wire assembly 33 (from page 3 of this instruction sheet) to complete your brake warning circuit. If you have an aftermarket single post switch, splice it into wire assembly 33 (from page 3 of this instruction sheet) to complete your brake warning circuit (also see Figure A on page 12).

Route wire 33B from the Dash Harness to the master cylinder area, cut to length, and splice it to the Brake Pressure Differential Warning Switch Extension (if needed).

Wire #	Wire Color	Printing	Description
33	Tan	BRAKE LIGHT/SWITCH	Brake Warning feed.

Aftermarket Electric Fan This circuit is provided to feed the trigger wire of your Electric Fan Relay (not provided with this kit). See the Electric Fan Manufacturers recommendations for electrical hook up. **NOTE: This is a keyed hot feed.**

Wire #	Wire Color	Printing	Description
300	Orange	ELECTRIC FAN	12V Ignition feed to the trigger wire of the Electric Fan Relay.



Circuit Branch 2 – Engine Compartment Connections

Aftermarket Electric Speedometer Connection Plug the 510730 VSS Connection Kit in here and see those instructions for detailed connections.

(NOTE: Wires 400 and 401 must remain twisted together)

Wire #	Wire Color	Printing	Description
400	Yellow	VSS GROUND	Vehicle Speed Sensor Ground.
401	Purple	VSS SIGNAL	Vehicle Speed Sensor Signal.
402	Purple/White	VSS POWER	Vehicle Speed Sensor Power if using a 3 wire sender.

Brake Switch #1 (1962-1964 Vehicles. For 1965 vehicles, see page 9, circuit branch 7, brake switch #2) This Stop Light Switch is located on the Brake Master Cylinder. Route wires 17A and 40D to the switch. Cut to length and install sleeve D on each wire (see Figure B on page 13). Crimp on terminal X and slide sleeve D over the terminal. Now connect to the switch, polarity doesn’t matter.

Wire #	Wire Color	Printing	Description
17A	White	BRAKE SW	Brake Light feed to the Turn Signal Switch.
40D	Orange	BRAKE SW	12V feed from the Fuse Block.

NOTE: Plug the 510912 Engine, Coil Feed and Neutral Safety Switch Extension harnesses onto the dash at this location and bring the wires through the firewall as shown on page 13. See page 13, “Figures A and D” for typical connections. For loose piece terminals and connectors, see kit # 510558.

The Back-up and Neutral Safety Switches Route circuits 24 and 39C to the Back-up Lamp Switch and connect. If you have an Automatic Transmission, route circuits 5 and 6 to the Neutral Safety Switch and connect. If you have a Manual Transmission, connect wire 5 to wire 6. **Note: If wire 5 and wire 6 are not connected, your Starter Solenoid will not engage, and your Engine will not crank.** A typical connection for the Neutral Safety/Back-up Switch can be found on page 13, Figure D.

Wire #	Wire Color	Printing	Description
5	Purple	NEUTRAL SAFETY SWITCH	Start feed from the Ignition Switch to the Neutral Safety Switch or to wire 6.
6	Purple	STARTER SOLENOID-S	Start circuit from the Neutral Safety Switch or wire 5 to the Starter Solenoid.
24	Lt Green	BACK UP LT SW	Feed from the Back-up Lamp Switch to the Back-up Lamps.
39C	Pink	12V IGNITION	12V feed to the Back-up Lamp Switch.

Electric Choke This is the feed to the Electric Choke (if equipped). Route wire 39A to the Electric Choke and connect. No connectors or terminals have been provided for this connection.

Wire #	Wire Color	Printing	Description
39A	Tan	ELECTRIC CHOKE	On carbureted vehicles, connect to the Electric Choke.

Ignition Feed This is your 12V switched power source for the distributor /coil. This can be connected directly to the “Bat” terminal on a typical HEI Distributor, to a Ballast Resistor for a points type Distributor, or to be used as the ignition power source for an Aftermarket Ignition Module such as an MSD or “Dura Spark” module. See the installation instructions for the type of Distributor you are using for specific connection requirements. If you are using a GM style HEI distributor, terminal C and connector P (see Parts Kit 510558) have been provided to make that connection (see page 13 figure B for some examples).

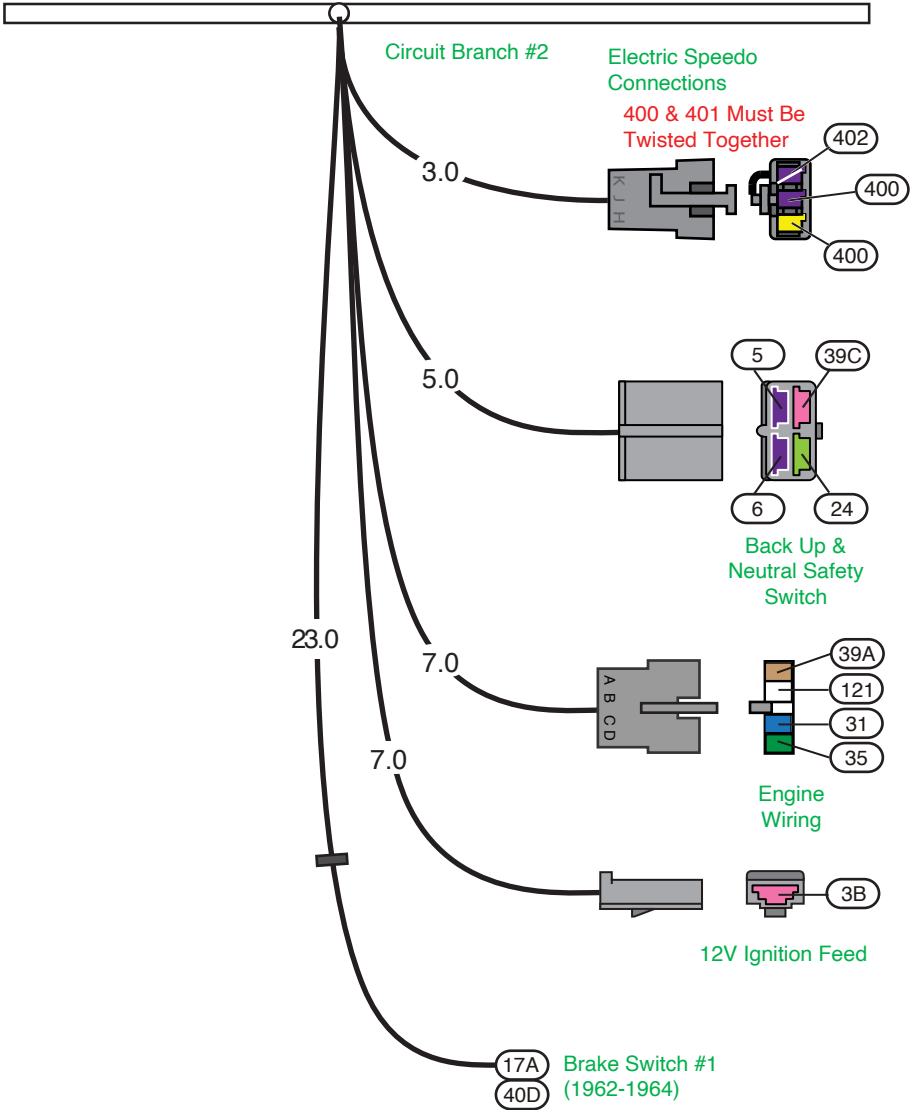
Wire #	Wire Color	Printing	Description
3B	Pink	IGNITION FEED	Switched 12V Ignition feed for the ignition.

Engine Sensors Route circuit 31 to the Oil Pressure Sending Unit and circuit 35 to the Water Temperature Sending Unit, cut to length, install terminals B or M (install sleeve J first if using M), plug into connector N (if using terminal B), see page 13 Figure B. See Parts Kit 510558 for connectors and terminals.

Wire #	Wire Color	Printing	Description
31	Dark Blue	OIL PRESSURE SENDER	Oil Pressure Sending unit.
35	Dark Green	WATER TEMP SENDER	Hot Water Temperature.

Tachometer **NOTE: This Kit will not support the use of an original factory tachometer (see the Warning Page).** However, this can be connected directly to the Tachometer terminal on a typical HEI Distributor, to the negative side of the Ignition Coil, or a Tachometer connection in an aftermarket Ignition Module such as an MSD module. If you are using a GM style HEI Distributor, terminal B and connector Q (Parts Kit 510558) have been provided to make that connection (see page 13, figure B).

Wire #	Wire Color	Printing	Description
121	White	COIL --> TACH	Tachometer feed wire.



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**1962-65 Ford Fairlane
1962-63 Mercury Meteor**

Classic Update Series

510553

92973561 Rev 0.0 2/1/2022

Circuit Branch 3 – Under Dash Connections

Accessory Connector Use the provided 6-way empty connector, which is attached to the 6-way Accessory Connector on the Dash Harness, and terminals **B** or **C** (see kit 510558) to add power leads (not provided) for the following systems:

Wire #	Wire Color	Printing	Fuse#	Fuse Block Cover	Fuse Rating	Description
100	Orange	no printing	7	Hazard	15A	Battery feed for Hazard or Audio Systems.
103	Tan	FUEL PUMP	10	Fuel Pump	20A	Ignition feed for Electric Fuel Pump.
104	Orange	POWER SEATS	2	Pwr Seats	30A	Battery feed for Power Seats.
105	Red	POWER LOCKS	8	Pwr Locks	20A	Battery feed for Power Locks.
106	Pink	POWER WINDOWS	15	Pwr Window	30A	Accessory feed for Power Windows.
107	Orange	12V BATTERY FUSED	1	Bat-Spare	30A	Battery feed for options.

Horn Relay Connector If you haven't already, now plug the Horn Relay (found in the 510557 Fuse kit) into this connector.

Wire #	Wire Color	Printing	Description
2C	Red	12V BATTERY	12V Battery feed to the Horn Relay.
28	Black	HORN RELAY GROUND	Relay ground circuit (to the Steering Column).
29	Dark Green	HORN	Feed to the Horns.

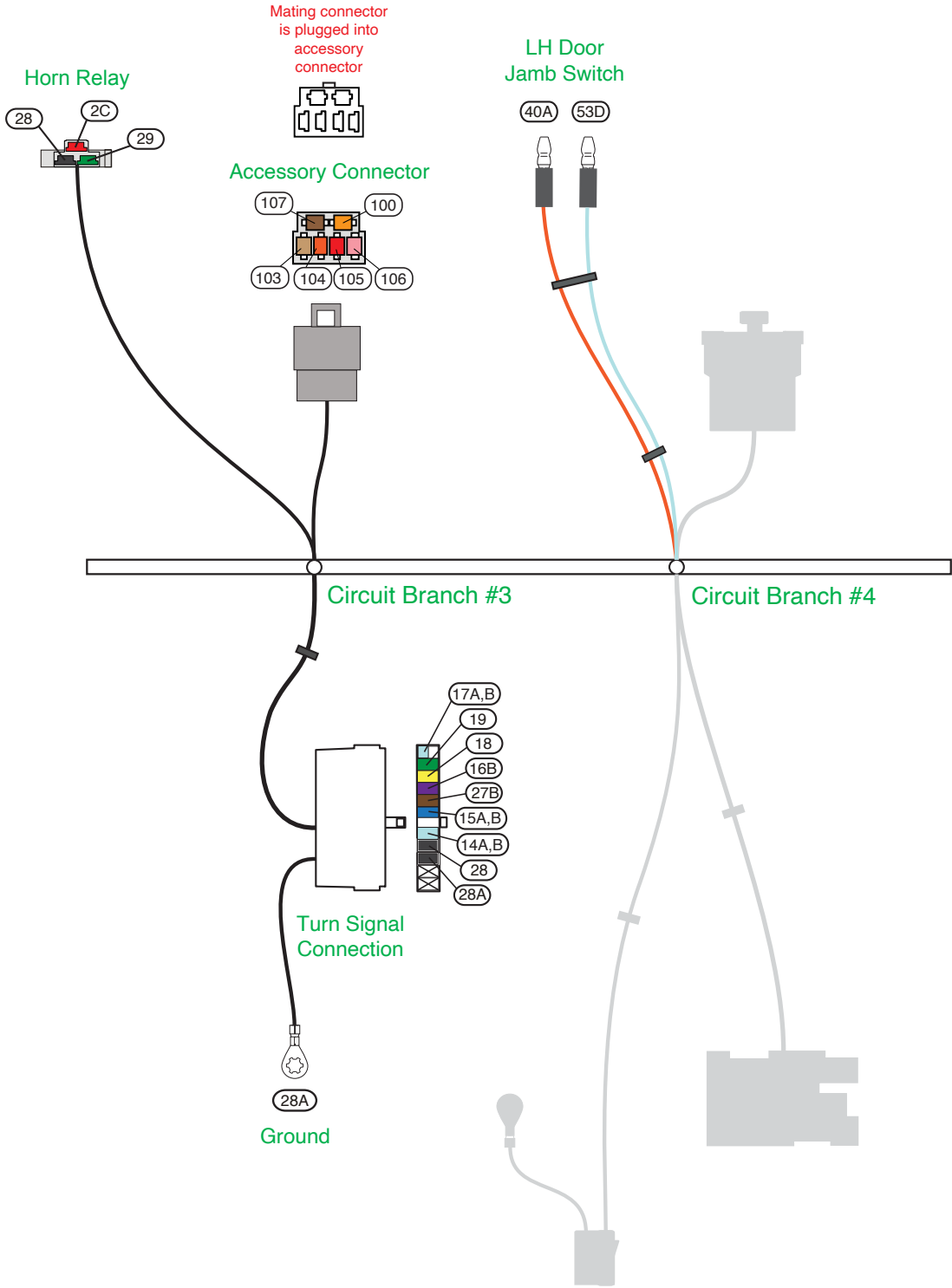
Turn Signal Switch Connector Plug into the Steering Column Turn Signal Switch connector. If you are using a stock Ford Steering Column on your vehicle, refer to **Diagram 'A'** and **'Table A' on page 11** for the proper mating directions. This Dash Harness is designed to function with a GM style turn signal switch. Our connector mates to a 3 7/8 inch long plug used on 1969-1974 GM, IDIDIT, and 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 and terminals located in the loose piece kit 92970715 inside Bag G, it is easy to adapt any steering column to this Dash Harness. The different functions of the wires in the Dash Harness connectors are as follows:

Wire #	Wire Color	Printing	Description
14A	Light Blue	LEFT FRONT TURN	Feed to the LH Front Turn Signal Light.
14B	Light Blue	LEFT DASH IND	Feed to the LH Turn Indicator Light.
15A	Dark Blue	RIGHT FRONT TURN	Feed to the RH Front Turn Signal Light.
15B	Dark Blue	RIGHT DASH IND	Feed to the RH Turn Indicator Light.
16B	Purple	TURN SWITCH FEED	Turn Signal Feed from the Turn Signal Flasher.
17A	White	BRAKE SW	Brake Switch #1 feed to the Turn Signal Switch.
17B	LT Blue	THIRD BRAKE LIGHT	12V feed to the optional Third Brake Light.
18	Yellow	LEFT REAR TURN	Feed to LH Rear Turn Signal Light.
19	Dark Green	RIGHT REAR TURN	Feed to RH Rear Turn Signal Light.
27B	Brown	TURN SW- HAZARD	Hazard feed to the Turn Signal Switch from the Hazard Flasher for a Steering Column with the Hazard function.
28	Black	HORN RELAY GROUND	Horn Relay ground to Horn Switch.
28A	Black	HORN RELAY GROUND	Horn Switch to ground.

Circuit Branch 4 – Under Dash Connections

Left Hand Door Jamb Switch Connection Route the two bullet terminals through the LH Door Jamb Switch hole from behind, and connect to the Door Jamb Switch which is included in kit 510558. Polarity does not matter. Attach the Door Jamb Switch in the original location.

Wire #	Wire Color	Printing	Description
40A	Orange	12V BATTERY-FUSED	12V Fused Battery Feed.
53D	Lt Blue	12V CTSY SW	Feed to the LH Courtesy Light.



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Rear Body Harness Connection This connector will plug to the Rear Body Harness **510556 (Bag M)**. Specific connections are addressed in that kit. The Rear Body Harness will route along the driver's sill the same as the original Ford Body Harness routing. Be sure to attach the wiring in the original routing clips.

Wire #	Wire Color	Printing	Description
9	Brown	PARK LIGHTS	Feed to the Front Park Lights.
9A	Brown	REAR RUNNING LIGHTS	Feed for the License Light and Rear Running Lights.
17B	Light Blue	THIRD BRAKE LIGHT	Feed for an Aftermarket Third Brake Light.
17C	White	BRAKE SW	Brake Switch #2 feed to the Turn Signal Switch.
18	Yellow	LEFT REAR TURN	Feed to the Left Rear Stop and Turn Light.
19	Dark Green	RIGHT REAR TURN	Feed to the Right Rear Stop and Turn Light.
24	Light Green	BACK UP LT SW	Feed from the Back-up Light Switch to the Back-up Lights.
30	Tan	GAS GAUGE	Fuel Tank Sender.
40G	Orange	12V BATTERY-FUSED	12V Battery feed for the Trunk Light or Aftermarket LED Rear Lights.
53C, 53D	Light Blue	12V CTSY SW	12V Switched feed to the Dome Light.

Left Hand Courtesy Lamp Connector Plug into one Under Dash Courtesy Lamp Wiring Harness, from **bag G (as shown on page 2)**, to complete this circuit, and attach to the lower Instrument Panel.

Wire #	Wire Color	Printing	Description
53A, 53C	Light Blue	12V CTSY SW	12V Switched feed to the Left Hand Courtesy Light.
156A	White	CTSY GROUND	LH Courtesy Lamp ground. Attach this ring terminal to a good ground.

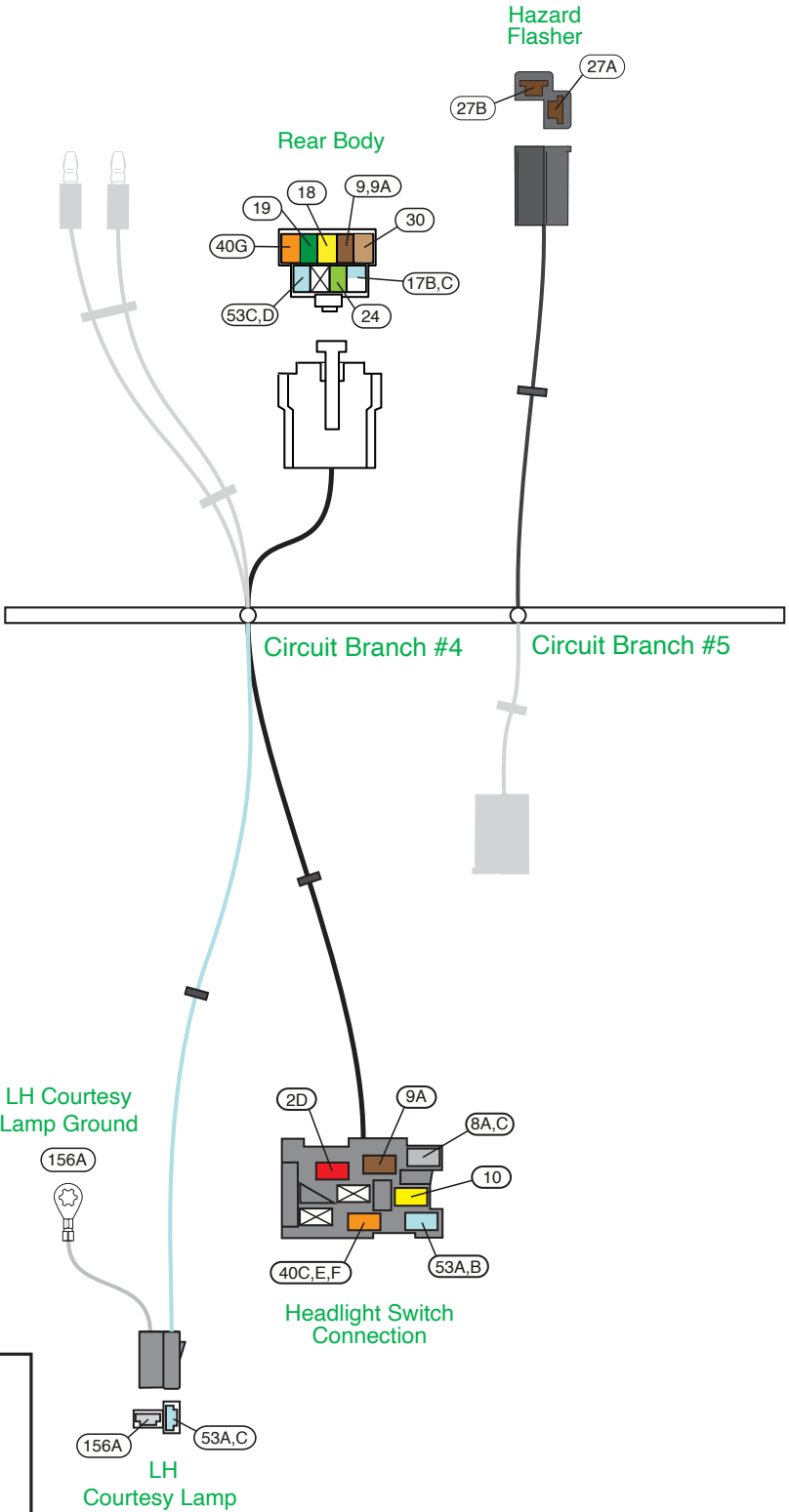
Headlight Switch Connector Plug this connector to Headlight Switch **510385**.

Wire #	Wire Color	Printing	Description
2D	Red	12V BATTERY	Un-fused 12V Battery feed from the Fuse Block.
8A	Gray	DASH LIGHTS	Dash Light feed to the Cluster.
8C	Gray	DASH LIGHTS	Dash Light feed to the Heater Switch Light.
9A	Brown	REAR RUNNING LIGHTS	Feed to the Rear Tail Lights and the License Light.
10	Yellow	DIMMER SW FEED	Feed to the Dimmer Switch for the Headlights.
40C	Orange	12V BATTERY-FUSED	Fused 12V battery feed from the Fuse Block.
40E	Orange	BRAKE SW	Feed to Brake Switch #2.
40F	Orange	12V BATTERY-FUSED	Feed to the Map Light or the Glove Box Light.
53A	Light Blue	12V CTSY SW	12V Switched feed to the Left Hand Courtesy Light.
53B	Light Blue	12V CTSY SW	12V Switched feed to the Map Light.

Circuit Branch 5 – Under Dash Connections

Hazard Flasher Connector When the Flasher is plugged in, you will be able to supply power to a Turn Signal Switch, which is part of an Aftermarket (or a Factory) Steering Column, with a Hazard Switch function. Plug the Flasher (**part of the Fuse and Flasher Kit 510557**) in, if so equipped.

Wire #	Wire Color	Printing	Description
27A	Brown	TURN SW – HAZARD	12V fused battery feed to the Hazard Flasher.
27B	Brown	TURN SW – HAZARD	Hazard Flasher feed to the Turn Signal Switch.



NOTE: The courtesy lamp extension from page 2, that plugs onto the connector at branch 4 on this page, uses a # 631 bulb (not included with this kit). They may be purchased at any auto parts store.

Turn Signal Flasher Connector This is the connector for the Turn Signal Flasher. Plug the Turn Signal Flasher (part of the Fuse and Flasher Kit 510557) into this connector. After the Flasher is connected, you can place it in the Flasher Holder on the back of the Instrument Cluster.

Wire #	Wire Color	Printing	Description
16A	Purple	TURN SWITCH FEED	12V fused ignition feed to the Turn Signal Flasher.
16B	Purple	TURN SWITCH FEED	Turn Signal Flasher feed to the Turn Signal Switch.

Circuit Branch 6 – Under Dash Connections

Instrument Cluster Connections These connections will plug into the Cluster Connector Kit 510555 (Bag H). Instructions are included in that kit for the connections to the Instrument Cluster.

Cluster Connector “A”

Wire #	Wire Color	Printing	Description
4C	Brown	no printing	Cluster 12V Accessory Feed.
8A, B	Gray	DASH LIGHTS	Headlight Switch feed for the Cluster Illumination Lights.
39B, C	Pink	12V IGNITION	Fused 12V Ignition Feed.
150	Black	GROUND	Cluster ground.

Cluster Connector “B”

Wire #	Wire Color	Printing	Description
11B	Light Green	HI BEAM INDICATOR LIGHT	Feed To the High Beam Indicator Light.
14B	Light Blue	LEFT DASH IND	Feed for the Left Turn Signal Indicator Light.
15B	Dark Blue	RIGHT DASH IND	Feed for the Right Turn Signal Indicator Light.
30	Tan	GAS GAUGE	Fuel Gauge Signal from the Fuel Tank Sending Unit.
31	Dark Blue	OIL PRESSURE SENDER	Oil Pressure Sender Signal from the Engine.
33B	Tan	BRAKE LIGHT/SWITCH	Brake Warning Light Feed for upgraded Brake Systems.
35	Dark Green	WATER TEMP SENDER	Water Temperature Sender Signal from the Engine.
121	White	COIL - TACH	Feed for an Aftermarket Tachometer (see the Warning Sheet).

Cluster Connector “C” This connector contains the circuits for an Aftermarket Electric Speedometer. Wires “400” and “401” must remain twisted together.

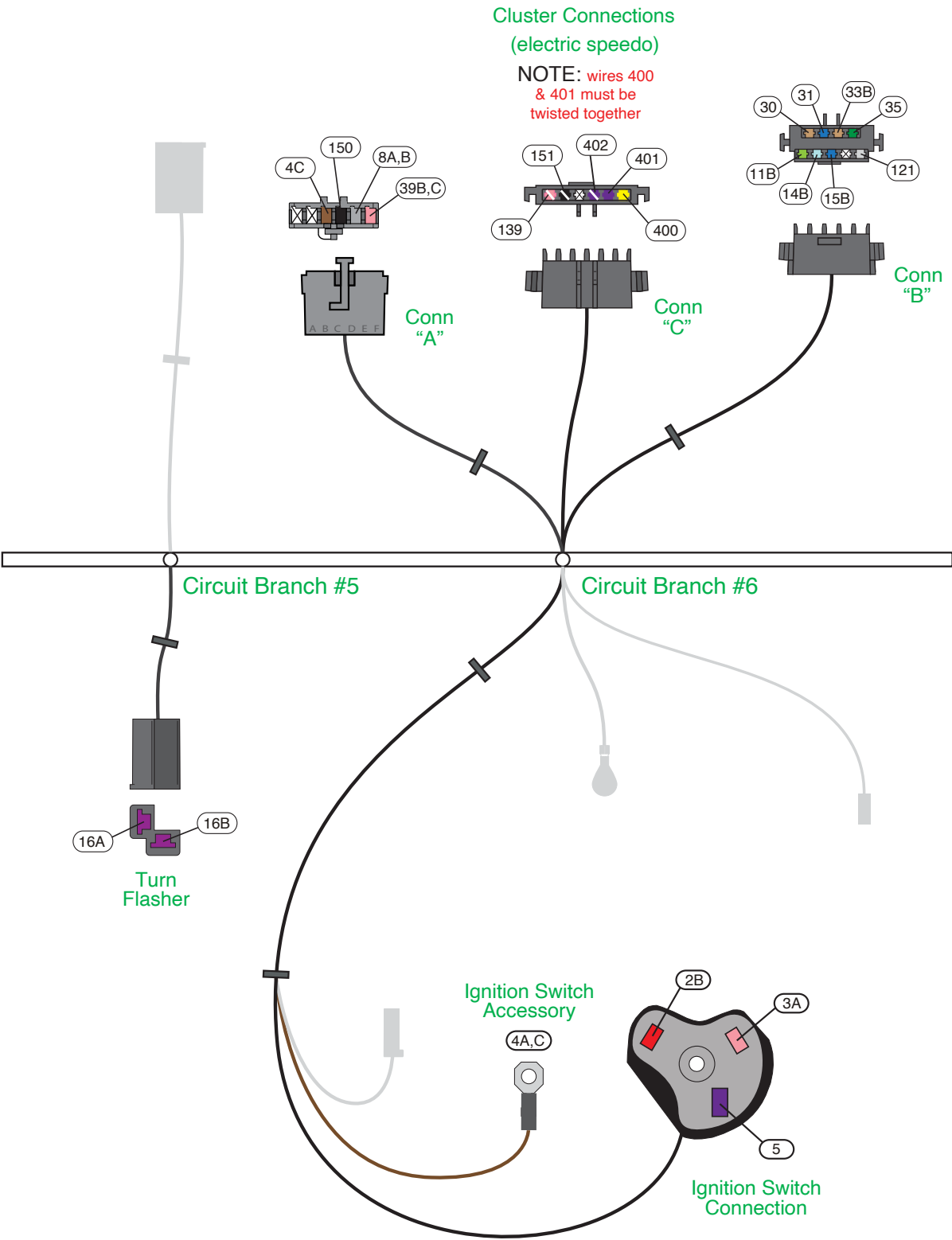
Wire #	Wire Color	Printing	Description
139	Pink/White	SPEEDO POWER	Fused 12V feed for the Electric Speedometer.
151	Black/White	SPEEDO GROUND	Electric Speedometer ground.
400	Yellow	VSS GROUND	Vehicle Speed Sensor ground.
401	Purple	VSS SIGNAL	Vehicle Speed Sensor signal.
402	Purple/White	VSS POWER	Vehicle Speed Sensor power.

Ignition Switch Connector Plug this connector to the Ignition Switch 510128. Use extra care when routing the wires away from the Ignition Switch. The Steering Column Support Bracket may be in close proximity to the wires and should be avoided.

Wire #	Wire Color	Printing	Description
2B	Red	12V BATTERY	12V Un-Fused Battery Feed from the Fuse Block.
3A	Pink	IGNITION FEED	Ignition Feed to the Fuse Block.
5	Purple	NEUTRAL SAFETY SWITCH	Start Feed to the Neutral Safety Switch or to Wire 6.

Ignition Switch Accessory Ring Terminal Attach this ring terminal to the Ignition Switch after the Ignition Switch Connector is plugged in. Use the nut to securely fasten the ring terminal to the Ignition Switch threaded stud. NOTE: Do not over tighten.

Wire #	Wire Color	Printing	Description
4A	Brown	IGNITION SW ACCY	12V Accessory Feed to the Fuse Block.
4C	Brown	no printing	12V Accessory feed to the Cluster.



Ignition Switch Brake Warning Lamp Prove-out Connector For vehicles with an upgraded Brake System, connect this to the Ignition Switch after the Ignition Switch Accessory Ring Terminal is attached. This connector plugs onto the blade terminal which is located on the side of the Ignition Switch. This wire provides the bulb check ground for the Brake Warning Lamp circuit when the Ignition Switch is in the “Start” position.

Wire #	Wire Color	Printing	Description
33, 33B	Tan	BRAKE LIGHT/SWITCH	Brake Warning Lamp Bulb Check during Crank.

Aftermarket Electric Speedometer Ground Attach this wire to a good body ground. **NOTE: Do not attach this ring terminal with any other ground wires; it should be attached to ground all by itself.**

Wire #	Wire Color	Printing	Description
151	Black/White	Speedo Ground	Ground for an Aftermarket Electric Speedometer.

Wiper Connector This is the power feed to the Wiper System. Connect to the male bullet connector on the **Windshield Wiper Jumper Harness** (see page 2, located in Bag G) which is only used with a **1962-1963 1-speed Wiper System**, or the male bullet connector on the original factory Wiper wires (all others) that you added earlier and have already installed (see page 14, for an example).

Wire #	Wire Color	Printing	Description
93	White	WIPER FEED	12V fused feed for the Wiper System.

Windshield Wiper Jumper Harness This jumper is used for a **1962-1963** vehicle with a 1-speed Wiper System only. This is the power feed connection between the Dash Harness and the original factory Wiper wiring.

Wire #	Wire Color	Printing	Description
93A	White	WIPER FEED	Windshield Wiper feed.
93B	White	WIPER FEED	Windshield Wiper feed.

Circuit Branch 7 – Under Dash Connection

Dash Light Candelabra Attach the Ash Tray Light, Radio Illumination Light, Clock Light, Tachometer Light, or Auto Transmission Floor Shifter Dial Indicator Light to this candelabra connector. Note: If needed, male bullet terminal **A** and sleeve **D** have been provided to replace your original terminals. They can be found in the **510558** Parts Kit.

Wire #	Wire Color	Printing	Description
8B	Gray	DASH LIGHTS	Various Dash Light Feeds.

Clock Connect to the Clock (optional).

Wire #	Wire Color	Printing	Description
99	Yellow	CLOCK BAT	12V Fused Battery feed to the Clock.

Map and Glove Compartment Connectors These connectors are provided for your optional Glove Box Light or Map Light.

Wire #	Wire Color	Printing	Description
40F, H	Orange	12V BATTERY-FUSED	Battery Feed for the Glove Box, or the Map Light. (Mates to the dark green/yellow stripe wire).
53B, E	Light Blue	12V CTSY SW	Feed for the Map Lights. (Mates to the black/light blue stripe wire).

Radio These circuits are provided for your Radio.

Wire #	Wire Color	Printing	Description
43	Tan	RADIO	12V Fused Accessory Feed for the Radio “On/Off” power.
99A	Yellow	RADIO BAT	12V Fused Battery Feed for the Radio Memory.

Brake Switch #2 Connector (1965 Vehicles) Plug this connector to the Brake Light Switch #2 which is mounted to the Brake Pedal Assembly.

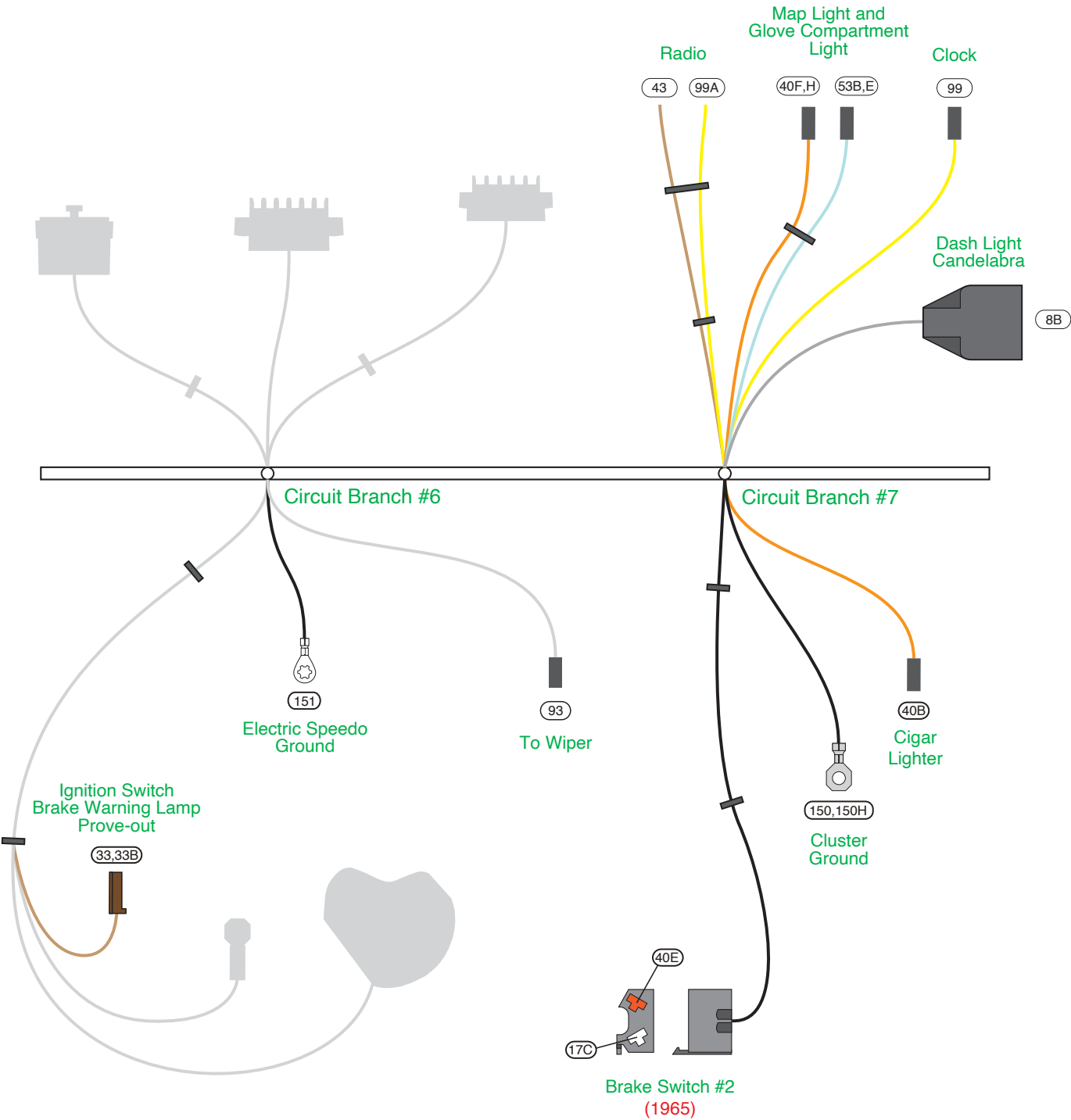
Wire #	Wire Color	Printing	Description
17C	White	BRAKE SW	Feed from the Brake Switch to the Turn Signal Switch for Rear Brake Lights.
40E	Orange	BRAKE SW	Fused 12V Battery Feed from the Fuse Block.

Ground Lead Attach this wire to a good body ground. **NOTE: Do not attach this ring terminal with the 151 ground wire in Circuit Branch #6.**

Wire #	Wire Color	Printing	Description
150	Black	GROUND	Cluster ground.
150H	Black	GROUND	Blower Switch Ground.

Cigar Lighter Connector Plug this connector to the Cigar Lighter.

Wire #	Wire Color	Printing	Description
40B	Orange	no printing	Fused 12V Battery Feed to the Cigar Lighter.



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Circuit Branch 8 – Under Dash Connections

Heater Blower Switch Connector Connect this 4-way connector to the Heater Blower Switch.

Wire #	Wire Color	Printing	Description
51	Red	no printing	Heater Blower Switch Low Speed.
52	Orange	no printing	Heater Blower Switch High Speed.
72	Light Blue	no printing	Heater Blower Switch Medium Speed.
150H	Black	GROUND	Heater Blower Switch Ground.

Heater Switch Illumination Light Connect to the Heater Switch Illumination Light (if equipped).

Wire #	Wire Color	Printing	Description
8C	Gray	DASH LIGHTS	Heater Switch Light feed.

Circuit Branch 9 – Under Dash Connections

Blower Motor Resistor Connector Plug this connector onto the Blower Motor Resistor

Wire #	Wire Color	Printing	Description
51	Red	no printing	Blower Motor Low Speed.
52	Orange	no printing	Blower Motor High Speed.
72	Light Blue	no printing	Blower Motor Medium Speed.

Blower Motor Connector Connect to the Blower Motor Pigtail Wire which has the male bullet (or main power feed “IN” on an aftermarket system). There is another Pigtail Wire from the Blower Motor which will connect to the Blower Motor Resistor. That wire has a female Blade Terminal on it

Wire #	Wire Color	Printing	Description
50	Brown	HEATER/AC FEED	Fused 12V Blower Motor Feed.

Circuit Branch 10 – Under Dash Connections

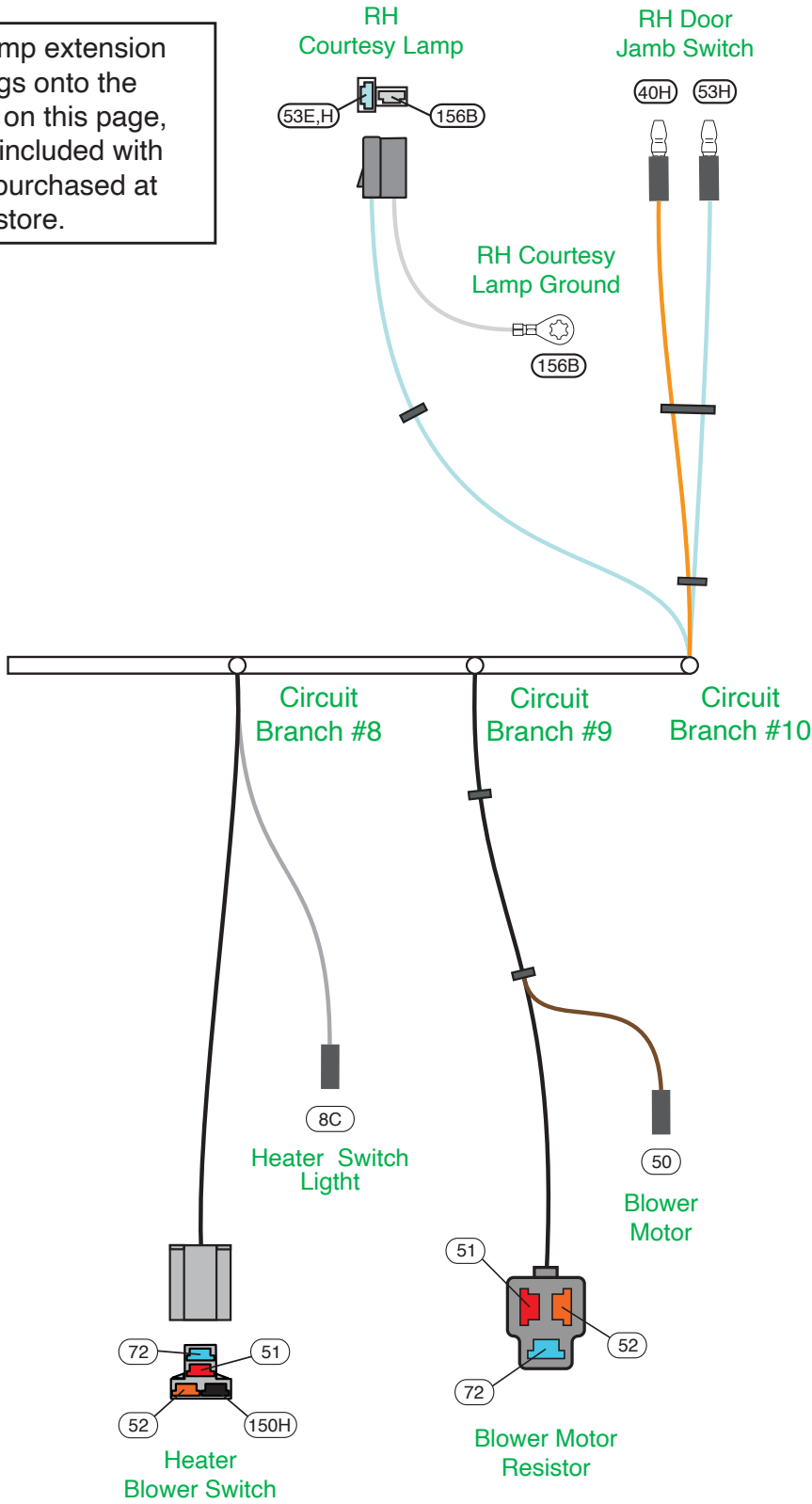
Right Hand Courtesy Lamp Connector Plug into one Under Dash Courtesy Lamp Wiring Harness, from bag G (as shown on page 2), to complete this circuit, and attach to the Lower Instrument Panel.

Wire #	Wire Color	Printing	Description
53E, 53H	Light Blue	12V CTSY SW	12V Switched Feed to the Right Hand Courtesy Lamp.
156B	White	CTSY GROUND	RH Courtesy Lamp ground. Attach this ring terminal to a good ground.

Right Hand Door Jamb Switch Connection Route the two bullet terminals through the RH Door Jamb Switch hole from behind, and connect to the Door Jamb Switch which is included in kit 510558. Polarity does not matter. Attach the Door Jamb Switch in the original location.

Wire #	Wire Color	Printing	Description
40H	Orange	12V BATTERY-FUSED	12V Fused Battery feed.
53H	Light Blue	12V CTSY SW	Feed to the RH Courtesy Light.v

NOTE: The courtesy lamp extension from page 2, that plugs onto the connector at branch 10 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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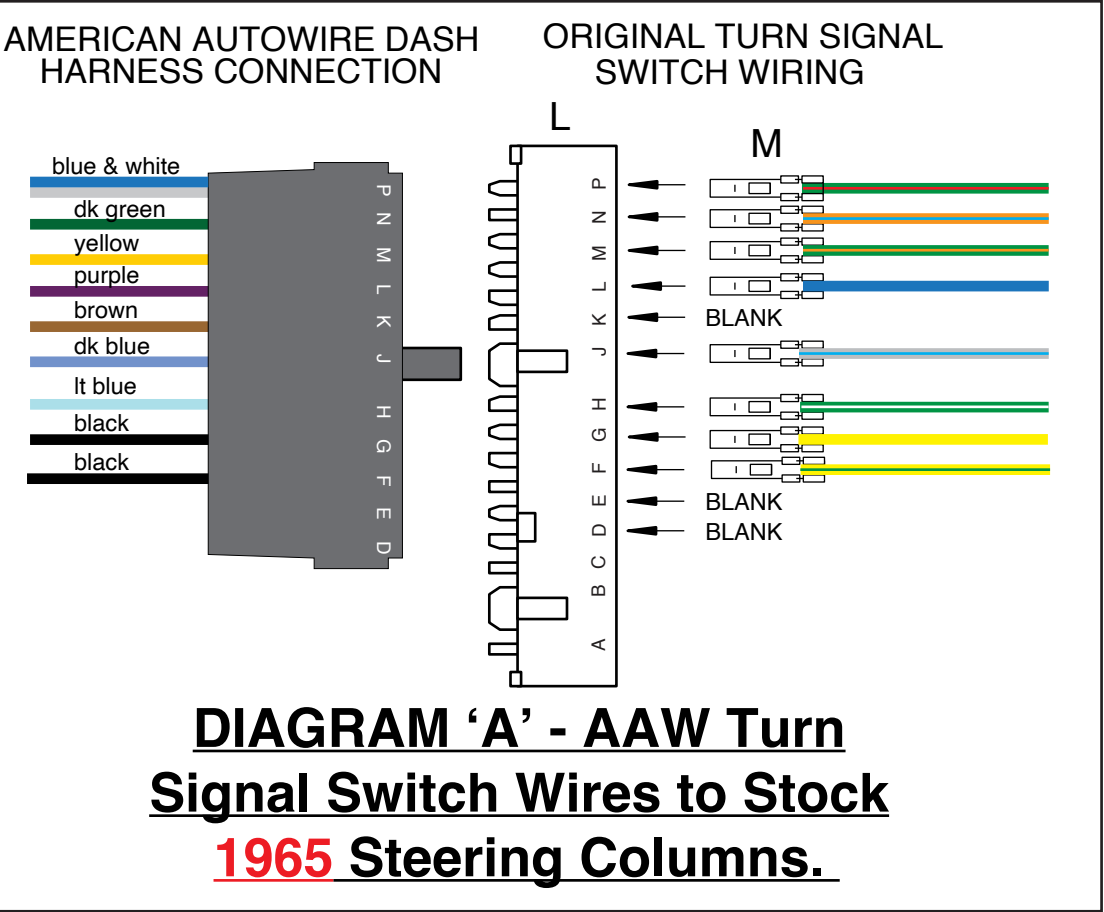
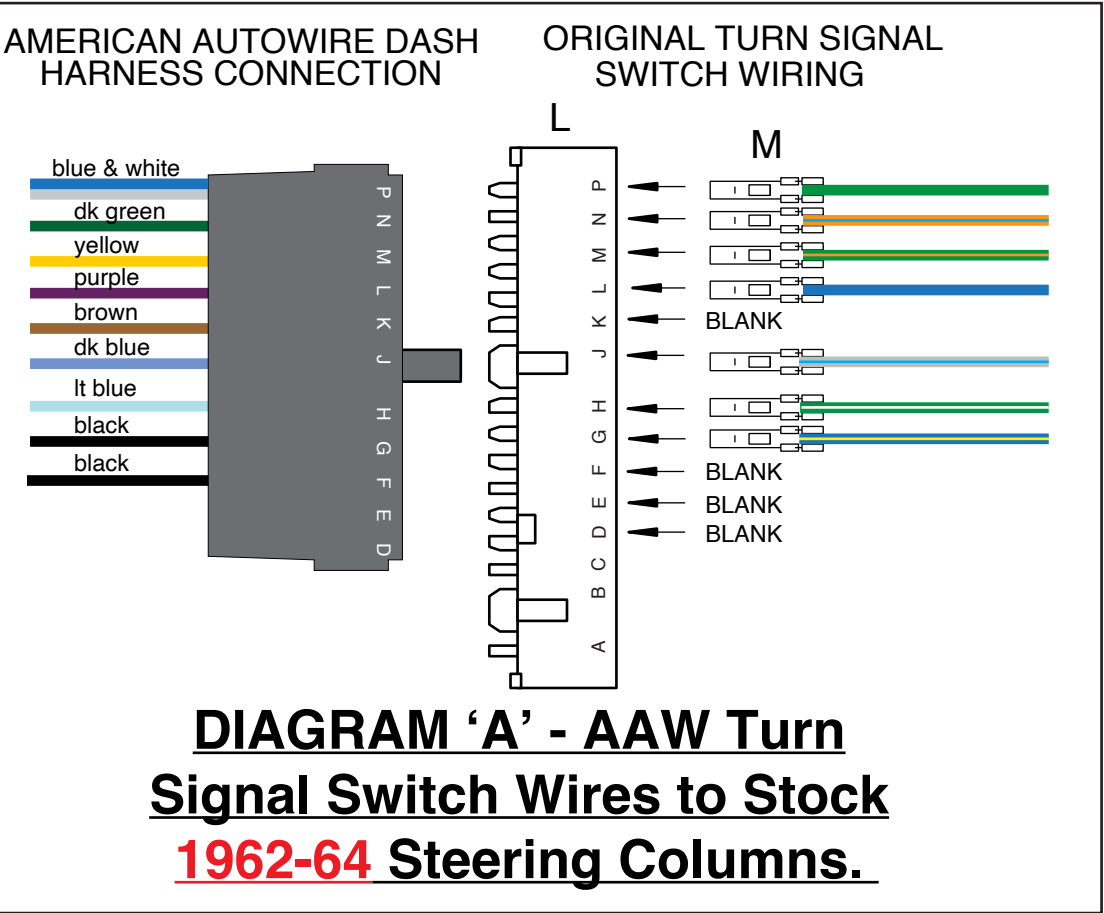
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“Table A”

AAW Turn Signal Switch wires to stock 1962-1965 Ford Turn Signal Switch

AAW Wire #	AAW Wire Color	AAW Wire Printing	Connector Cavity	Ford Wire Color
17A,B	Blue & White	Brake SW	P	Green (1962-64) or Green with Red Stripe (1965)
19	Dark Green	Right Rear Turn	N	Orange with Blue Stripe
18	Yellow	Left Rear Turn	M	Green with Orange Stripe
16B	Purple	Turn Switch Feed	L	Blue
27B	Brown	Turn SW - Hazard	K	Not available
15A,B	Dark Blue	Right Front Turn	J	White with Blue Stripe
14A,B	Light Blue	Left Front Turn	H	Green with White Stripe
28	Black	Horn Relay Ground	G	Blue with Yellow Stripe (1962-64) or Yellow (1965)
28A	Black	Horn Relay Ground	F	Not available (1962-64) or Yellow with Green Stripe (1965)
None	None	None	E	None
None	None	None	D	None

NOTE: For the 1962-1964 vehicles, the Steering Column Horn Button switches ground for a Horn Relay, which then switches power to the Horns, similar to the AAW design. Wire 27B is being provided if an Emergency Warning Flasher System is to be added. Wire 28A is provided for the 1965 vehicles (see below) and is not used for the 1960-1964 vehicles.

NOTE: For the 1965 vehicles, the Steering Column Horn Button switched 12V power to the Horns. The AAW design, switches ground through the Steering Column Horn Button, which grounds a Horn Relay that will then switch power to the Horns. Therefore, you will have to align the AAW 28A Black wire (connector cavity F) to the Ford Yellow with a Green Stripe wire. Be sure to connect the ring terminal end of 28A, to a good ground. Wire 27B is being provided, if an Emergency Warning Flasher System is to be added.



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510394 Headlight Extension Harness

The diagram illustrates the wiring for the 510394 Headlight Extension Harness. It shows two main output lines: one for the high beam and one for the low beam. The high beam line starts from a connector labeled 'to high beam' and runs horizontally. The low beam line starts from a connector labeled 'to low beam' and runs horizontally. Both lines are connected to a common ground point labeled 'ground to radiator core support'. The low beam line also has a connection point labeled 'to dash harness'.

to high beam

to low beam

to dash harness

ground to radiator core support

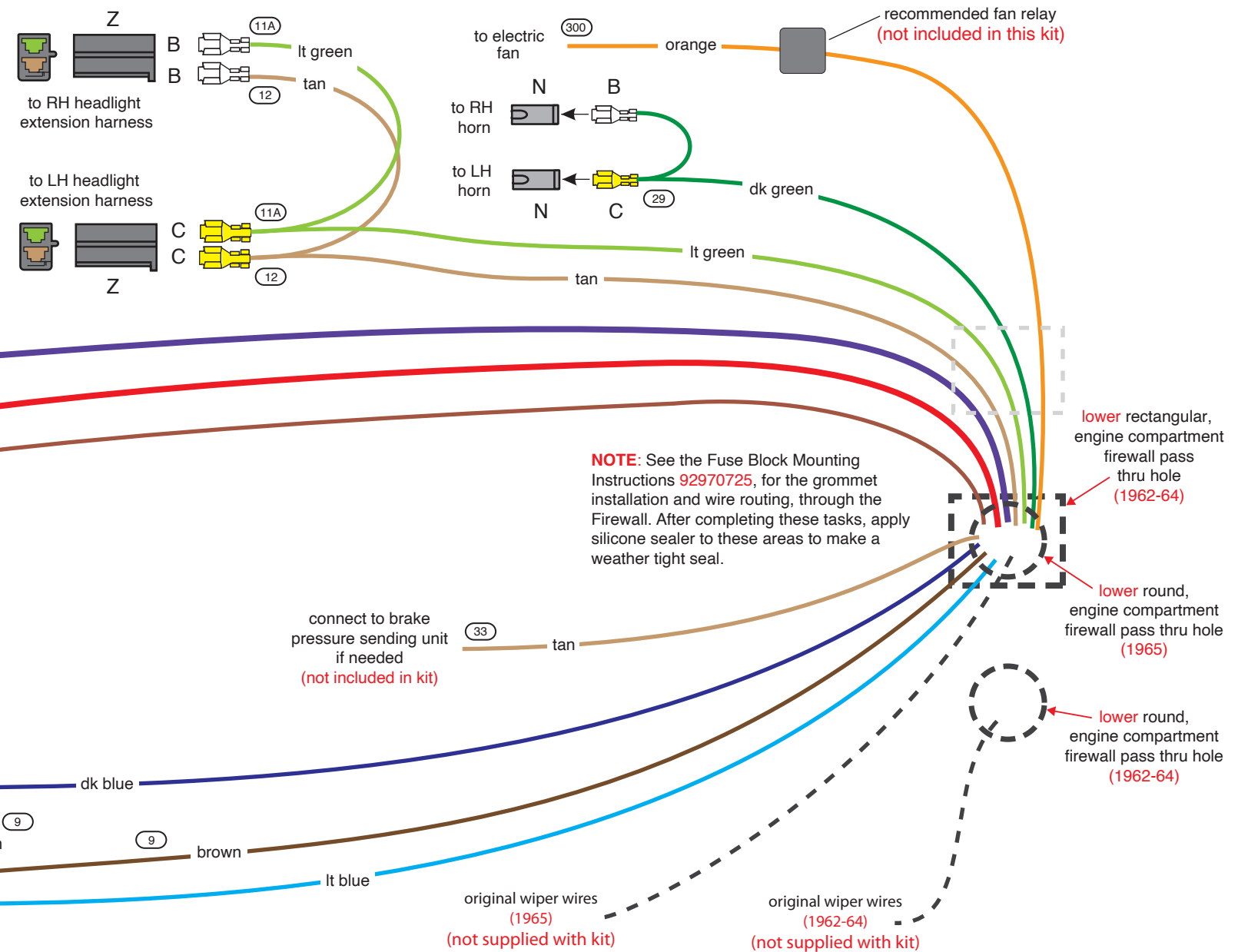
SEE FIGURE "C" ON PAGE 13 FOR THE CONNECTION OF THESE TWO WIRES.

The diagram shows the following components and connections:

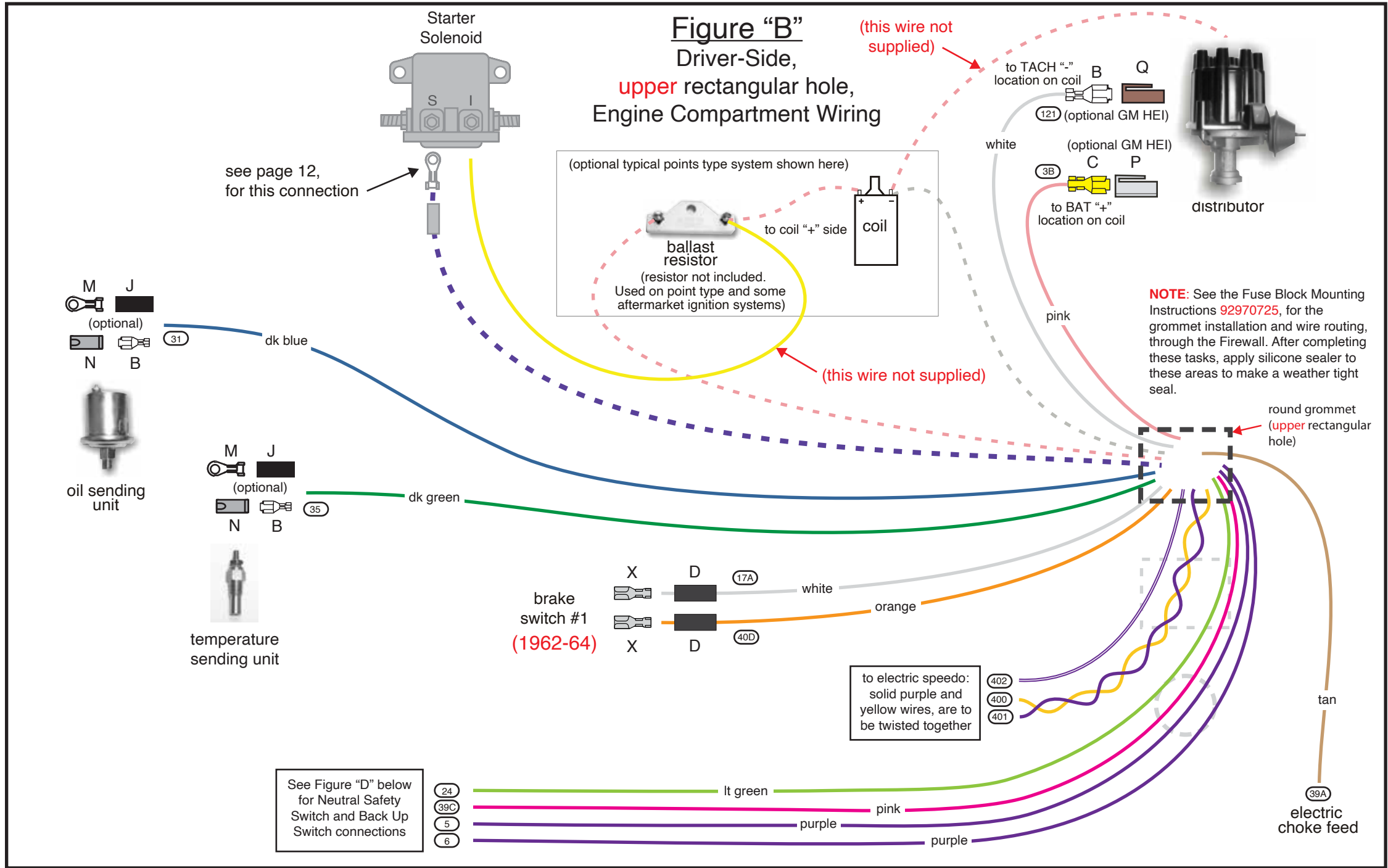
- Starter Solenoid:** A component with terminals labeled S, I, K, and D.
- Wires from Starter Solenoid:**
 - A yellow wire connects terminal K to the Starter Solenoid.
 - A purple wire connects terminal D to the Starter Solenoid.
- Main Power Feed into car:** A red wire labeled (2A) connects to the Starter Solenoid.
- Alternator Regulator Feed:** A brown wire labeled (4B) connects to the Starter Solenoid.
- Signal Housings:**
 - right park/turn signal housing (not included in this kit):** Connected to wires W, V, T, B, and C.
 - left park/turn signal housing (not included in this kit):** Connected to wires W, V, T, B, and C.

(this wire not supplied; see page 13)

Head lamp, parking lamp, horn, brake warning, fan relay, main power, starter solenoid and alternator exciter. These wires are all found at branch 1, pages 3 and 4.



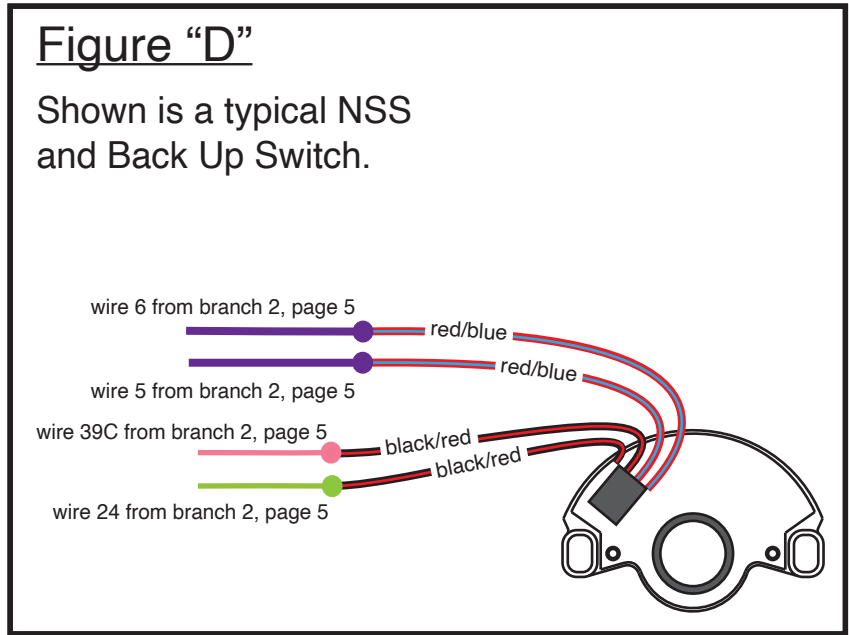
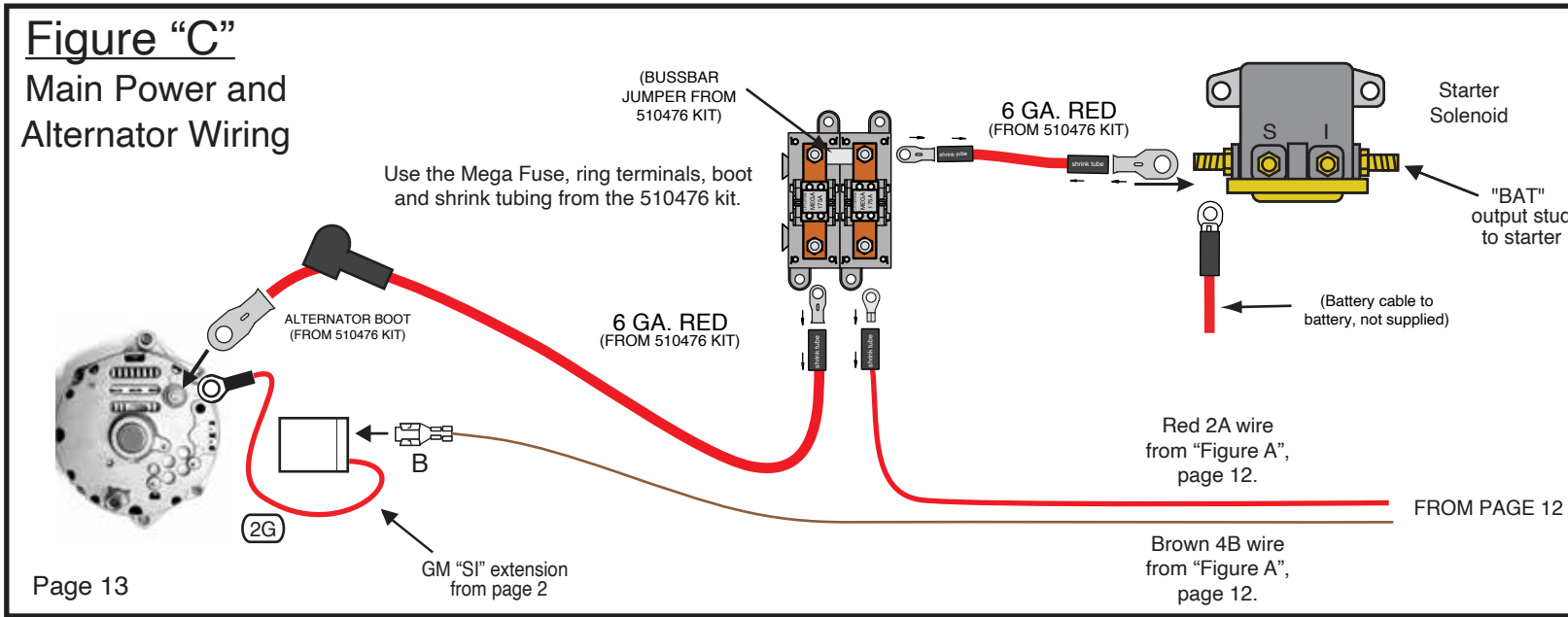
The identifications, colors, and functions for all of the wires listed in “Figure A” on this page, can be found on pages 3, 4 and 5, branch 1 of this instruction set and in the headlight harness kit.



NOTE: The terminals and connectors listed on this page and denoted with **UPPER CASE LETTERS**, are to help you complete the various connections to your back-up and NSS switch, ignition feed, engine sensors, electric choke, tachometer and alternator output. They can all be found in your loose piece clamp, parts kit, P/N 510558, or the 510476 Main Power and Alternator kit.

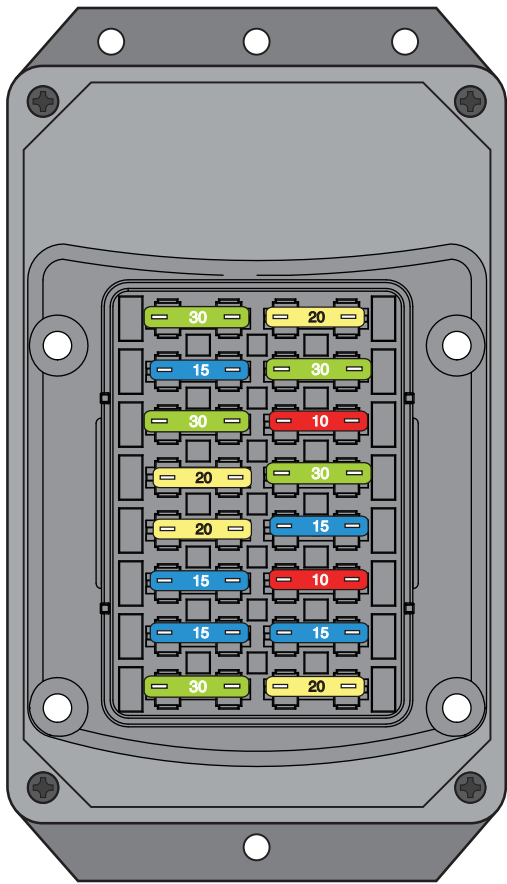
Engine Compartment Wiring. AAW suggests and recommends using page 5 to complete the installation of the Driver-Side, upper round hole.

AAW kits are all engineered to be used in conjunction with a high output, later model internally regulated, or one wire alternators. We do not suggest or support the use of a stock low amperage alternator as they do not supply sufficient current to recharge the battery in a highly modified car such as this kit was designed for. AAW suggests a Ford Gen III (3G), a GM "SI", or a 1 wire type alternator as good choices to use. An adapter to complete the connection to the Ford Gen III (3G) style alternator (AAW p/n 500802) may be purchased separately. Contact AAW for your needs.



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FUSE
LOCATIONS



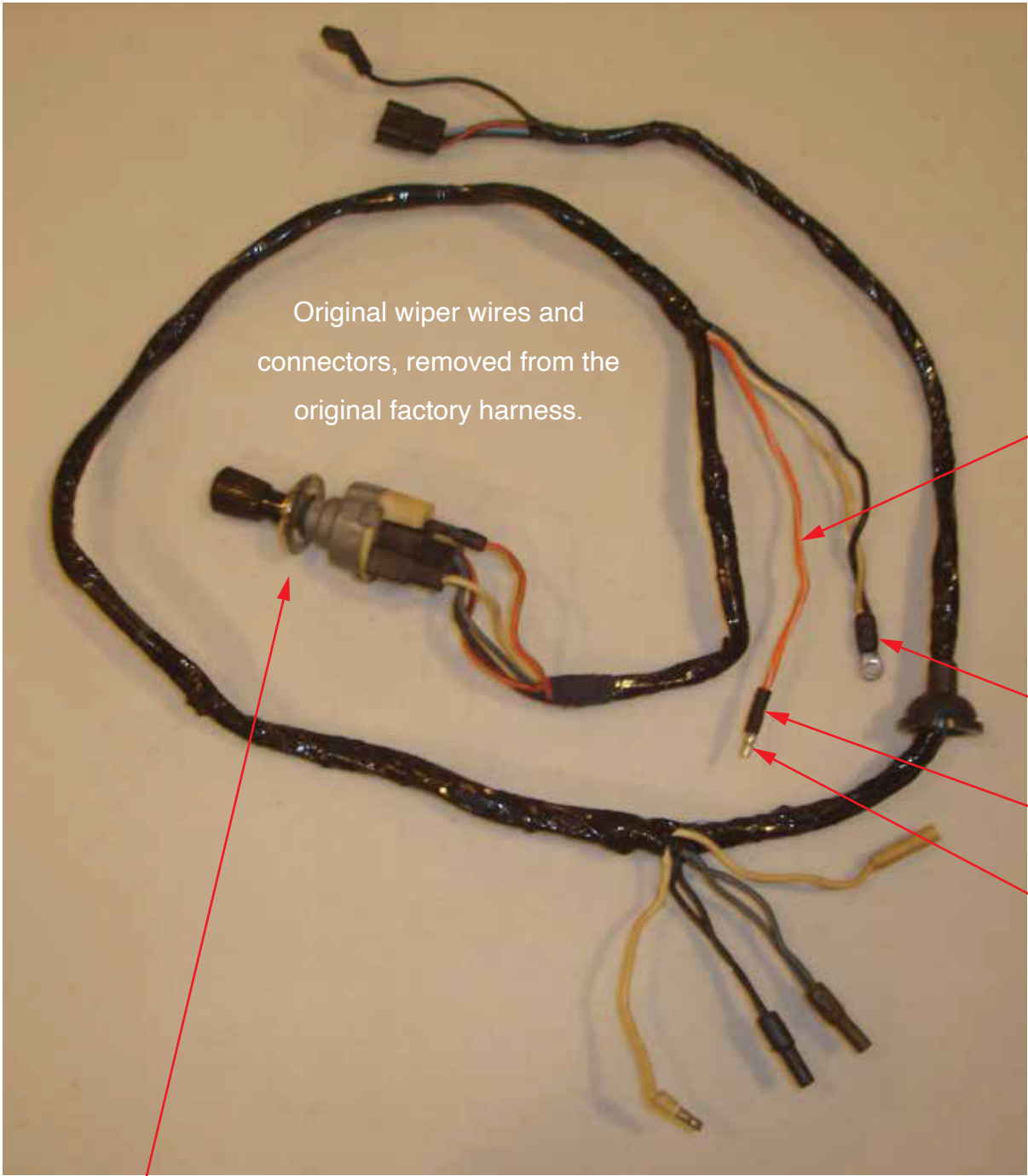
Batt - Spare 30A - BAT	1	9	Wiper 20A - ACC
Clock/Radio 15A - BAT	2	10	Heat/AC 30A - ACC
Power Seat 30A - BAT	3	11	Radio 10A - ACC
Cigar - Lighter 20A - BAT	4	12	Engine Fan 30A - ACC
Power Locks 20A - BAT	5	13	Turn 15A - IGN
Stop/Courtesy 15A - BAT	6	14	Gauges, B/U 10A - IGN
Hazard 15A - BAT	7	15	Elec.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

Fuse label
on inside of
Fuse Box lid

NOTE: Above, is an image of the completed Fuse Box assembly, depicting the proper location for the installation of each fuse.

Figure "E"

Shown is 1964-65 Fairlane, single-speed wiper system factory wiring, for reference



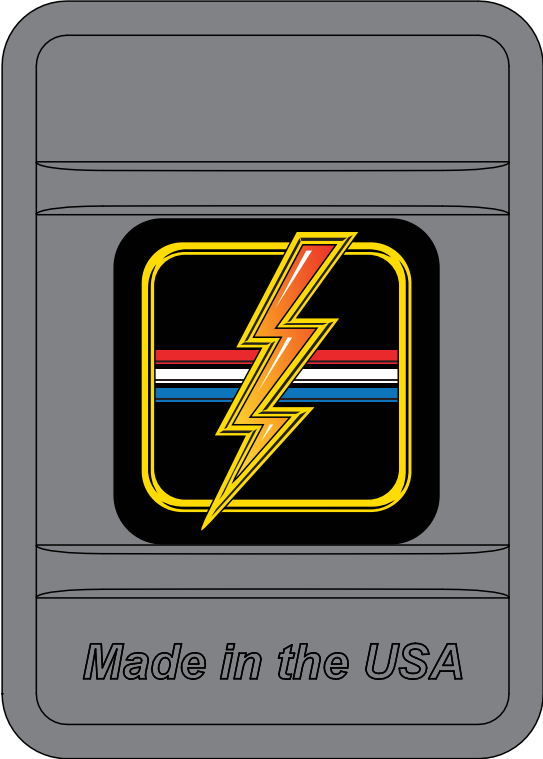
Wiper Switch



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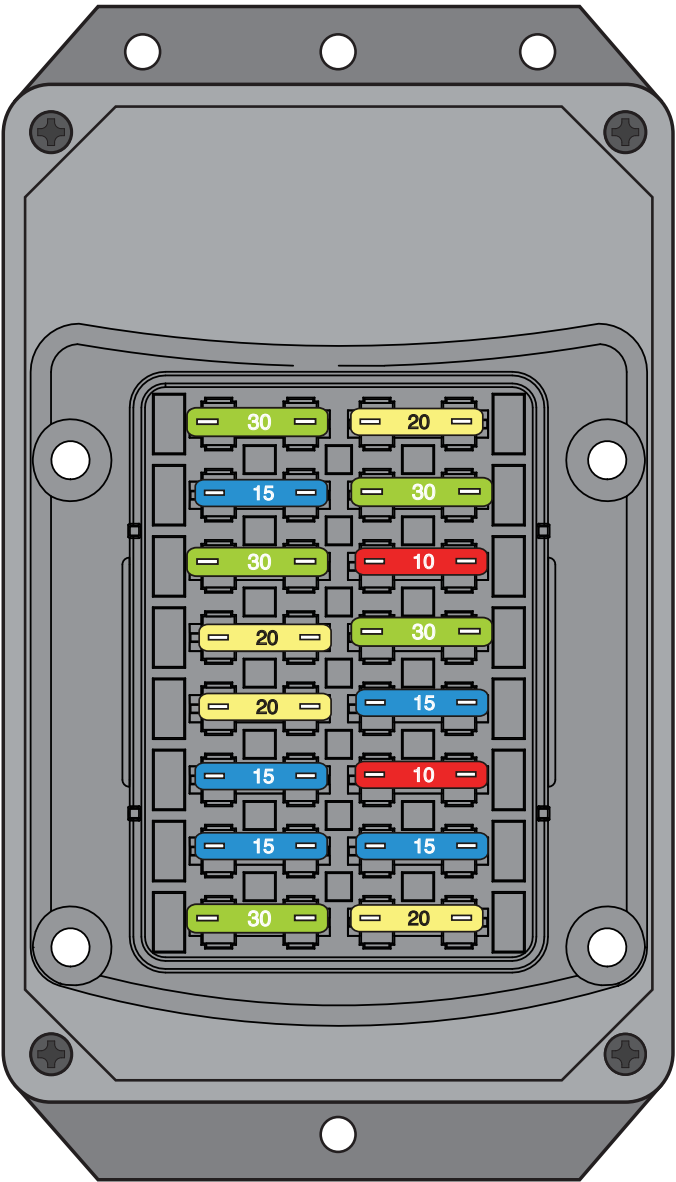
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Fuse Box lid



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
Cigar - Lighter 20A - BAT	4	12	Engine Fan 30A - ACC
Power Locks 20A - 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/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	Cigar - Lighter	20A	Battery feed for Cigar - Lighter.
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, and 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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FOR 1962-65 APPLICATIONS

THIS AAW KIT DOES NOT SUPPORT THE USE OF A FACTORY AMMETER. AS A REPLACEMENT FOR THE AMMETER, WE SUGGEST THE USE OF A VOLTMETER INSTEAD. GAUGE TERMINAL KIT 92965220 HAS BEEN PROVIDED FOR YOU TO CONNECT THIS CLUSTER KIT TO AN AFTERMARKET GAUGE CLUSTER OR SEPARATE GAUGES.

CONNECTOR E – This connector will plug into the mating connector A of the Dash Harness (bag G). Connect the wires as follows:

Wire Color	Function	Description
PINK	12V Ignition	This loose wire is used with an Oil Pressure Warning Lamp (All 62-65 Fairlane) or as the ignition feed with any Aftermarket Gauge Cluster using gauges, a tach, or a brake warning lamp. Plug this wire into connector E in the cavity indicated (see page 3). Route this wire to the Oil Pressure Warning Lamp (see page 3), cut to length and install terminal K, and plug into lamp socket G.
GRAY	Instrument Lamps	Route this wire to the Cluster Instrument Lamps (see pages 3 and 4). This will require an in-line splice of the wires to be able to accommodate each of the lamps. Slide lamp socket M over each wire and install terminal H.
BLACK	Ground	Route this wire to a good Cluster ground screw (see pages 3 and 4), cut to length, install ring terminal Q. Connect to a good Cluster ground using an existing Cluster housing or Constant Voltage Regulator screw.
BROWN	Accessory Voltage	Route this wire to the input side of the Constant Voltage Regulator (CVR NOT SUPPLIED, see pages 3 and 4), cut to length, install terminal O, and plug into connector N, now connect to the CVR. Take the cut off portion of the wire and slide on sleeve P, then install terminal L, slide P over L and connect to the output side of the CVR. Route the other end of the wire to the closest gauge, cut to length and install a ring terminal supplied from the Gauge Terminal Kit. If there are multiple gauges, you will need to make separate jumper wires using the ring terminals from the Gauge Terminal Kit to supply power to all of the gauges. Attach the ring terminals to the gauges with the included 10-32 locknuts.

CONNECTOR D – This connector will plug into mating connector B of the Dash Harness (bag G). Connect the wires as follows:

FOR ALL APPLICATIONS (see pages 3 and 4):

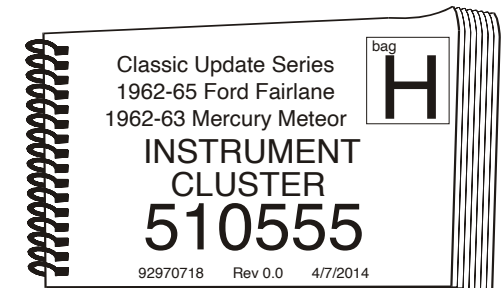
LIGHT BLUE	Left Turn Lamp	Route this wire to the Left Hand Turn Signal Indicator Lamp, cut to length, slide on lamp socket M, and install terminal H.
DARK BLUE	Right Turn Lamp	Route this wire to the Right Hand Turn Signal Indicator Lamp, cut to length, slide on lamp socket M, and install terminal H.
LIGHT GREEN	Hi Beam Lamp	Route this wire to the High Beam Indicator Lamp, cut to length, slide on lamp socket M, and install terminal H.
DARK GREEN	Temperature Sender	Route this wire to the Temperature Gauge, cut to length, install a ring terminal from the Gauge Terminal Kit, and attach to the Temperature Gauge using a supplied 10-32 locknut.
TAN	Fuel Gauge Sender	Route this wire to the Fuel Gauge, cut to length, install a ring terminal from the Gauge Terminal Kit, and attach to the Fuel Gauge using a supplied 10-32 locknut.
DARK BLUE	Oil Pressure Sender	FOR THE OIL PRESSURE WARNING LAMP – All Fairlane (see page 3): Route this wire to the Oil Pressure Warning Lamp, cut to length, slide on lamp socket G and spring J, and install terminal H.

FOR THE OIL PRESSURE GAUGE – All Meteors (see page 4): Route this wire to the back of the gauge, cut to length, and install a ring terminal from the Gauge Terminal Kit and attach to the Oil Pressure Gauge using a supplied 10-32 locknut.



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FOR 1962-65 APPLICATIONS

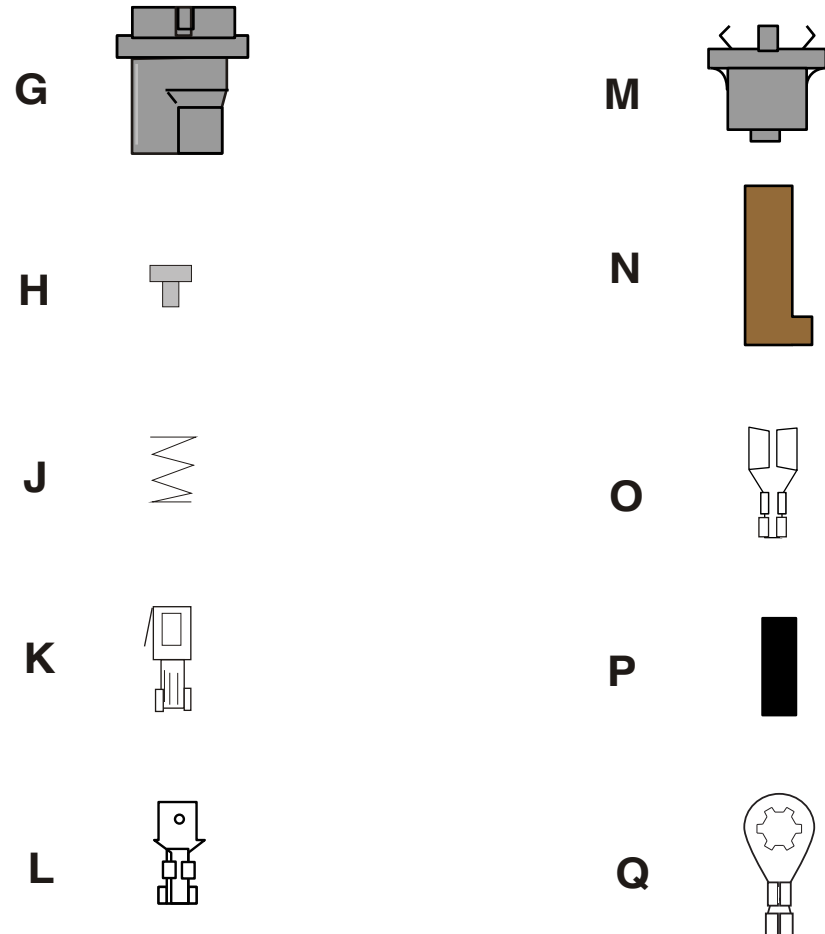
CONNECTOR F – This connector will plug into mating connector C of the Dash Harness (bag G). Connect the wires as follows:

This connector is only used when using an Aftermarket Electric Speedometer (see page 6). Follow the manufacturer's instructions when installing these wires. If you are using a stock or mechanical aftermarket speedometer, you may discard this connector and wires.

OTHER LOOSE WIRES:

Wire Color	Function	Description
WHITE	Tachometer	Used only with an Aftermarket Tachometer. Plug this loose wire into connector D (see pages 3 and 4). Route the other end of this wire to the Tachometer, cut to length, and install onto your Tachometer pulse location.
TAN	Brake Light/Switch	Used only with an upgraded Brake System which includes a Brake Warning Lamp. Route this wire to the ground side of your Brake Warning Lamp.

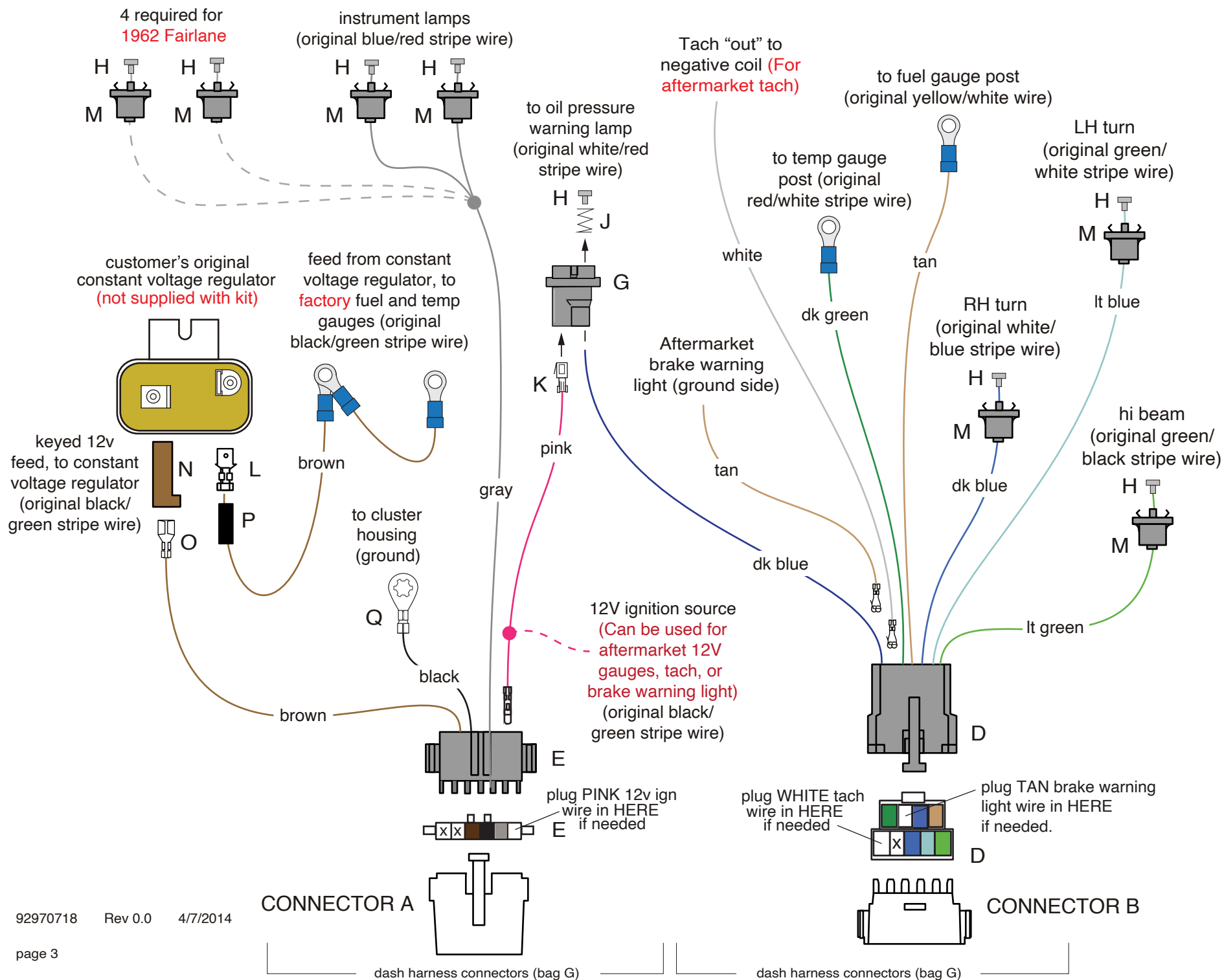
TYPICAL AFTERMARKET GAUGE CONNECTIONS (see page 5).



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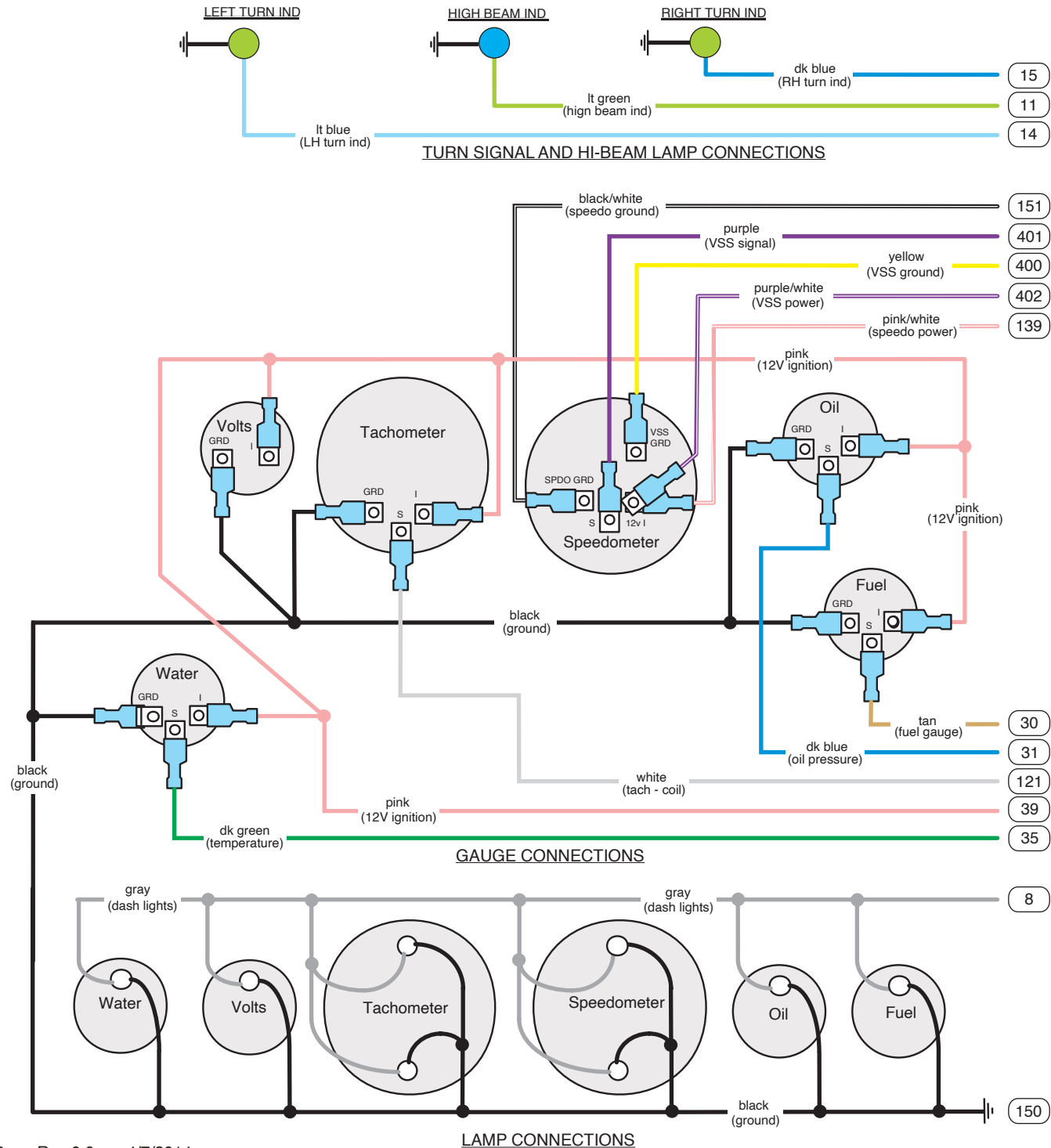
USE THIS SHEET TO CONNECT TO AN ORIGINAL 1962-65 FAIRLANE

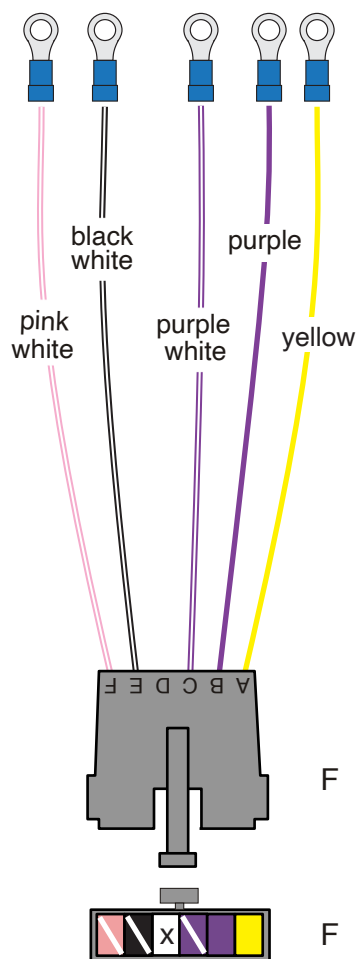


USE THIS SHEET TO CONNECT TO AN ORIGINAL
1962-63 METEOR



TYPICAL AFTERMARKET GAUGE CONNECTIONS (BLADE TYPE CONNECTIONS SHOWN)

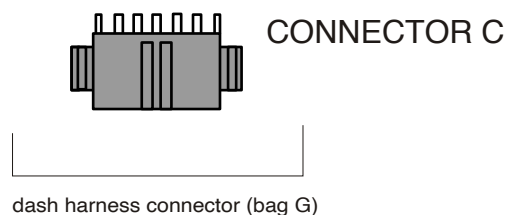




TYPICAL ELECTRIC SPEEDO CONNECTIONS

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.



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:

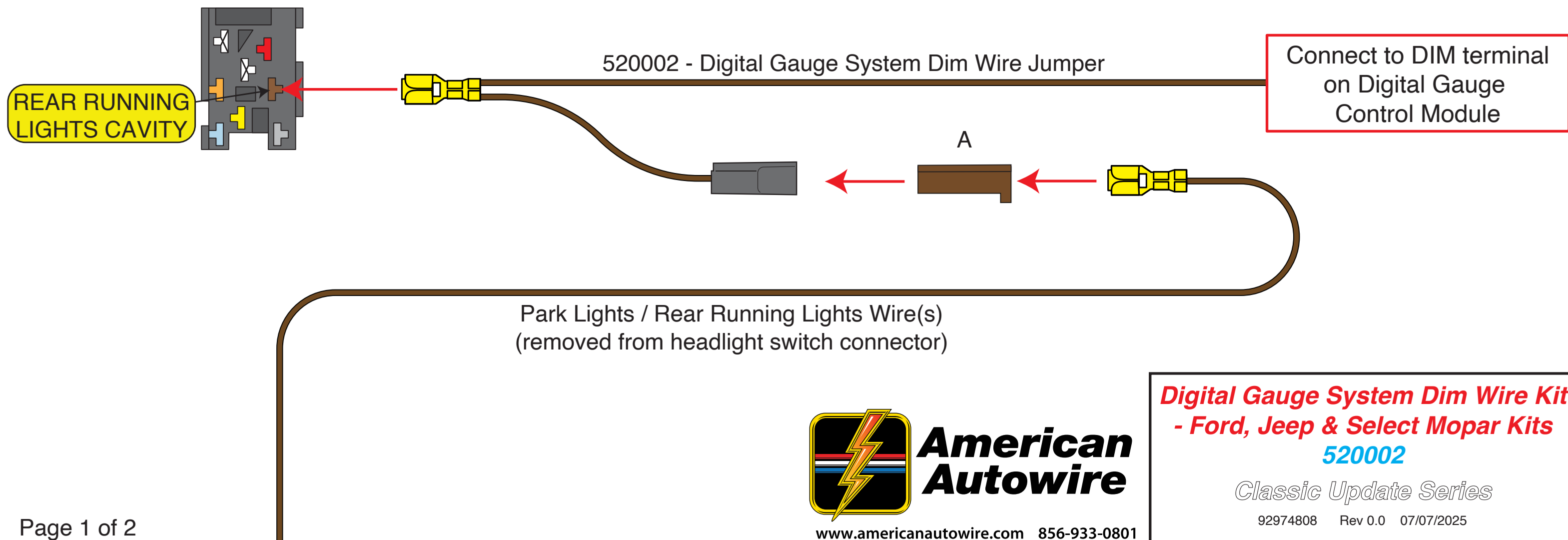
Take the pre-terminated end of the dim wire jumper, which includes two wires in one terminal, and insert it into the now vacant cavity of the headlight switch connector (where the “PARK LIGHTS” / “REAR RUNNING LIGHTS” wire(s) have been removed).

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:

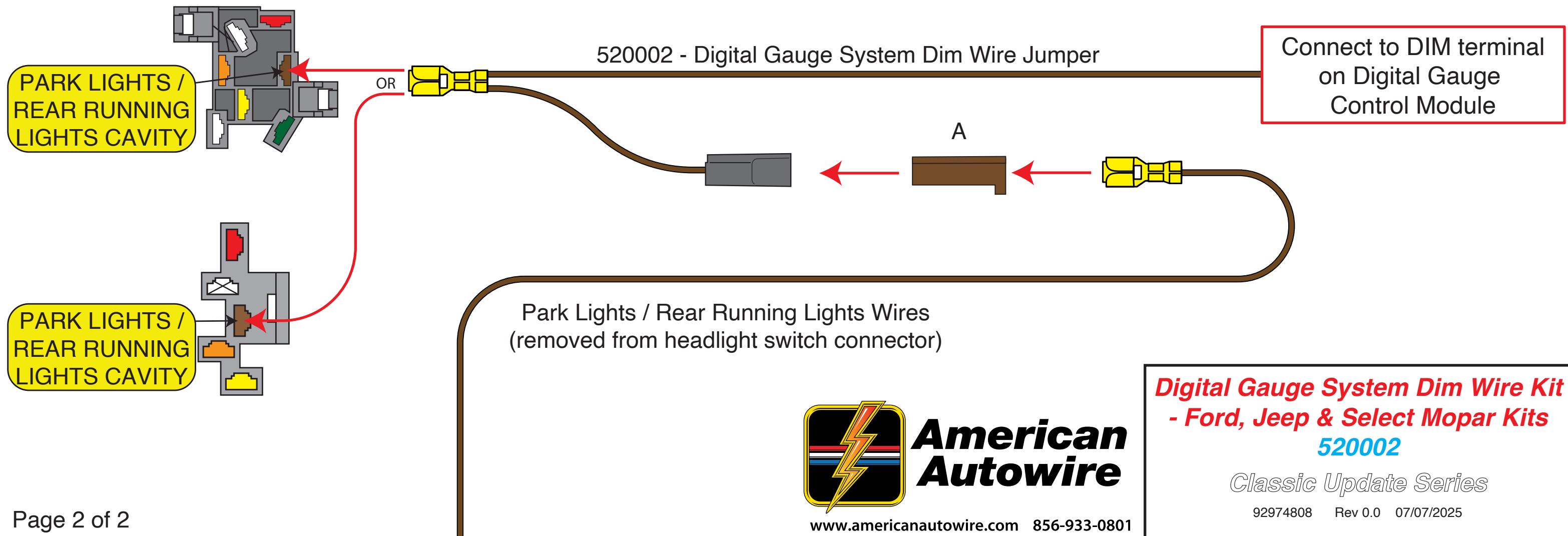
Take the pre-terminated end of the dim wire jumper, which includes two wires in one terminal, and insert it into the now vacant cavity of the headlight switch connector (where the “PARK LIGHTS” / “REAR RUNNING LIGHTS” wire(s) have been removed).

3. Reconnect the Rear Running Lights Wire:

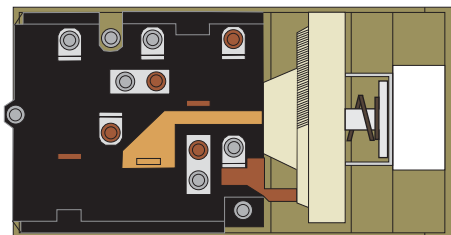
Insert the now loose “PARK LIGHTS” / “REAR RUNNING LIGHTS” wire terminal into the provided 58Fx1 connector (**Item “A”**). Plug this connector into the short pigtail section of the dim wire jumper as illustrated below.

4. Connect to the Digital Gauge System:

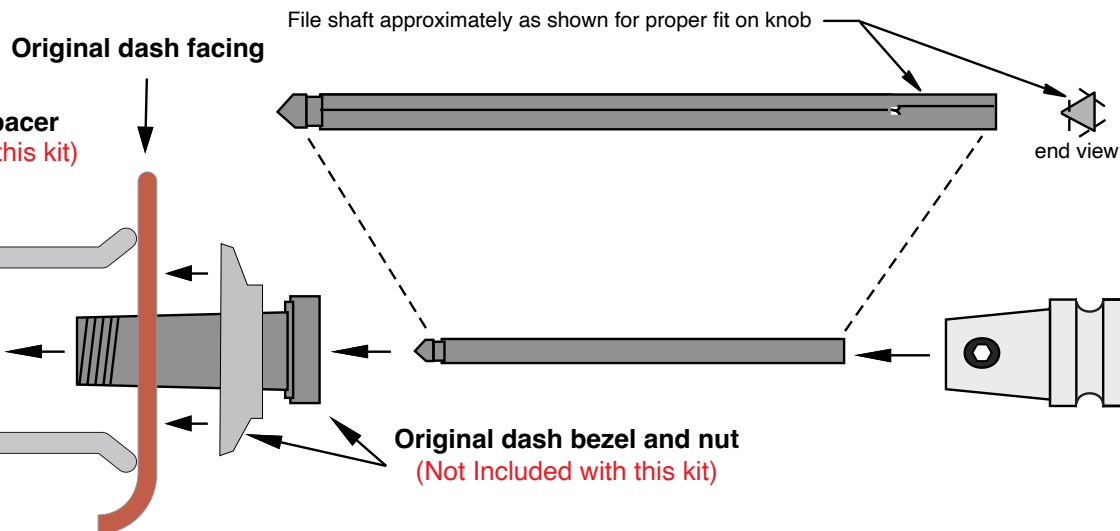
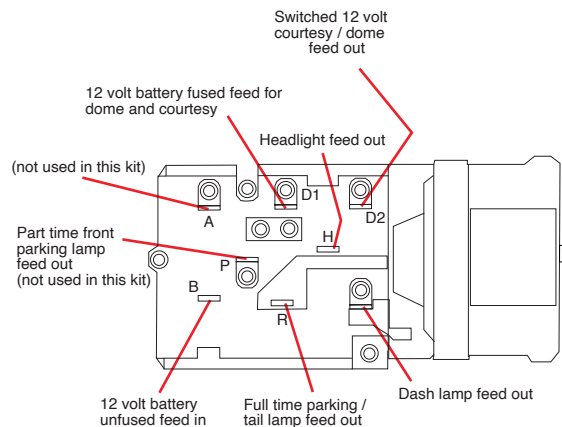
Route the long loose end of the dim wire jumper to the digital gauge control module. Cut the wire to the appropriate length and connect it to the dimmer input on the controller, following the manufacturer's instructions, to complete the installation.



1960-63 Falcon & 1960-63, 1965 Comet ONLY!



New AAW switch assembly



NOTE 1: Use this page of this instruction set if you are using this new AAW switch in a 1960 - 63 Falcon or a 1960 - 63 or 65 Comet. The switch installs into the dash with the connector area turned out to the LH driver's side as shown to the left.

1. Install the new switch into your dash using the original bezel and nut. It will be necessary to cut the shaft for a nice custom installation.
2. Install the shaft into the 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 the end of the 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 the 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 "headlight on" position. Reach up under the dash and depress the button on the RH side 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 #

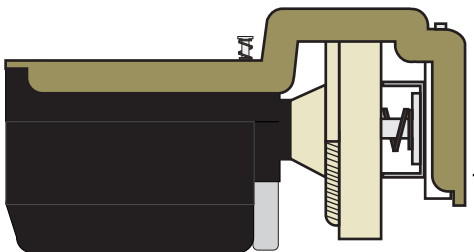
510385

DESCRIPTION:

**Headlight Switch Kit
Various Ford Applications
Classic Update Series**

92970577 Rev 2.0 1/17/2017

New AAW switch assembly

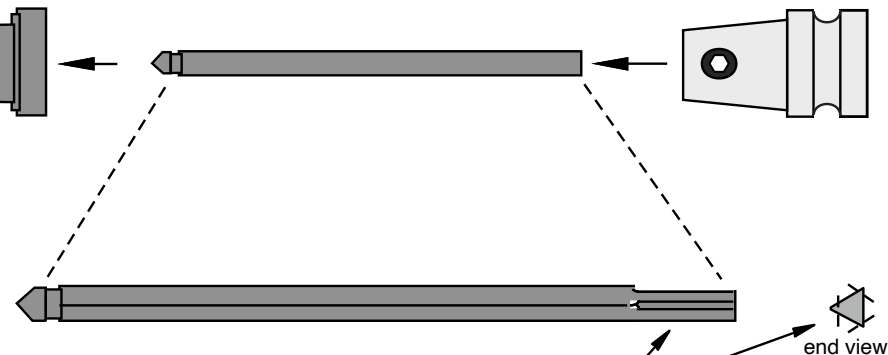


1964 Falcon & Comet ONLY!

Original dash bracket
(Not Included with this kit)

Original dash facing

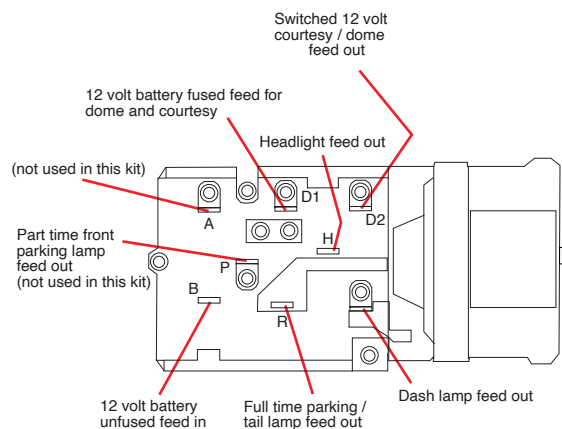
Original dash bezel and nut
(Not Included with this kit)



File shaft approximately as shown for proper fit on knob

NOTE 2: Use this page of this instruction set if you are using this new AAW switch in a 1964 Falcon or Comet. The switch installs into the dash with the connector area turned down toward the floor of the car as shown to the left.

1. Install the new switch into your dash using the original bezel and nut. It will be necessary to cut the shaft for a nice custom installation.
2. Install the shaft into the 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 the end of the 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 the 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 "headlight 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 #

510385

DESCRIPTION:

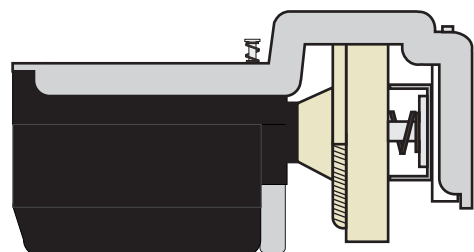
Headlight Switch Kit
Various Ford Applications
Classic Update Series

92970577

Rev 2.0

1/17/2017

1962-64 Fairlane & 1962-63 Meteor ONLY!



New AAW switch assembly

Original dash facing
Original dash spacer
for H/L and Ignition Switches
(Not Included with this kit)

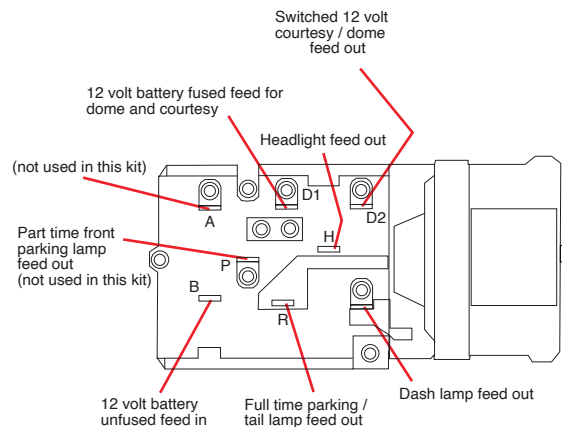
File shaft approximately as shown for proper fit on knob
end view

Original dash bezel and nut
(Not Included with this kit)



NOTE 3: Use this page of this instruction set if you are using this new AAW switch in a 1962 - 64 Fairlane or a 1962 - 63 Meteor. The switch installs into the dash with the connector area turned down toward the floor of the car as shown to the left.

1. Install the new switch into your dash using the original bezel and nut. It will be necessary to cut the shaft for a nice custom installation.
2. Install the shaft into the 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 the end of the 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 the 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 "headlight 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 #

510385

DESCRIPTION:

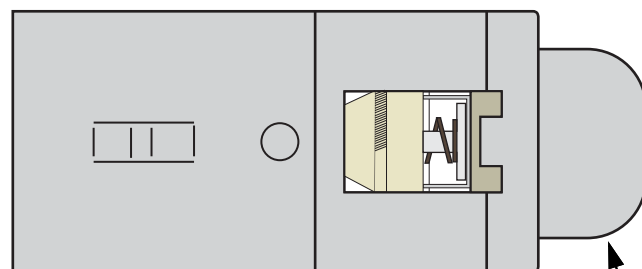
**Headlight Switch Kit
Various Ford Applications
Classic Update Series**

92970577

Rev 2.0

1/17/2017

**1965 Fairlane
ONLY!**



New AAW switch assembly

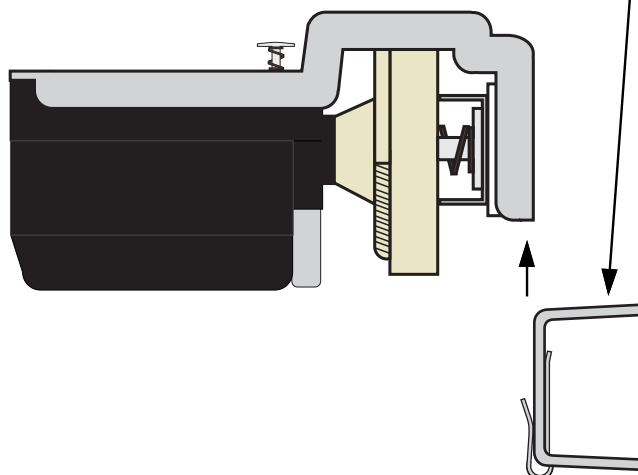
Original dash facing

**Original dash spacer
(Not Included with this kit)**

File shaft approximately as shown for proper fit on knob

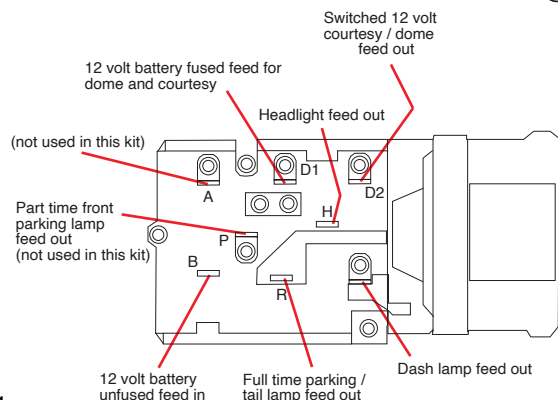
end view

**Original dash bezel and nut
(Not Included with this kit)**



NOTE 4: Use this page of this instruction set if you are using this new AAW switch in a 1965 Fairlane only. Assemble your original spacer assembly (not included with this kit) onto the new AAW switch assembly first as shown at the left. The assembled switch installs into the dash with the connector area turned out toward the RH passenger side of the car as shown to the left.

1. Install the new switch into your dash using the original bezel and nut. It will be necessary to cut the shaft for a nice custom installation.
2. Install the shaft into the 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 the end of the 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 the 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 "headlight on" position. Reach up under the dash and depress the button on the LH side 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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Autowire**

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PART #

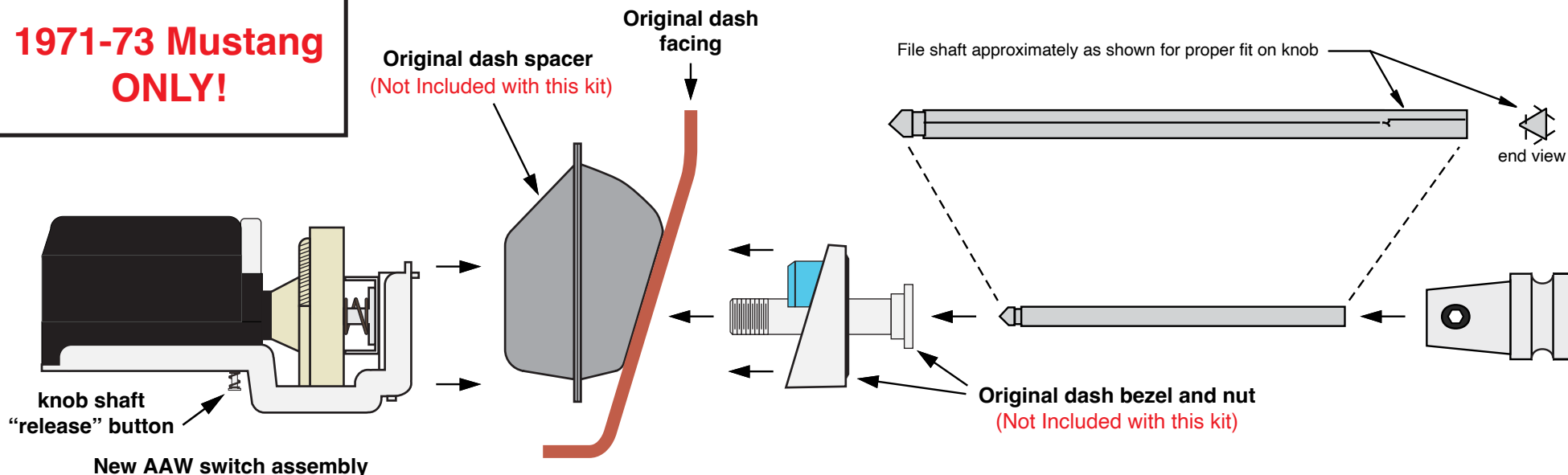
510385

DESCRIPTION:

**Headlight Switch Kit
Various Ford Applications
Classic Update Series**

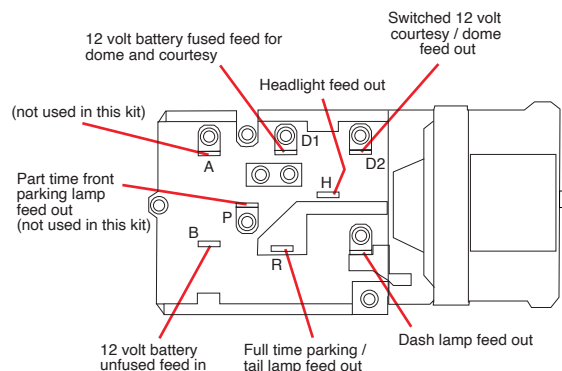
92970577 Rev 2.0 1/17/2017

1971-73 Mustang ONLY!



NOTE 1: Use this page of this instruction set if you are using this new AAW switch in a 1971 - 73 Mustang. The switch installs into the dash with the connector area of the switch assembly facing up, as shown to the left.

1. Install the new switch into your dash using the original bezel and nut (not included with this kit). It will be necessary to cut the shaft for a nice custom installation.
2. Install the shaft into the 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 the end of the 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 the 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 "headlight on" position. Reach up under the dash and depress the button on the bottom 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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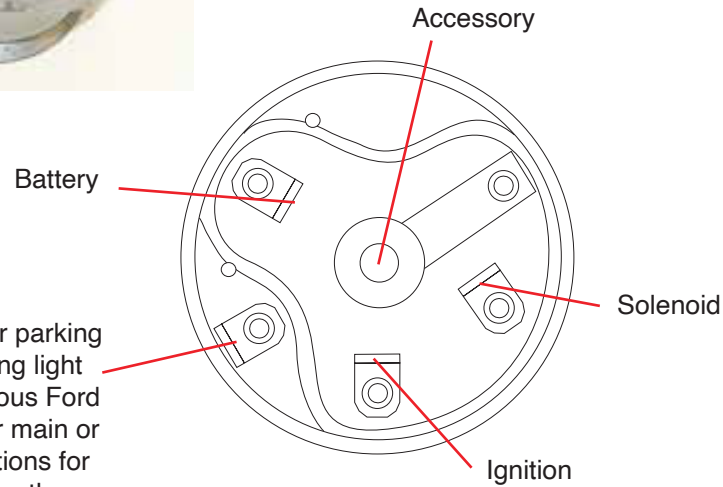
PART #

510385

DESCRIPTION:

Headlight Switch Kit
Various Ford Applications
Classic Update Series

92970577 Rev 2.0 1/17/2017



Bulb check for parking
brake warning light
(used on various Ford
kits. See your main or
dash instructions for
details. Plug the
connector containing the
tan wires onto this blade
assembly)



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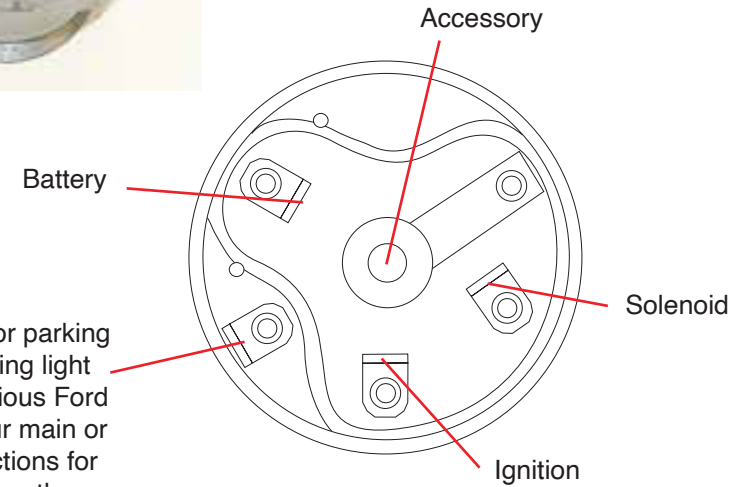
PART #

510128

DESCRIPTION:

Ignition Switch
Various Ford Applications
Classic Update Series

92969235 instruction sheet rev 3.0 2/28/2023



Bulb check for parking
brake warning light
(used on various Ford
kits. See your main or
dash instructions for
details. Plug the
connector containing the
tan wires onto this blade
assembly)



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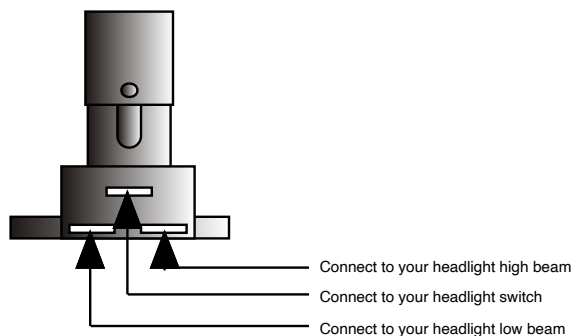
PART #

510128

DESCRIPTION:

Ignition Switch
Various Ford Applications
Classic Update Series

92969235 instruction sheet rev 3.0 2/28/2023



Connect the Dimmer Switch wires as shown above.

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

another wiring product by...



150 Heller Pl #17 W Bellmawr, NJ 08031 856-933-0801

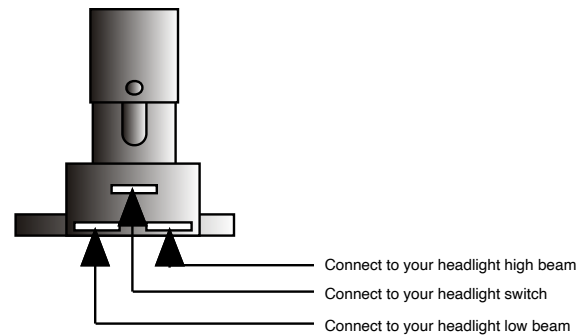
PART #

500042

DESCRIPTION:

DIMMER SWITCH

92964573 instruction sheet Rev 3.0 6/29/99



Connect the Dimmer Switch wires as shown above.

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

another wiring product by...



150 Heller Pl #17 W Bellmawr, NJ 08031 856-933-0801

PART #

500042

DESCRIPTION:

DIMMER SWITCH

92964573 instruction sheet Rev 3.0 6/29/99

 orange

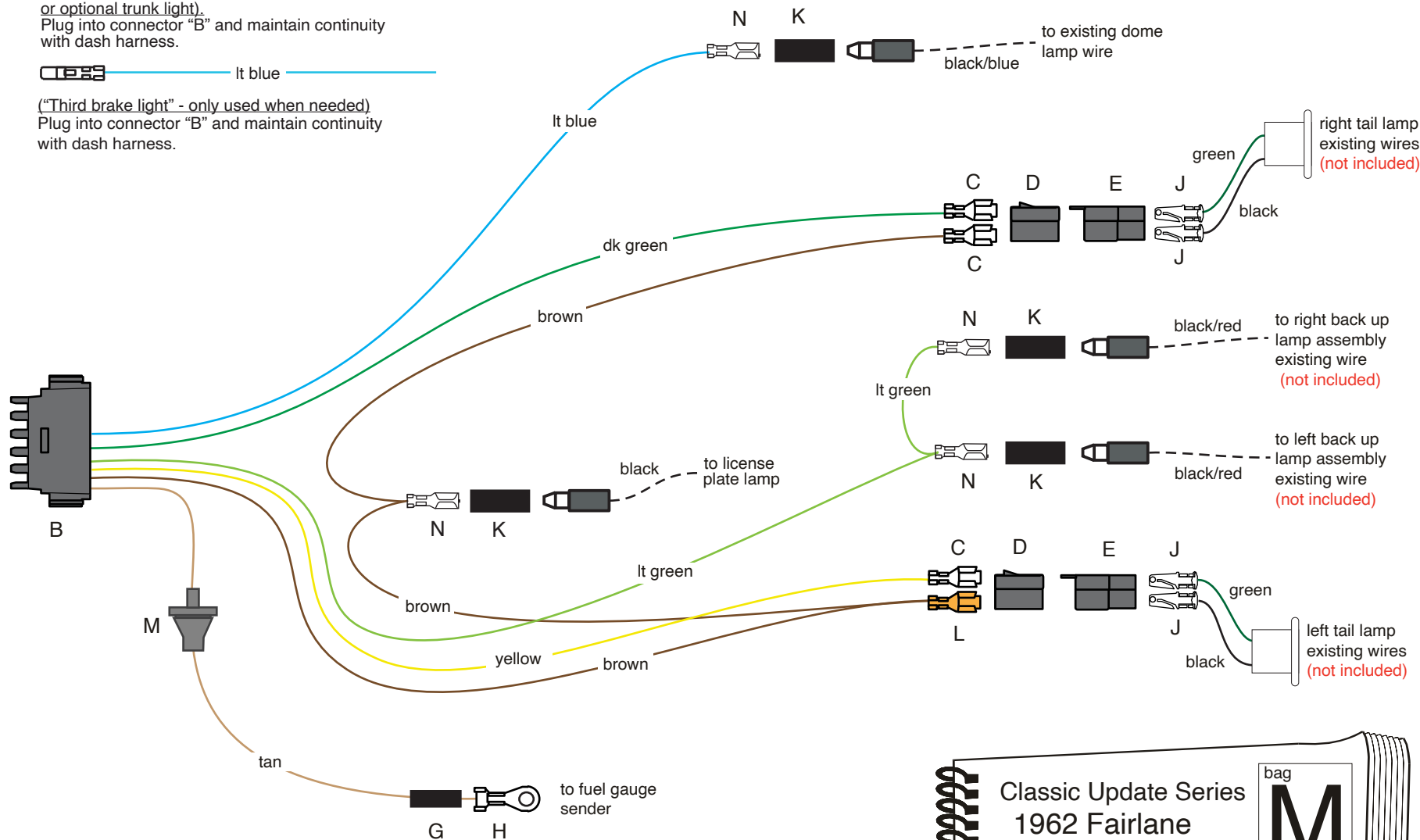
("12 volt battery fused" - used with LED tail lamps or optional trunk light).

Plug into connector "B" and maintain continuity with dash harness.

 lt blue

("Third brake light" - only used when needed)

Plug into connector "B" and maintain continuity with dash harness.



1962 Fairlane
1962-63 Meteor



**American
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Classic Update Series
1962 Fairlane
1962-63 Meteor

bag
M

REAR BODY KIT

510556

92970722

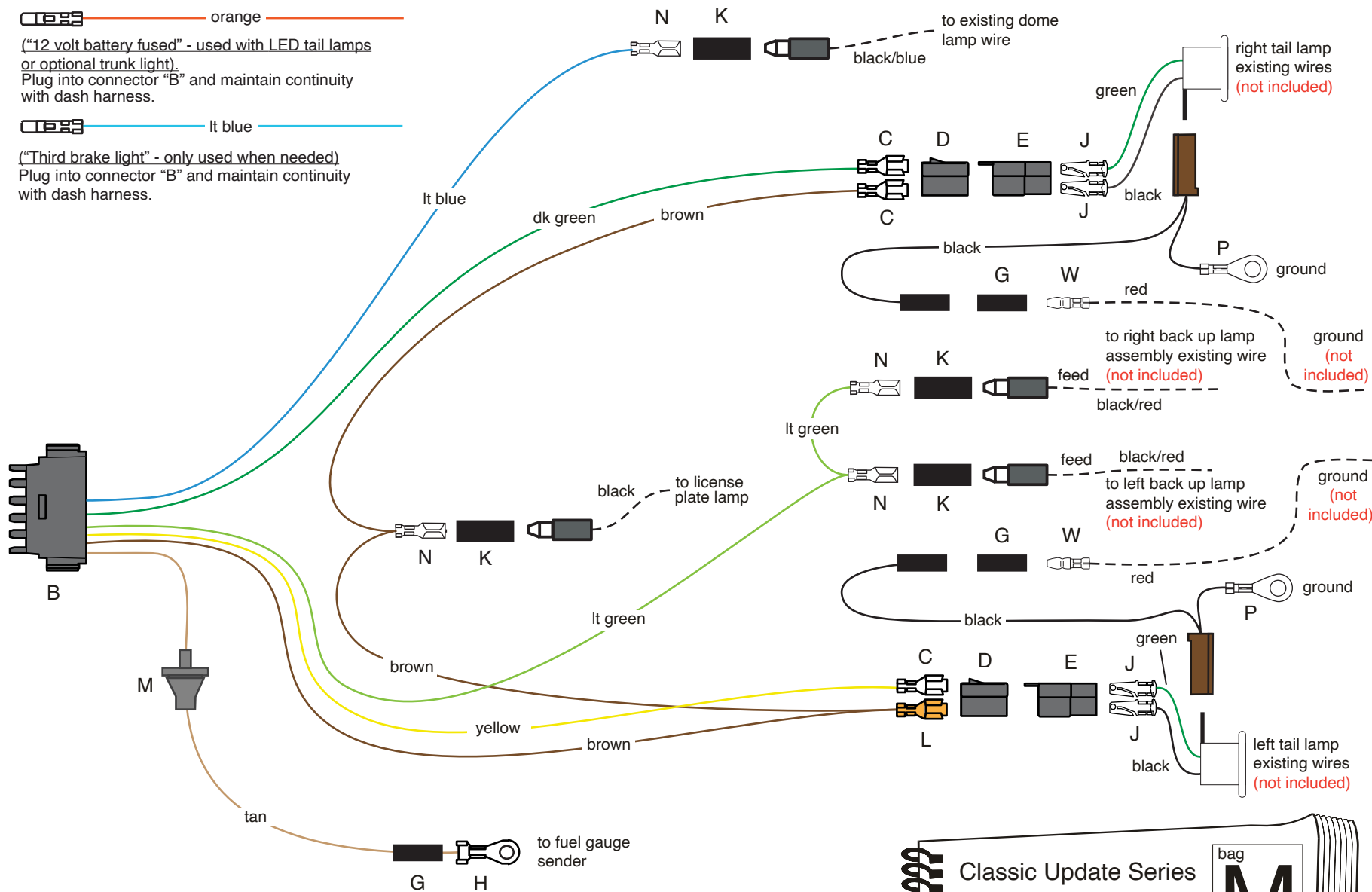
Rev 0.0

4/7/2014

Classic Update Series

orange
 ("12 volt battery fused" - used with LED tail lamps or optional trunk light).
 Plug into connector "B" and maintain continuity with dash harness.

lt blue
 ("Third brake light" - only used when needed).
 Plug into connector "B" and maintain continuity with dash harness.



1963-64 Fairlane



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Classic Update Series

1963 - 64 Fairlane

REAR BODY KIT

510556

92970722

Rev 0.0

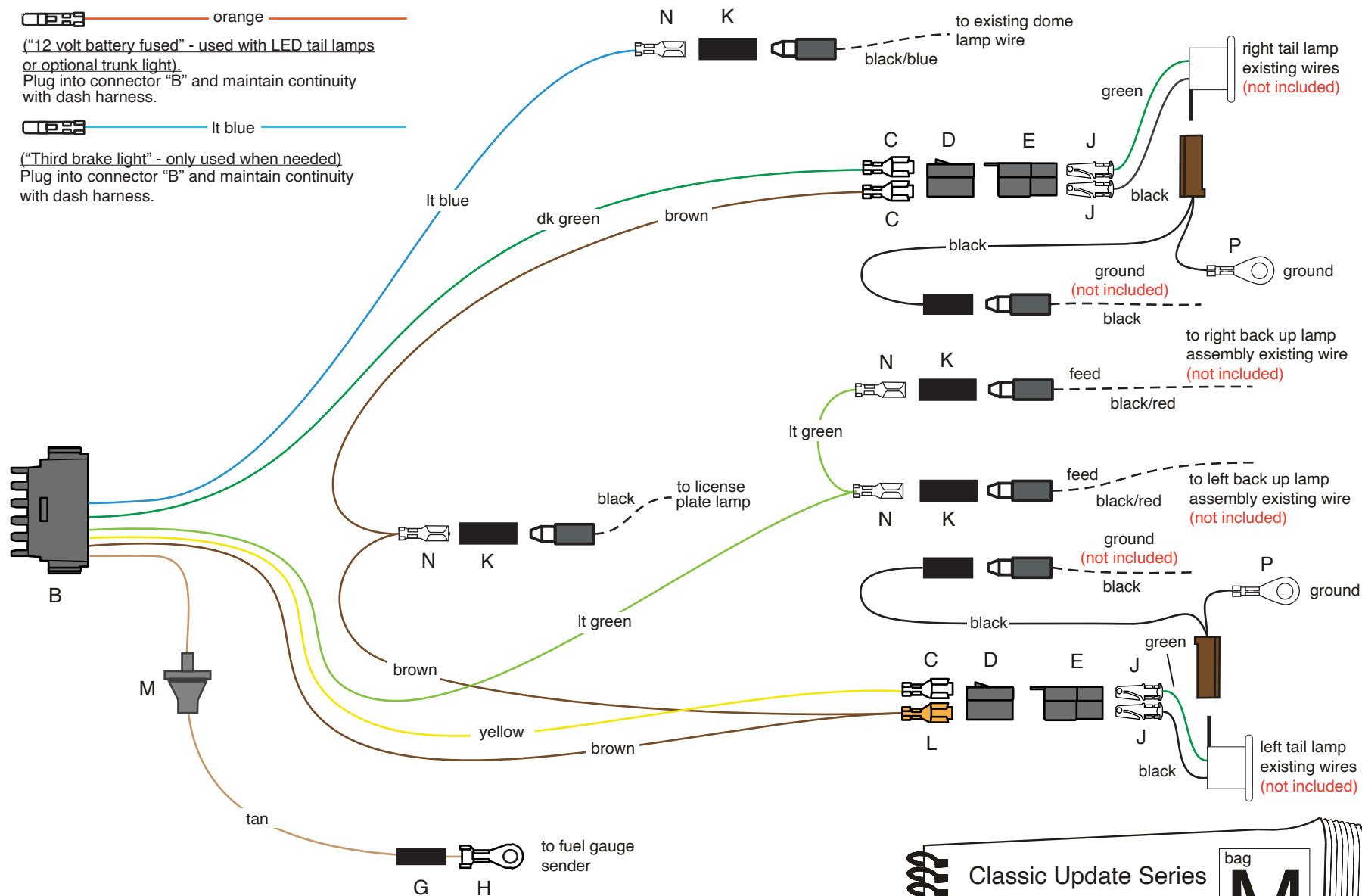
4/7/2014

bag
M

Classic Update Series

 orange
 ("12 volt battery fused" - used with LED tail lamps or optional trunk light).
 Plug into connector "B" and maintain continuity with dash harness.

 lt blue
 ("Third brake light" - only used when needed).
 Plug into connector "B" and maintain continuity with dash harness.



1965 Fairlane



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Classic Update Series

1965 Fairlane

REAR BODY KIT

510556

92970722

Rev 0.0

4/7/2014

bag
M

C 

D 

E 

G 

H 

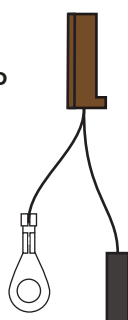
J 

K 

L 

M 

N 

P 

W 

Obtain the Rear Body Harness **510556**. If you have an aftermarket Third Brake Light (light blue wire), or a Trunk Light and/or aftermarket Rear LED Tail Lights (orange wire), the wires for those options are in the Rear Body Harness, but they are not plugged into the 9-way connector. Plug the appropriate loose wire into the 9-way connector of the Rear Body Harness, and be sure to match the wire colors with the mating connector of the Dash Harness **510554**. If the wires are not needed, you will NOT need to plug them into the Rear Body Harness. Connect the Rear Body Harness to the Main Dash Harness, route the Rear Body Harness wires down the left Side Cowl through the existing Side Cowl/Door Sill Channel, along the Door Sill, over the rear wheelhouse, and then back to the Trunk area (don't route the Dome Light wire if you are keeping the original Dome Light pigtail, see below). This Rear Body Harness routing is the same as the original factory Body Harness routing.

LIGHT BLUE 12V CTSY SW-(Dome Light) This is the wire from the Courtesy Light Switch (Door Jamb) that provides power to the Dome Light. Route this wire directly up the windshield A Pillar, or along the door sill with the rest of the Rear Body Harness to the back of the car, then up the C Pillar and over to the original Dome Light. Cut the wire to length, slide on sleeve **K** and crimp on terminal **N**. Now connect to the Dome Light pigtail.

LIGHT BLUE **THIRD BRAKE LIGHT** Route and connect to the Third Brake Light.

ORANGE 12V BATTERY FUSED Route this wire to the Trunk Light. Cut to length, slide on sleeve **K**, crimp on terminal **N**. Now connect to the trunk light. If you also have rear LED Tail Lights and require a 12V Battery feed, double the cut off portion of the orange wire with the Trunk Light wire in terminal **N** and slide on sleeve **K**. Now route this second orange wire to the LED Tail Lights and connect.

TAN **GAS GAUGE** Route this wire through grommet **M**, and then through the hole in the floor to the Fuel Tank Sending Unit. Cut to length, slide on sleeve **G**, crimp on ring terminal **H** and connect to the Fuel Tank Sending Unit. Be sure to seat grommet **M** in the trunk floor.

NOTE: For all of the Tail Lamp Assemblies, **you will use the existing** Tail Lamp sockets and wiring pigtails, but will need to change the connectors. Cut off the factory Turn/Running Lamp connectors, crimp on terminal **J** to each wire and install the factory Running Lamp wire (black) and the factory Turn Signal wire (green) into AAW 2-way connector **E** (see sheet 3). For all of the Back-up Light feed wires (black with a red stripe), you will use the original factory male bullet connector and wire as is.

BROWN **Rear Running Lights** Route this wire to the LH Tail Lamp area, cut to length, double this wire with the cut off portion, install terminal **L** and plug into connector **D**. Route the loose end of this brown wire to the License Lamp area, cut to length, double this wire with the cut off portion, slide on sleeve **K**, install terminal **N**, and slide the sleeve over terminal **N**. Route the loose end of this brown wire to the RH Tail Lamp area, cut to length, install terminal **C**, plug into connector **D**.

BLACK **Grounds** For **1963-1964 Fairlane** (see sheet 2). You will need to replace each existing Back-up Light ground terminal with a new male bullet terminal. Obtain the red ground wire from the Back-up Light and remove the old terminal. Crimp on terminal **I** and slide on sleeve **G**. Now connect a separate Ground Jumper **P** to each existing Tail Lamp ground tab and to each Back-up Light ground wire. Attach the Ground Jumper ring terminals from **P**, to a good Body ground. **For the 1965 Fairlane** (see sheet 3) Connect a separate Ground Jumper **P** to each existing Tail Lamp ground tab. Obtain the black ground wire from the the Back-up Lights and connect it to the Ground Jumper **P**, and connect the ring terminal on the Ground Jumper **P** to a good body ground.

YELLOW **LH Stop/Turn** Route this wire to the LH Tail Light, cut to length, install terminal **C**, and plug into the empty cavity of connector **D**.

DARK GREEN **RH Stop/Turn** Route this wire to the RH Tail Light, cut to length, install terminal **C**, and plug into the empty cavity of connector **D**.

LIGHT GREEN **Back-Up Lamp Feed** Route this wire to the LH Back-Up Lamp, cut to length, double this wire with the cut off portion, install sleeve **K**, and crimp on terminal **N**, slide sleeve **K** onto terminal **N**, now connect to the LH Back-up Lamp. Route the loose end of this light green wire over to the RH Back-Up Lamp area, cut to length, install sleeve **K**, and crimp on terminal **N**, slide sleeve **K** onto terminal **N**, now connect to the RH Back-Up Lamp.

Sheet 1 is for the 62 Fairlane and the 62-63 Meteor.

Sheet 2 is for the 63-64 Fairlane.

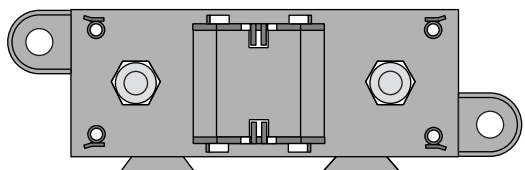
Sheet 3 is for the 65 Fairlane.

A

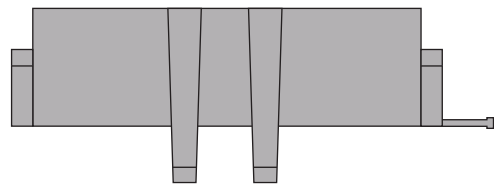
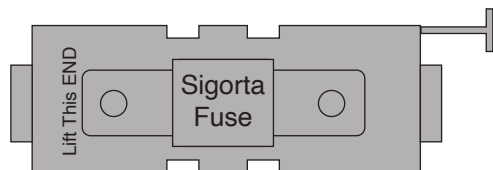
(144.0" 6 Gauge charge wire)

(1)

B

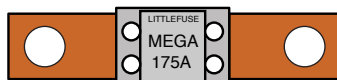


(2)



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

C



(2)

(175 amp Megafuse)

D



(1)

(Megafuse jumper)

E



(1)

(Alternator boot)

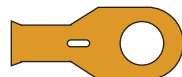
F



(1)

(cut into six 1.0" pieces)

G



(2)

(6Ga. starter ring terminal)

H



(3)

(6Ga. megafuse terminal)

J



(2)

(6Ga. alternator terminal)

K



(2)

(10Ga. megafuse terminal)

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

PART #

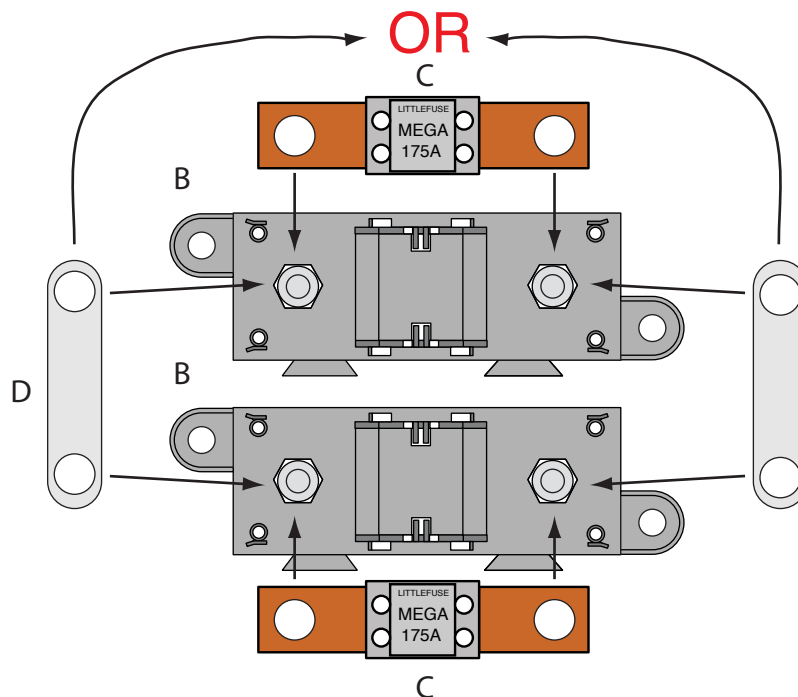
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Alternator and Main Power
Connection Kit
Various Applications

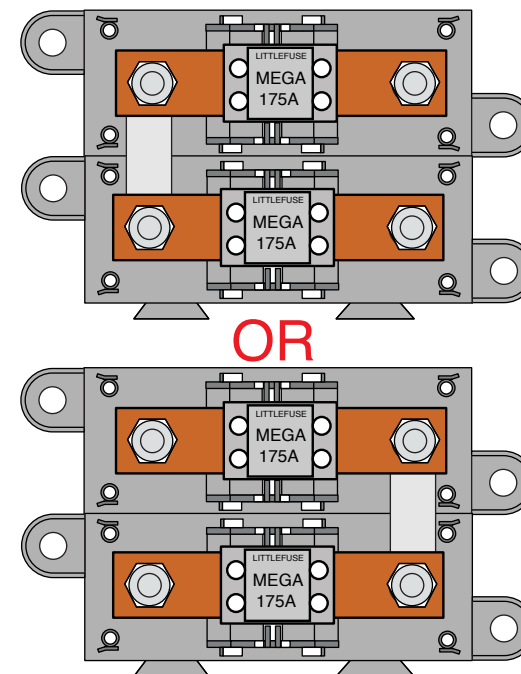
92972153 instruction sheet rev 0.1 6/24/2019



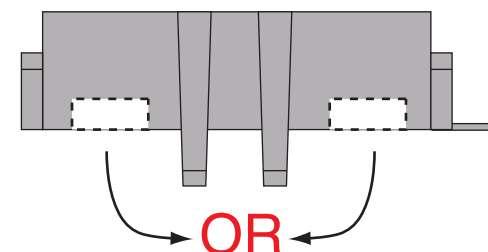
Assembling the (2) Megafuse assemblies

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 #

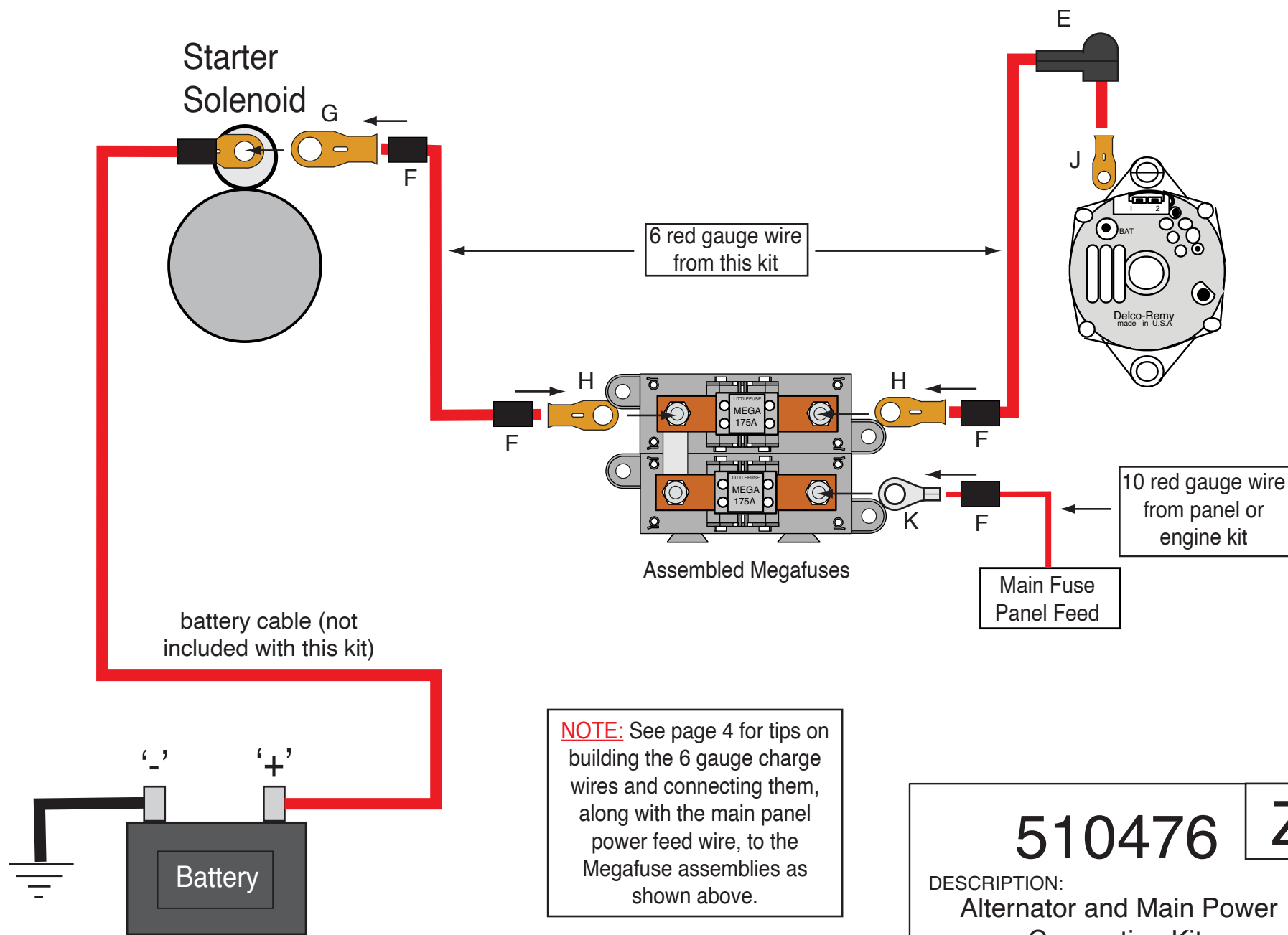
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Building the 6Ga. charge wires and connecting them and the main panel power feed wire to the Megafuse assemblies:

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.

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