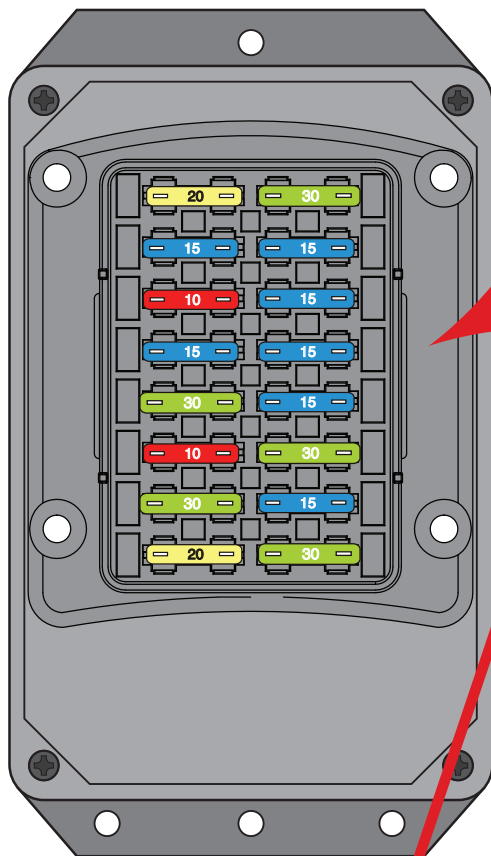
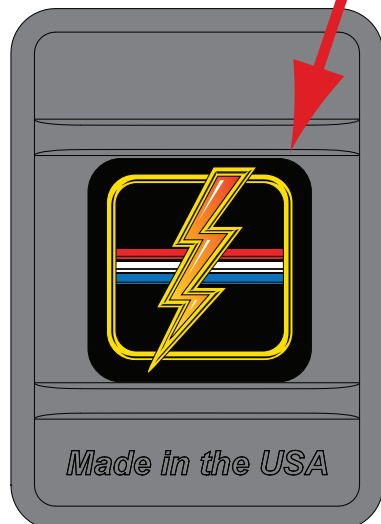


Fuse Box



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>
510730	Vehicle Speed Sensor, VSS, Lead Wires
510476	Alternator & Main Power Connection Kit
510882	Main Dash Harness Kit w/ AAW Fuse Panel
510319	Instrument Cluster Wiring Kit
510320	Rear Body Wiring Kit
510902	LH Engine Compartment Wiring Kit
510903	RH Engine Compartment Wiring Kit
500042	Floor Dimmer Switch
510128	Ignition Switch
510145	Fuse, Relay & Flasher Kit
510321	Headlight Switch
510322	Wiper Switch
510223	Grommet & Parts Kit
500919	Practice Terminal Kit
92973557	Kit Instruction Sheets
92970085	Glovebox Modification Template
92973596	Warning Page



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Classic Update Kit
1966-77 Ford Bronco
510317

92973801 Rev. 0.0 03/22/2024



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. Some early Broncos had rectangular holes in the firewall behind the engine and a small round hole in the upper driver side of the firewall. For your new AAW kit, you will need to open up the driver's side hole to 1 1/2" and you will need to make a new 1 1/2" hole on the passenger side as well. The center rectangular hole will not be used at all and should be closed up in some way. New grommets to line these two new 1 1/2" holes have been provided for you in the 510323 grommet and parts kit.

1. This kit should be used in a **MODIFIED** application only. **You will need to purchase a new plastic glovebox liner assembly** without the factory fusebox hole cut into it (these are available from various sources) as the new AAW fusepanel harness mounts inside the left hand side of the glovebox area where the factory dash speaker was originally located. **You cannot use a stock radio speaker when using this kit.**
2. 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.
3. 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 vehicles 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 **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.



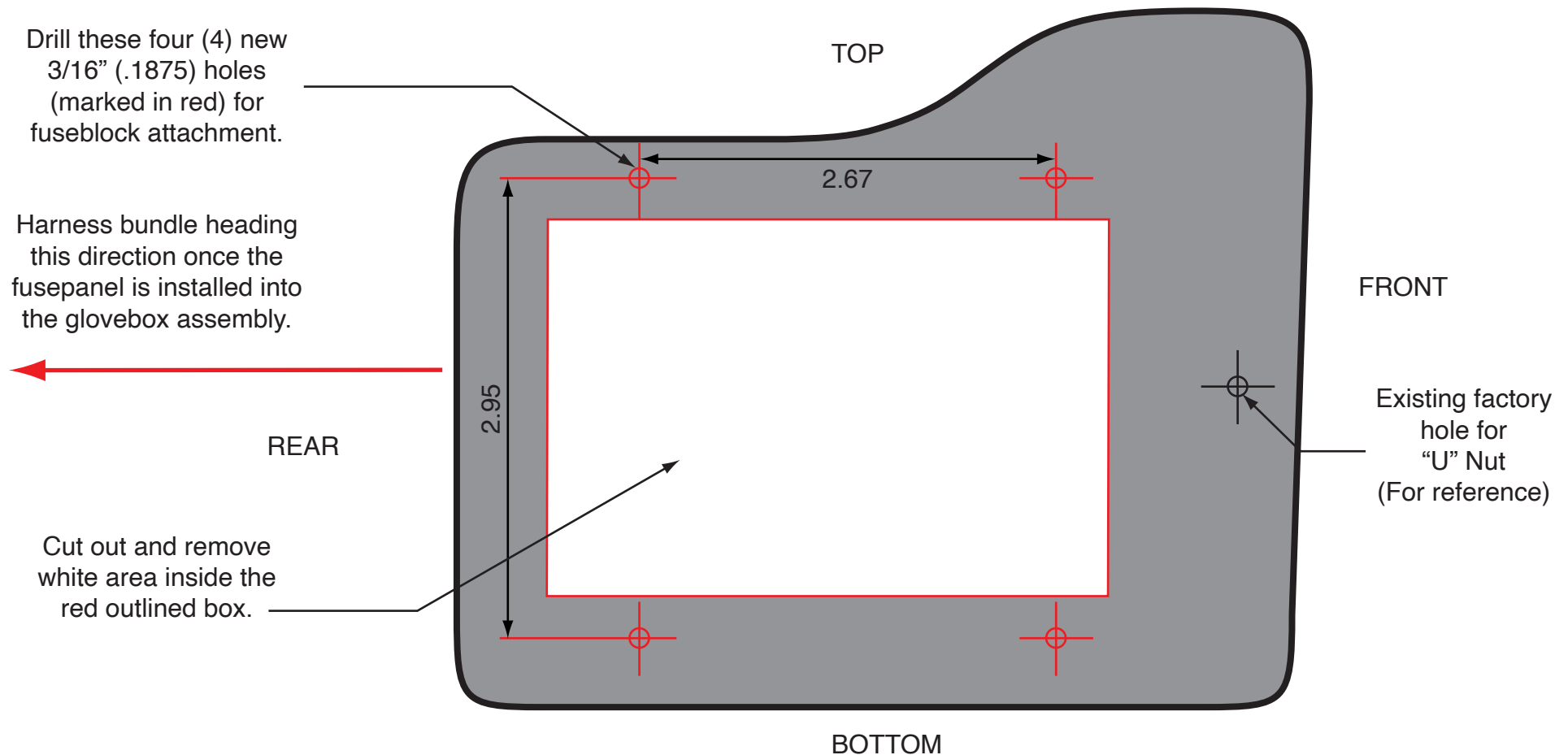
510317 - Classic Update Series Kit 1966-77 Ford Bronco

This kit contains the following components:

<u>Bag</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	510882	Dash and Main Harness Kit	1
H	510319	Dash Cluster Kit	1
J	510902	LH Engine Bay Kit	1
K	510903	RH Engine bay Kit	1
M	510320	Rear Body Kit	1
	510321	Headlight Switch	1
	510322	Wiper Switch	1
	510323	Grommet and Parts Kit	1
V	510730	VSS Connection Kit	1
Z	510476	Alternator and Main Connection kit	1
	520002	Digital Gauge System Dim Wire - Ford Kits	1
	92973557	Instruction Sheet for 510317, 66-77 Bronco kit	1
	92973596	Warning and Contents Sheet	1
	92970085	Glovebox Mod. Template for 510317	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





Note: Please confirm all measurements on this template before cutting or drilling any holes.

1. You cannot use this harness with a stock radio dash speaker as the new AAW fusepanel mounts in the area where the original speaker was located.
2. You will need to purchase a new plastic glovebox liner assembly that does not have a stock fusebox hole in it to mount the new AAW harness into your vehicle.
3. Attach this template to the outside of the driver's side of the glovebox assembly (closest to where the production radio dash speaker was), cut out the white area bordered in red, and drill the four .1875 holes as marked on the template.
4. Once your rectangular opening has been cut out and your 4 new holes are drilled, place the new AAW fusepanel thru the opening and attach the fusepanel into that opening using the 4 locking nuts included/supplied in the loose piece parts kit of the 510317 dash/main harness with the harness bundle facing toward the rear of the glovebox as shown above.

**PRINT ON ADHESIVE
LABEL SHEET**



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92970085

Rev 3.0 instructions 9/18/2024

Classic Update Series

1966 - 1977 Ford Bronco

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 visiting YouTube. Type the following address into your web browser to go directly to the video: www.youtube.com/watch?v=8u_EkMsioMy.



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 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 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 H, etc. The order of installation is shown below. Use this main instruction sheet, 92970069, to complete the installation process.

G - 510882 Dash Harness Kit
H - 510319 Gauge Cluster Kit
M - 510320 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 1966-77 Ford Bronco

p/n 510585

OEM small terminal crimping
tool (18-14 gauge)



p/n 510586

OEM large terminal crimping
tool (12-8 gauge)



p/n 510824

Ford Duraspark
Ignition Harness

p/n 500802

Ford Gen III Alternator Adapter



p/n R0067108

OEM style non-stick harness tape



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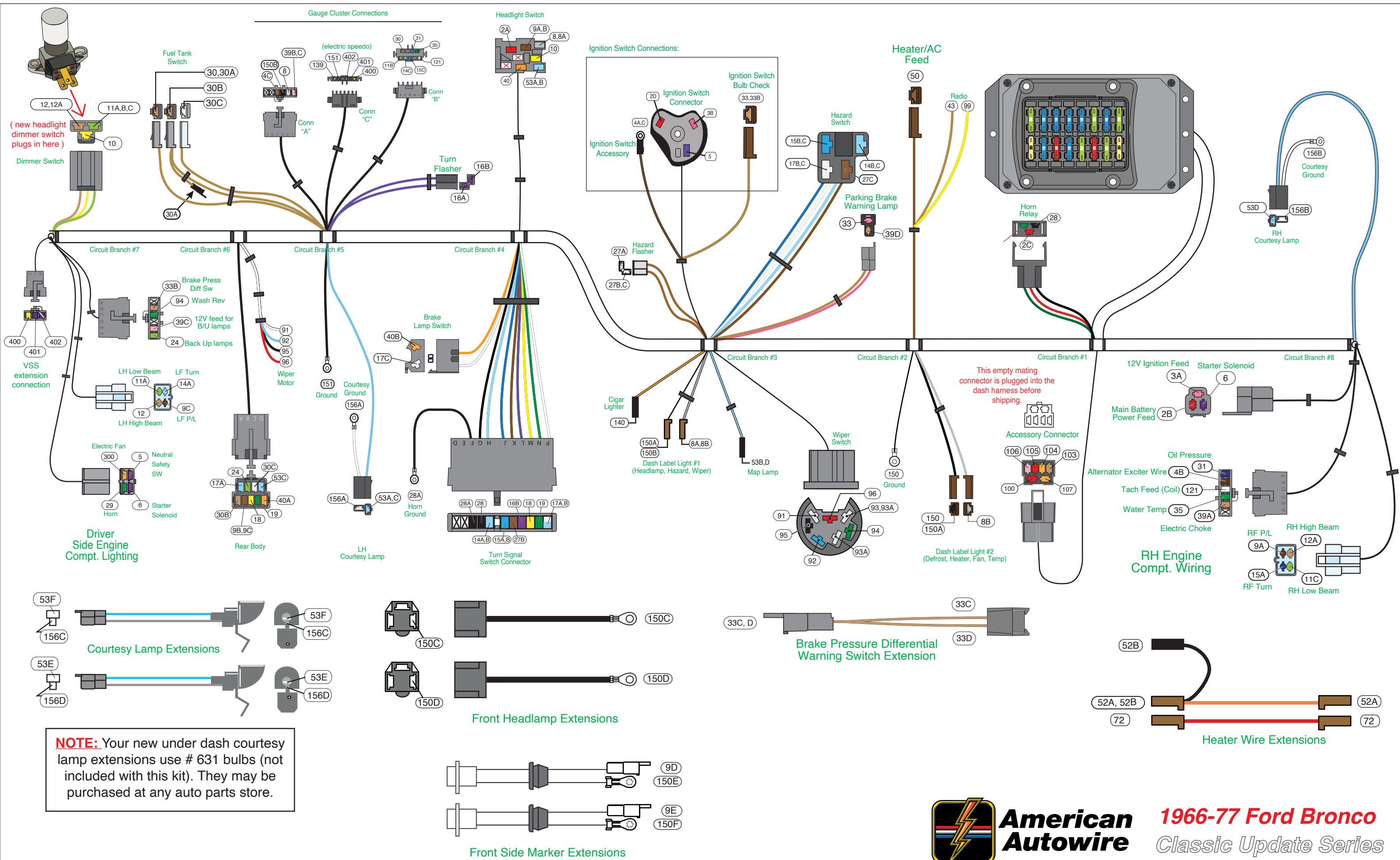
1966-77 Ford Bronco

Classic Update Series

510317

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NOTE: Your new under dash courtesy lamp extensions use # 631 bulbs (not included with this kit). They may be purchased at any auto parts store.

Main Fuse Panel Installation Instructions

The fuse box on this Main Fuse Panel harness is designed to be mounted under the dash to the outside of LH side the glove box assembly as seen in the photo on page 11. 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 8 - RH Front Lighting connections

NOTE: We have provided you with Terminals B and Connector F to assemble onto your existing parking lamps so that you can connect them onto the new AAW wire leads 9A and 15A below coming from the dash/main harness 510318 to complete your RH parking and directional circuits.

Wire #	Wire color	Printing	Procedure
15A	Dark Blue	Right Front Turn	Route to the right front parking lamp area. This wire should ultimately be mated with the high intensity filament (original white with a blue stripe wire) of the RH front parking lamp using terminals J and connector H as shown on page 9, Figure A.
9A	Brown	Park Lights	(66-69) Route to the right front parking lamp area. This wire should ultimately be mated with the low intensity filament (original brown wire) of the RH front parking lamp using terminals J and connector H as shown on page 9, figure A. (70-77) Route to the right front side marker lamp area cut to length, double with the cutoff portion, install terminal C and plug into connector E. Install 1 side marker extension assembly from page 2 through the inner fender area securing the grommet into the pass through hole and plug the extension onto connector E. Attach the black wire on the side marker extension to a good chassis ground. Route the loose end of this brown wire over to the RH parking lamp area and connect to the RH parking lamp. This wire should ultimately be mated with the low intensity filament (original brown wire) of the RH front parking lamp using terminals J and connector H as shown on page 9, figure A. Select the light green Headlight Hi Beam wire 11C and tan Headlight Low Beam wire 12A. Route these wires to the RH headlight and using supplied terminals A as found in kit 510323, connect these wires into one of the front headlight extension assemblies (as shown on page 2) found on the dash/main wire kit, 510318. Specific connection and orientation for this process can be found in the diagram on page 9, Figure A.
11C	Light Green	Headlight-Hi Beam	
12A	Tan	Headlight-Low Beam	

Circuit Branch 8 - Eng., Alt. & Power connections

Wire #	Wire color	Printing	Procedure
6	Purple	Starter Solenoid-S	Connect the end that comes out with the heavy red power wire 2B to the "S" terminal on your starter solenoid. (See Figure A).
2	Red	(no printing)	Use the 6ga red wire, Mega Fuse, boot, ring terminals, and shrink tube from the 510476 kit. Route from the Mega Fuse to the alternator cut to length and apply ring terminals, shrink tube, boot then connect per the instructions in the 510476 Alternator and Main Power Connection kit.
2B	Red	12 V Battery	Route the red 12V Battery wire (circuit 2B) which is in the Dash Harness, to the Mega fuses (see Figure D on page 10) and cut to length. Use ring terminal and shrink tubing from 510476 kit. Connect as shown on page 10.
4B	Brown	Alternator Ign	NOTE: If you are using a one wire alternator, the 4B wire will not be used, so tape it back to the trunk of the harness. This wire is the exciter wire for your Ford alternator / voltage regulator. It DOES NOT have any resistance on it as many of the Ford regulators already have an internal resistor. If the Ford or other alternator / regulator that you are using needs a resistor in-line on the feed wire, you will have to supply it per the specs of that alternator (AAW recommends a GEN 3 Internally Regulated [AAW p/n 500802 available separately] or 1 wire unit). This is your 12 volt 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 as in a points type distributor, or be used as the ignition power source for an aftermarket ignition module such as an MSD or "Duraspark" 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 Q have been provided to make that connection (See page 9, Figure A for some examples)
3A	Pink	Ignition Feed - coil	Connect to the oil pressure sender (See page 9, Figure A for some examples).
31	Dark Blue	Oil Pressure Sender	Connect to the temperature sender (See page 9, Figure A for some examples).
35	Dark Green	Water Temp Sender	On carbureted cars, connect to the electric choke terminal.
39A	Tan	Electric Choke	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. If you are using a GM style HEI distributor, terminal B and connector R have been provided to make that connection (See page 9, Figure A for some examples).
121	White	Coil - Tach	

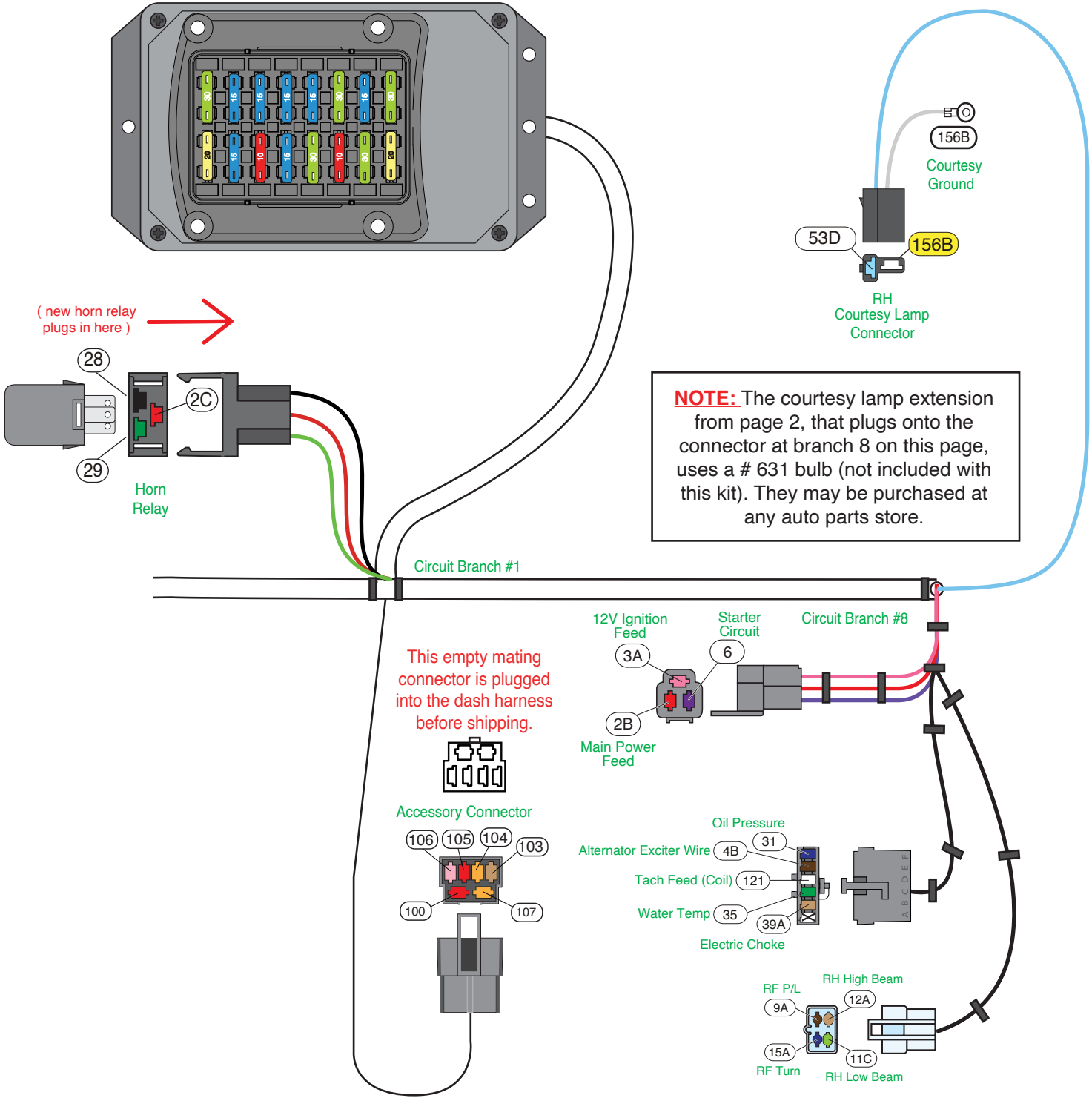
Circuit Branch 8 - Under dash Connections

Wire #	Wire color	Printing	Procedure
RH Courtesy Connection			
53B	Lt. Blue	12v Ctsy Sw	Plug in 1 Courtesy lamp extension (as found on page 2 of this instruction set) to complete this circuit.
156B	White	Ctsy Ground	Switched 12 volt power for RH under dash courtesy lamp.
			RH under dash courtesy ground.

Circuit Branch 1 - Under dash Connections

Wire #	Wire color	Printing	Procedure
Horn Relay			
2C	Red	12v Bat	Plug the horn relay (found in the 510145 fuse kit) into this connector.
28	Black	Relay Ground	12 volt battery feed.
29	Green	Horn	Relay ground circuit (to steering column).
Accessory Wire Connector			
			Triggered 12 volts to horn.
			Use the provided connector J and terminals as power leads for the following:
			Fuse Rating
103	Tan	Fuel Pump	FUEL 20 amp
104	Orange	Power Seats	PWRSEATS 30 amp
105	Red	Power Locks	PWR LOCKS 15 amp
100	Red	CB Radio	CB 15 amp
106	Pink	Power Window	PWRWDO 30 amp
107	Orange	Spare Battery	BAT SPARE 30 amp
			Fused 12 volt IGNITION feed for fuel pump (or another fused ignition circuit)
			Fused 12 volt BATTERY feed for power seats (or another fused battery circuit)
			Fused 12 volt BATTERY feed for power door locks (or another fused battery circuit)
			Fused 12 volt BATTERY feed for cruise control (or another fused battery circuit)
			Fused 12 volt ACCESSORY feed for power windows (or another fused accessory circuit)
			Fused 12 volt BATTERY feed (for any application)

Fuse installation orientation.



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1966-77 Ford Bronco
Classic Update Series

510317 92973557 Rev 2.0 05/08/2024

Main Fuse Panel Installation Instructions

Circuit Branch 2 - Under dash Connections

Wire # Wire color Printing

Radio/ Clock Connections

43 Tan Radio
99 Yellow Clock Battery

Heat and A/C Feed

50 Brown Heater AC Feed

Dash Label Lamps

8B Gray Dash Lights
150 & A Black Ground

Ground Lead

150 Black Ground

Procedure

12v fused accessory feed for radio “on/off” power.

12v fused battery feed for radio clock and memory or dash clock assembly.

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.

These wires are used to illuminate the Defroster, Heater Fan, and Temperature labels on the dash.

Feed out to dash label lamp connections.

Chassis ground for dash label lamp connections.

Attach this wire to a good known chassis ground. (Note: Do not attach this wire with the 151 wire on page 5)

Chassis ground for instrument cluster dash label lamp connections.

Circuit Branch 3 - Under dash Connections

Wire # Wire Color Printing

Hazard Flasher

27A,B,C Brown Turn Sw Hazard

Ignition Switch

2D Red 12v Bat
3B Pink Ignition Feed
4A, C Brown Ignition Sw Accessory
5 Purple Neutral Safety Switch
33, 33B Tan Brake Light/Switch

Hazard Flasher Switch

Procedure

Plug one of the flasher cans (found in the 510145 fuse kit) into this connection.

Hazard flasher leads.

Plug this main 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.

This connector plugs onto the ground blade on the 510128 ignition switch and is the bulb check ground for the brake warning circuit.

This is for the 1967-72 Bronco dash mounted 4 Way Hazard Flasher Warning Switch. If your truck is a 1967-72 unit, plug this connector onto your dash mounted hazard flasher switch assembly. If your truck is a 1966 or a 1973-77, this connector will not be used and can just be left hanging under the dashboard. If your truck is a 1973-77 unit, the hazard flasher switch is mounted in the steering column turn signal switch and will be addressed on page 5 of this instruction sheet. If your truck is a 1966, there was no provision for hazard flashers in that truck.

LH output for hazard switch.

RH output for hazard switch.

Hazard flasher power.

12v input/override from brake switch to hazard switch.

Brake Warning Lamp

NOTE: Your original dash mounted warning lamp uses a unique socket assembly that must be re-used. You will need to cut the purple and red with yellow stripe wires about 4 inches from the back of the original socket and crimp new terminals B that we have provided for you onto those wires. The finished wires must then be plugged into connector F so that the original red with yellow stripe wire mates with the AAW pink “12V ign” wire and the original purple wire mates to the AAW tan “brake light/switch” wire. The necessary terminals B and connector F to complete this task can be found in the loose piece kit of the 510318 dash kit. Once completed, you will plug this assembly into the mating dash connection at branch 3 of the 510318 dash harness to complete this circuit.

33 Tan Brake Light/Switch
39D Pink 12v Ignition

Ground for brake warning lamp.

12v Ignition feed for brake warning lamp.

Cigarette Lighter

140 Orange 12v Battery Fused

Plug this connection onto your original lighter socket assembly.

12v battery feed for the cigarette lighter.

Dash Label Lamps

8A, 8B Gray
150A, B Black Ground

These wires are used to illuminate the Headlamp, Hazard, and Wiper labels on the dash.

Feed out to dash label lamp connections.

Chassis ground for dash label lamp connections.

Map Light Switch

53B, D Lt. Blue 12v Ctsy Sw

Plug this connector onto your original map lamp switch assembly.

Switched 12 volt power from lighting switch to map lamp assembly.

Wiper Switch

93, 93A White Wiper Feed
93A White Wiper Feed
91 White (no printing)
92 Dk. Blue (no printing)
94 Dk. Green (no printing)
95 Black (no printing)
96 Red (no printing)

Plug this connector onto the new 510322 wiper switch assembly.

12v fused feed for wiper switch assembly.

12v fused feed for washer pump lead. (for 1966, connect to one side of your washer pump push button switch)

Switched 12v lead out for wiper low speed.

Switched 12v lead out for wiper high speed.

Switched 12v lead out for washer pump. (for 1966, connect to one side of your washer pump push button switch)

Wiper motor park.

Wiper motor low park.

Circuit Branch 4 - Under dash Connections

Wire # Wire Color Printing

Lighting Switch

2A Red 12v Bat
8, 8A Gray Dash Lights
9A, B Brown Park Lights
10 Yellow Dimmer Sw Feed
40 Orange 12v Battery Fused
53A, B Lt. Blue 12v Ctsy Sw

Procedure

Plug this connector onto lighting switch 510321.

Unused 12v battery feed to the lighting switch for headlamps, tail lamps, and dash illumination lamps.

Feed out to dash illumination lamps at cluster and dash label lamps.

Feed out to RH front parking and rear tail lamps at the rear body connector.

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, under dash courtesy lamps, and map lamp feed.

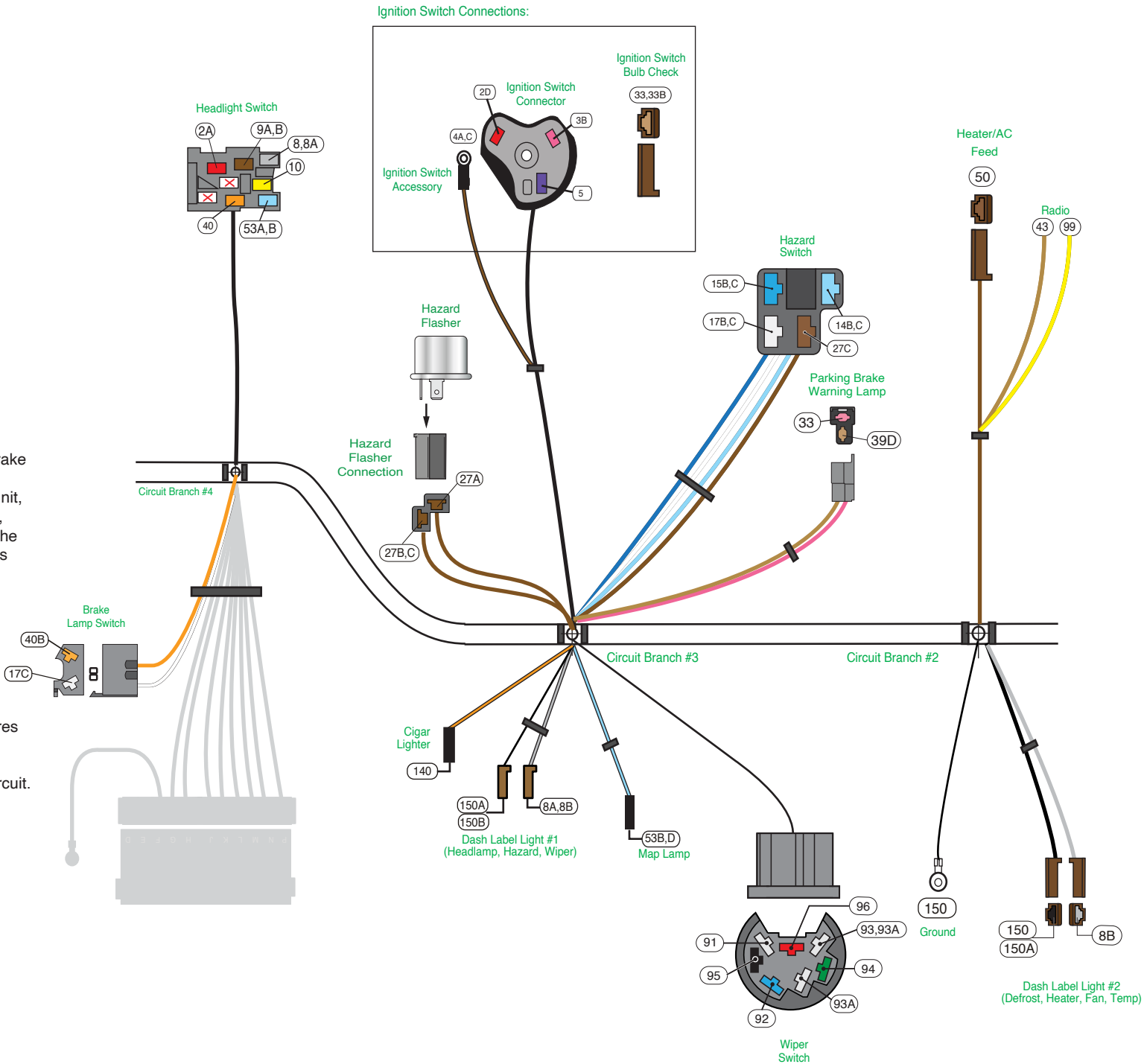
Brake Switch Connections

40B Orange 12v Battery Fused
17C White Brake Switch

Plug this on to your stock brake lamp switch (In the event that you own a 1966 Bronco, these two wires will need to be extended out through the firewall to be plugged onto your Brake Switch at the master cylinder)

Battery fused 12v feed to the brake switch.

12v feed out of the brake switch to the turn signal switch.



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1966-77 Ford Bronco

Classic Update Series

510317

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Procedure
Circuit Branch 4 - Under dash Connections

Wire # Wire Color Printing
Turn Signal Switch Connection

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

Circuit Branch 5 - Under dash Connections

Wire # Wire color Printing
LH Courtesy Connection
53A,C Lt. Blue 12v Ctsy Sw
156A White Ctsy Ground

Ground Lead
151 Black/White Speedo Ground

Flasher
16A, B Purple Plug the other of the flasher cans (found in the 510145 fuse kit) into this connection.
Turn Switch Feed

Instrument Cluster Connections		
4C	Brown	(no printing)
8	Gray	Dash Lights
11B	Lt. Green	Hi Beam Indicator Light
14C	Lt. Blue	Left Turn Ind
15C	Dk. Blue	Right Turn Ind
30	Tan	Gas Gauge
31	Dk. Blue	Oil Pressure
35	Dk. Green	Temp Sender
39B,C	Pink	12v Ign Fused
121	White	Coil Tach
139	Pink/White	Speedo Power
150B	Black	Ground
151	Black	Ground
400	Yellow	VSS Ground
401	Purple	VSS Signal
402	Purple/White	VSS Power

Fuel Tank Switch

30	Tan	Gas Gauge
30A	Tan	Gas Gauge
30B	Tan	Gas Gauge
30C	White	Gas Gauge Aux Tank

Circuit Branch 6 - Under dash Connections

Wire # Wire Color Printing
Rear Body Connection

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

Procedure

Plug into steering column turn signal connection. If you are using a stock Ford steering column on your vehicle, refer to Diagrams/Tables 'A, B & C,' "AAW turn signal wires to stock turn signal switch" on Pgs. 7-8 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, 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 (L) and terminals (M) located in the loose piece kit bag of this dash harness (510318), 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 feed for third brake light to rear body connector.
12v input from brake switch to turn switch for rear brake lights.
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.
Steering column horn ground to horn relay. **Attach this wire to a good known chassis 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 LH under dash courtesy lamp and feed to RB harness for dome lamp. LH under dash courtesy ground.

Attach this wire to a good known chassis ground. (Note: Do not attach this wire with the 150 wire on page 4)
Chassis ground for instrument cluster electric speedo connection.

These connections will plug into the Cluster Connection Kit, 510319. Specific connections are addressed in that kit.
12v accessory feed to the cluster for the constant voltage unit for use with stock gauges.
Feed out from the lighting switch for dash illumination lamps to cluster connection.
12v feed to dash cluster for high beam indicator lamp to cluster connection.
12v feed to dash cluster for left front turn indicator lamp to cluster connection.
12v feed to dash cluster for right front turn indicator lamp to cluster connection.
Fuel sender signal from rear body harness or dual tank switch 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 cluster connection for any aftermarket 12v gauges, then on to the back up switch.
Tach sender signal wire from engine harness lead to the cluster connection.
Fused 12v Ignition feed for electric speedometer to cluster connection.
Gauge cluster ground to cluster connection.
Electric speedometer ground to cluster connection.
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.

If your truck has dual fuel tanks, plug the three fuel tank switch connectors onto your selector switch as shown in Figure F at the top of this page, then install the tank selector switch back into your dashboard. This connection will allow you to switch your gas gauge from one tank sending unit to the other and get an accurate reading. If your truck only has a single fuel tank, plug the tan 30B wire with the black connector into the mating black connector on the tan 30A wire. No other connections are necessary.
Gas gauge feed to the dash cluster connector.
Gas gauge jumper feed wire from dash cluster connector to main sending unit feed wire in rear body connector.
Main gas gauge sending unit feed wire to dual tank switch or to tan 30A jumper feed wire from rear body connector.
Auxiliary gas gauge sending unit feed wire to dual tank switch from rear body connector.

Procedure

This connector will plug into the Rear Body Kit, 510320. Specific connections are addressed in that kit. These wires will pass out to the engine bay through the LH driver's side firewall grommet as seen on page 10, Figure C.
Feed out from headlight switch for tail and tag lamps and feed out to the LH front parking lamp.
Feed from the brake lamp switch for optional 3rd brake lamp.
Feed out to the LH rear stop and turn lamp from the turn signal switch.
Feed out to the RH rear stop and turn lamp from the turn signal switch.
Feed out to the back up lamps (if so equipped) from the back up switch.
Main fuel tank sender signal wire between the rear body and cluster connections.
Auxiliary fuel tank sender signal wire between the rear body and cluster connections.
12v battery feed for LED lamps.
12v switched courtesy feed from the lighting switch for the dome lamp.

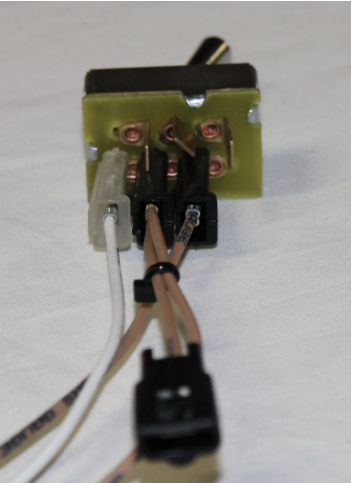
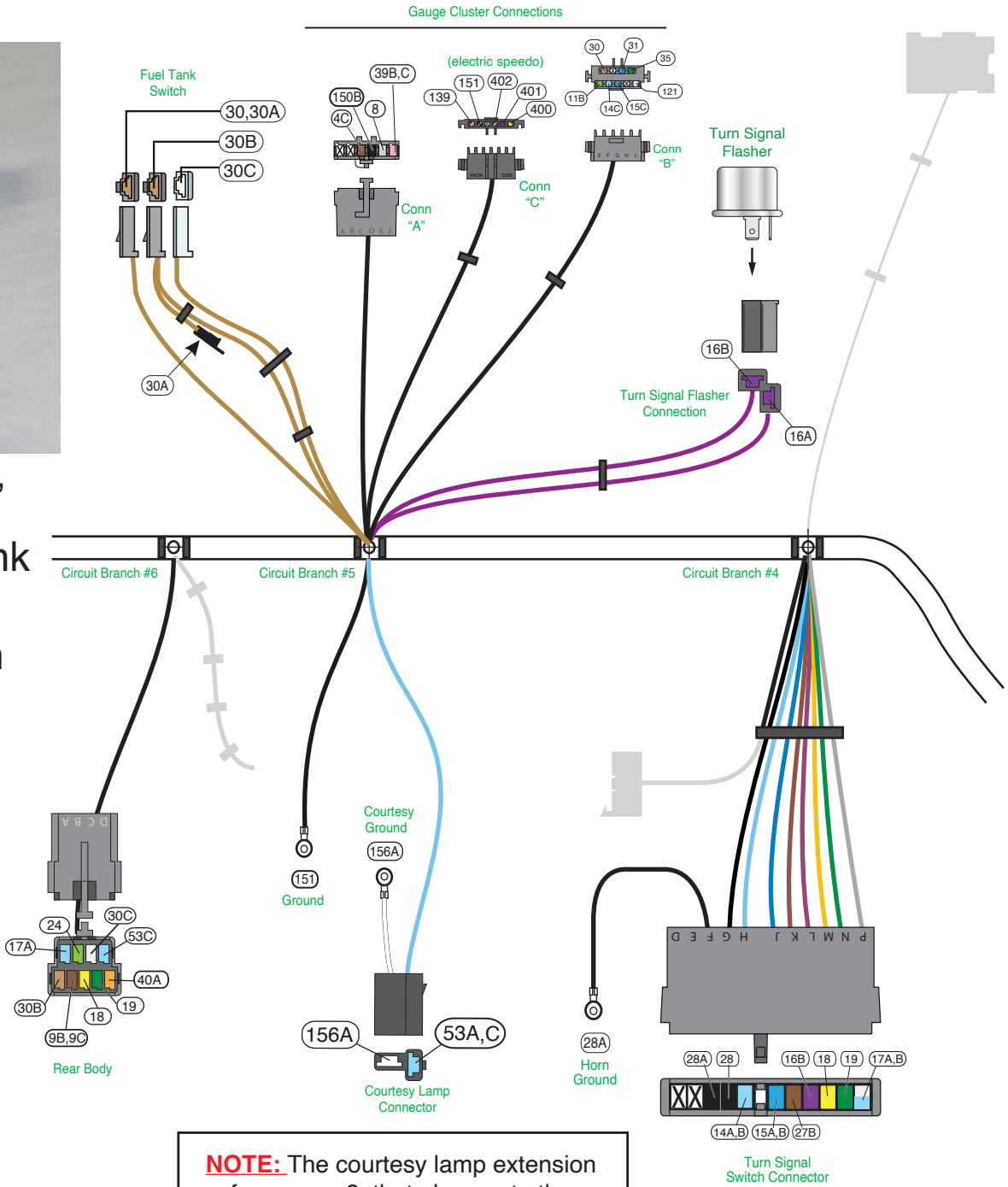


Figure "F"
Dual fuel tank
switch
connection



Main Fuse Panel Installation Instructions

Circuit Branch 6 - Under dash Connections

Wire # Wire Color Printing
Wiper Motor Wire Leads

91 White (no printing)
92 Dk. Blue (no printing)
95 Black (no printing)
96 Red (no printing)

Procedure

Route these four wires over to the drivers side windshield frame area, then up through the windshield frame to the wiper motor. Connect these wires to your wiper motor assembly being certain to maintain the color continuity between the new wires on the AAW harness and the original wires (IE: white to white, red to red, etc.) on your wiper motor assembly.
Switched 12v lead out for wiper low speed.
Switched 12v lead out for wiper high speed.
Wiper motor park.
Wiper motor low park.

Circuit Branch 7 - Under dash Connections

Wire # Wire Color Printing
Dimmer Switch
10 Yellow Dimmer Switch Feed
11A,B,C Light Green Headlight Hi Beam
12, 12A Tan Headlight Low Beam

Procedure

Plug this connector onto the new 500042 dimmer switch assembly.
12v Feed from H/L switch.
Switched 12v from dimmer to LH and RH high beam lamps, and to the dash cluster connector for the indicator lamp.
Switched 12v from dimmer to LH and RH low beam lamps.

Circuit Branch 7 - LH Front Lighting Connections

See page 9, Figure C for typical connections. For loose piece terminals and connectors, see parts kit # 510323.

NOTE: We have provided you with Terminals B and Connector F to assemble onto your existing parking lamps so that you can connect them onto the new AAW wire leads 9C and 14A below coming from the dash/main harness 510318 to complete your LH parking and directional circuits.

Wire # Wire color Printing
14A Light Blue Left Front Turn

Procedure

Route to the left front parking lamp area. This wire should ultimately be mated with the high intensity filament (original green with a white stripe wire) of the LH front parking lamp using terminals J and connector H as shown on page 9, figure C.
(66-69) Route to the left front parking lamp area. This wire should ultimately be mated with the low intensity filament (original brown wire) of the LH front parking lamp using terminals J and connector H as shown on page 9, figure C.
(70-77) Route to the left front side marker lamp area cut to length, double with the cutoff portion, install terminal C and plug into connector E. Install 1 side marker extension assembly from page 2 through the inner fender area securing the grommet into the pass through hole and plug the extension onto connector E. Attach the black wire on the side marker extension to a good chassis ground. Route the loose end of this brown wire over to the LH parking lamp area and connect to the LH parking lamp. This wire should ultimately be mated with the low intensity filament (original brown wire) of the LH front parking lamp using terminals J and connector H as shown on page 10, figure C. Select the light green Headlight Hi Beam wire (11A) and tan Headlight Low Beam wire (12). Route these wires to the LH headlight and using supplied terminals A as found in kit 510323, connect these wires into one of the front headlight extension assemblies (as shown on page 2) found on the dash/main wire kit, 510318. Specific connection and orientation for this process can be found in the diagram on page 10, Figure C.

9C Brown Park Lights

11A Light Green Headlight-Hi Beam
12 Tan Headlight-Low Beam

Circuit Branch 7 - Various Underwood connections

See page 10, Figures C and E for typical connections. For loose terminals and connectors, see parts kit # 510323.

Wire # Wire color Printing

Procedure

Back Up and Neutral Safety Switch Connections

On a stock Bronco, the original back up and/or neutral safety switch can be found at the base of the steering column out under the hood of the truck in the engine bay. If your truck has a manual transmission, connect the 5 and 6 wires together to complete the starter circuit. A typical aftermarket connection for your neutral safety and back up switch can be found on page 10, Figure E.
Switched feed from back up lamp switch to rear body connection.
12v ignition feed to back up lamp switch.
12v feed from solenoid post on the ignition switch to neutral safety switch.
12v starter solenoid feed out from the neutral safety switch to engine connections at branch 8.

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

Electric Speedo Vehicle Speed Sensor (VSS) Connections

400 Yellow VSS Ground
401 Purple VSS Signal
402 Purple/White VSS Power

(NOTE: Wires 400 and 401 must remain twisted together)
Connect to the extension found in bag 510730, VSS LEAD WIRES.
Connect to the extension found in bag 510730, VSS LEAD WIRES.
Connect to the extension found in bag 510730, VSS LEAD WIRES.

Horn Connection
29 Dark Green Horn

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.

Electric fan Connection
300 Orange Electric Fan

This is the 12 volt ignition feed to connect to the trigger wire on your electric fan relay (relay not supplied with this kit).

Windshield Washer Connection
94 Dark Green (no printing)

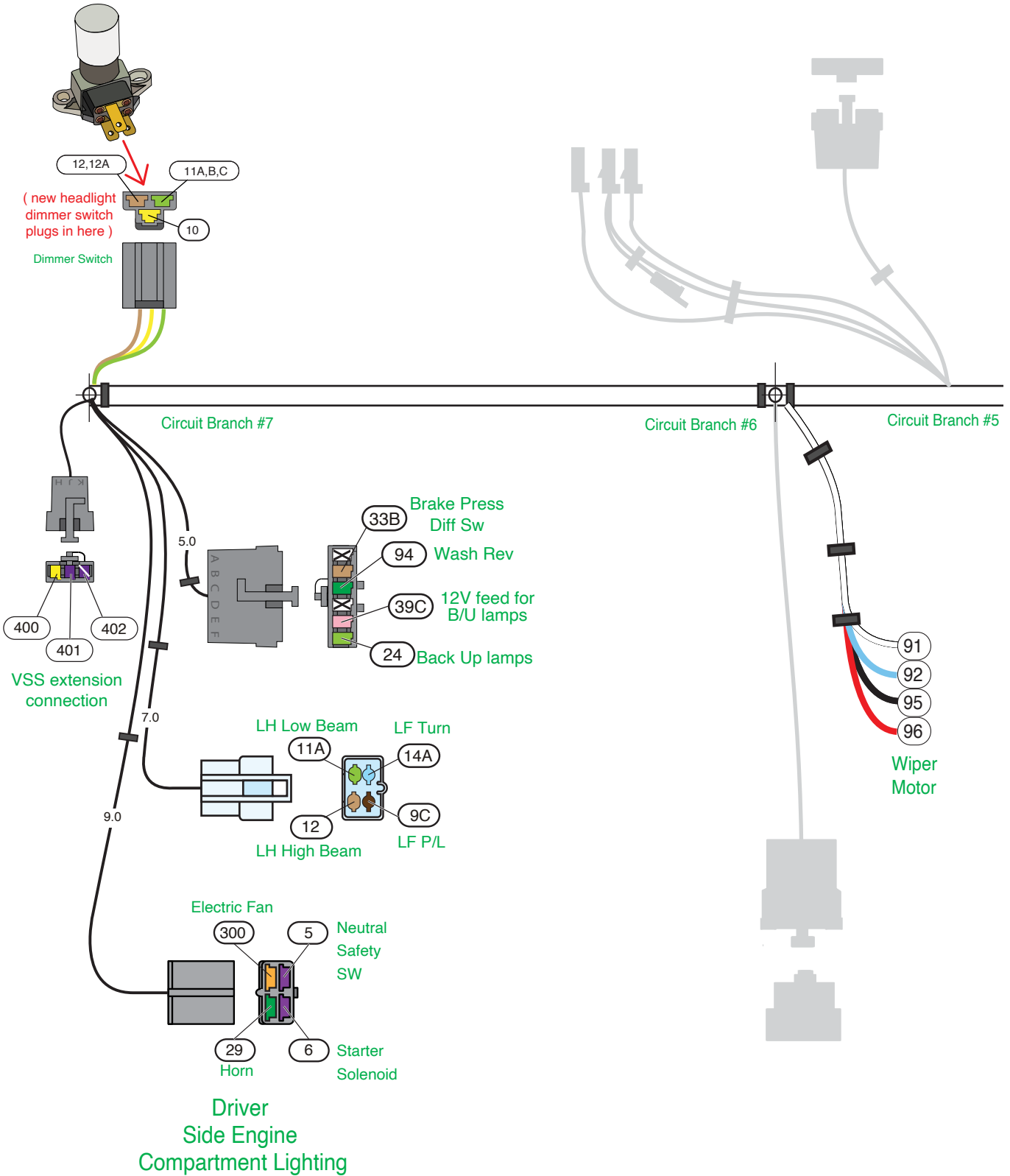
This is the 12v feed from the wiper switch inside the truck out to the washer pump assembly under the hood.

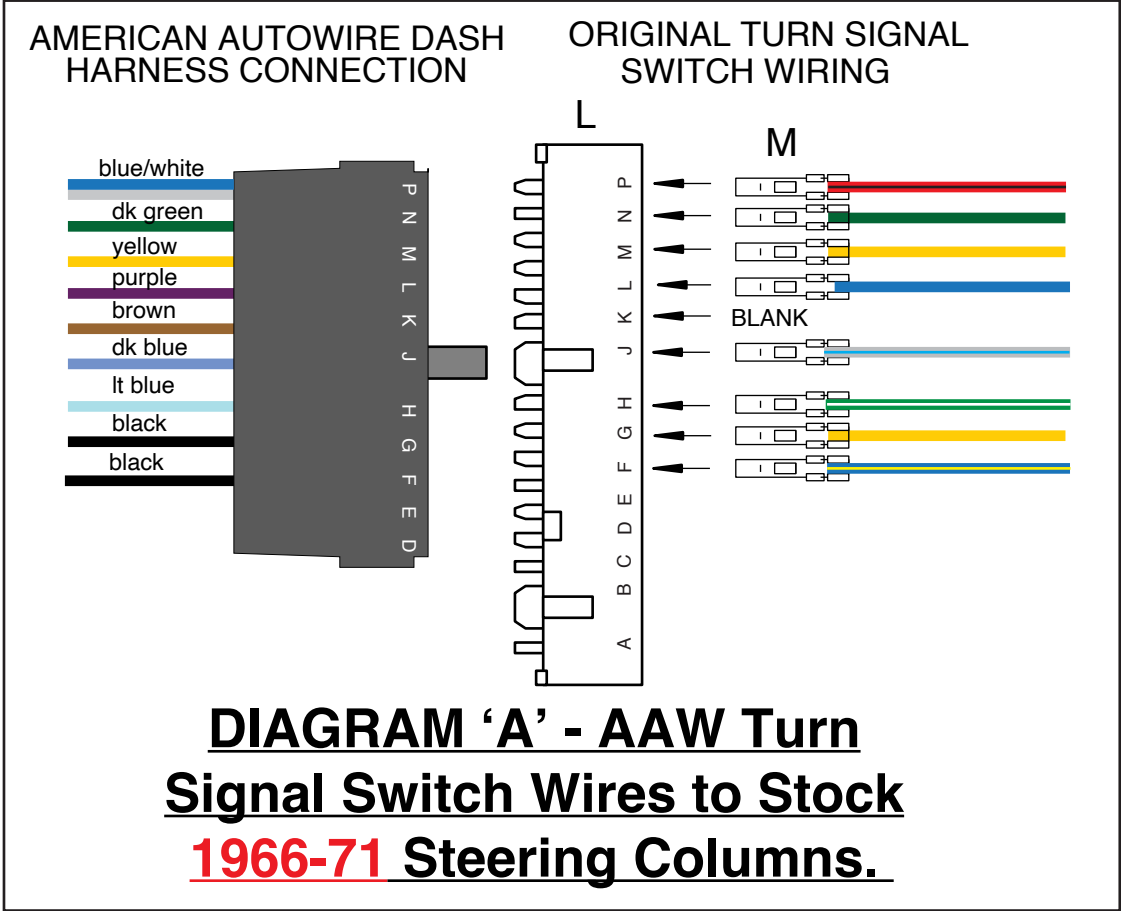
Brake Pressure Differential Switch

(NOTE:) We have provided you with the connection to the original Ford brake warning switch in the form of a wire extension assembly (wires 33C, D on page 2 of this instruction sheet). You will plug this extension onto wire 33B, below.

33B Tan Brake Switch

Route this wire to the brake warning switch area near the master cylinder, cut to length, install terminal B, plug into connector E as shown on page 10, figure C, then plug this wire into wire extension assembly 33C, D (from page 2 of this instruction sheet) to complete your brake warning circuit.



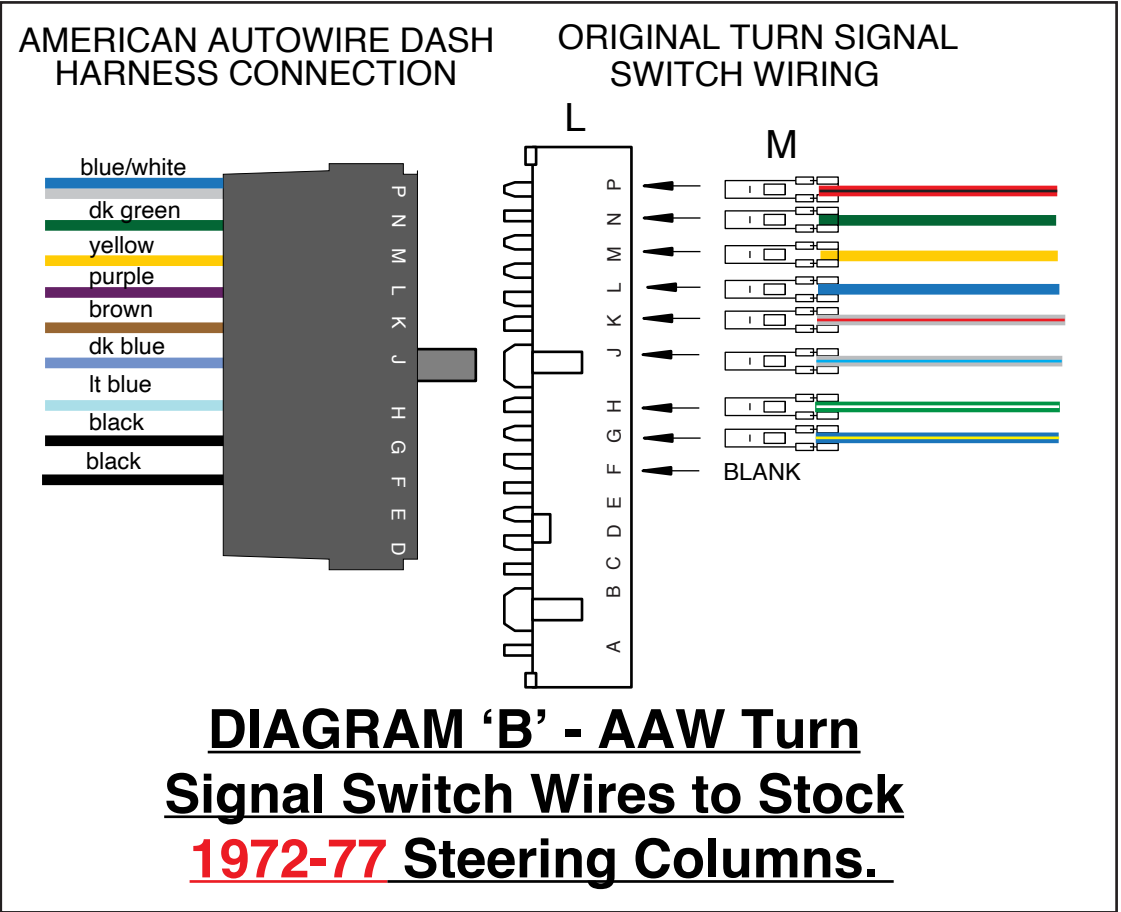


“Table A”
AAW Turn Signal Switch wires to
stock 1966-70 Ford Bronco turn signal switch.

AAW WIRE #	AAW DASH WIRE COLOR	AAW DASH WIRE PRINTING	ORIGINAL FORD SWITCH WIRE COLOR	ALTERNATIVE FORD SWITCH WIRE COLOR	TYPICAL AFTERMARKET SWITCH WIRE COLOR
14A,B	LIGHT BLUE	LEFT FRONT TURN	GREEN WITH WHITE STRIPE	GREEN WITH WHITE STRIPE	GREEN WITH WHITE STRIPE
15A,B	DARK BLUE	RIGHT FRONT TURN	WHITE WITH BLUE STRIPE	WHITE WITH BLUE STRIPE	WHITE WITH BLUE STRIPE
16B	PURPLE	TURN SWITCH FEED	BLUE	BLUE	BLUE
17A,B	WHITE & BLUE	BRAKE SWITCH	RED WITH BLACK STRIPE	GREEN	GREEN
188	YELLOW	LEFT REAR TURN	YELLOW W/VO BLACK STRIPE	GREEN WITH ORANGE STRIPE	GREEN WITH RED STRIPE
19	DARK GREEN	RIGHT REAR TURN	DARK GREEN	ORANGE WITH BLUE STRIPE	ORANGE
27B	BROWN	TURN SWITCH HAZARD	N/A	N/A	N/A
28	BLACK	HORN RELAY GROUND	YELLOW	YELLOW	YELLOW
28A	BLACK	HORN RELAY GROUND	BLUE WITH YELLOW STRIPE	BLUE WITH YELLOW STRIPE	BLUE WITH WHITE STRIPE

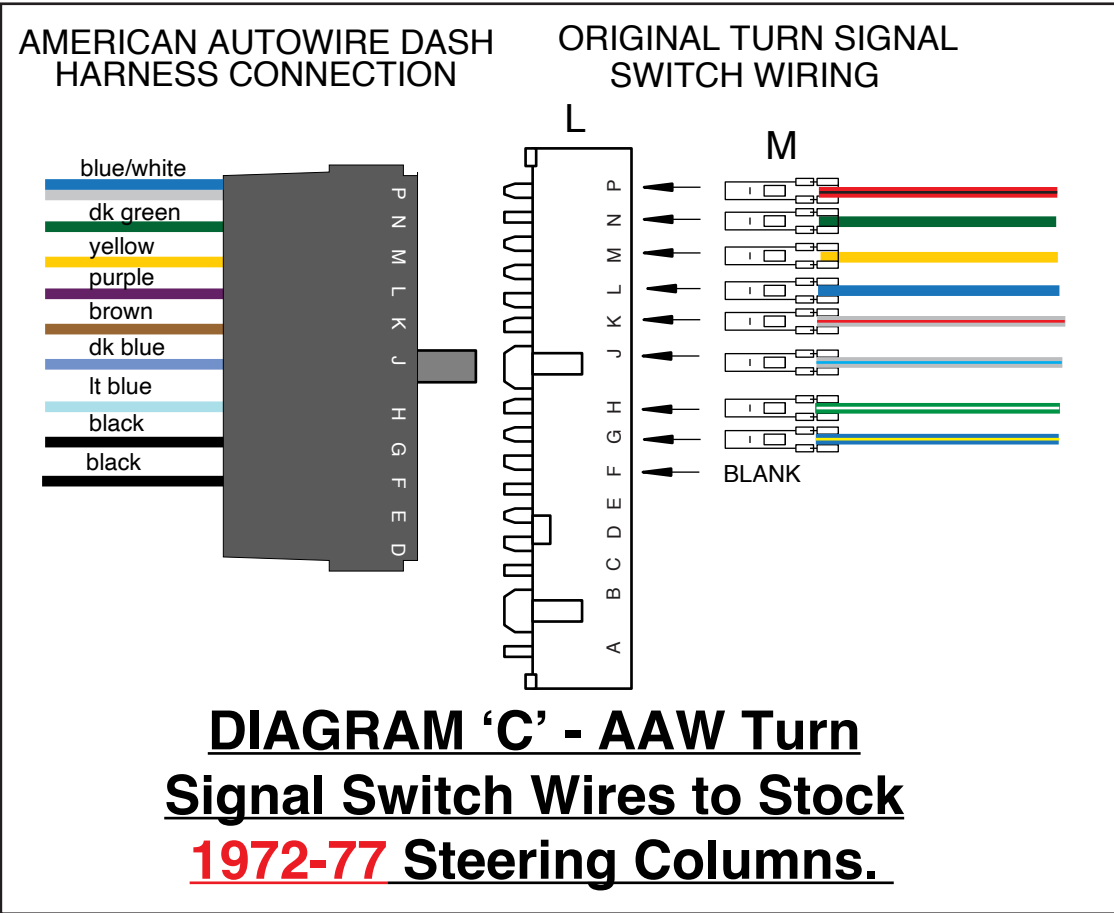
HORN NOTE: Ford originally switched 12v power to the horns through the steering column horn button during these years. The AAW kit switches ground through the steering column horn button which grounds a horn relay that switches the power to the horns. Circuit 27B is being provided, if an Emergency Warning Flasher System is to be added.

“Table B”
AAW Turn Signal Switch wires to
stock 1971-73 Ford Bronco turn signal switch.



AAW WIRE #	AAW DASH WIRE COLOR	AAW DASH WIRE PRINTING	ORIGINAL FORD SWITCH WIRE COLOR	ALTERNATIVE FORD SWITCH WIRE COLOR	TYPICAL AFTERMARKET SWITCH WIRE COLOR
14A,B	LIGHT BLUE	LEFT FRONT TURN	GREEN WITH WHITE STRIPE	GREEN WITH WHITE STRIPE	GREEN WITH WHITE STRIPE
15A,B	DARK BLUE	RIGHT FRONT TURN	WHITE WITH BLUE STRIPE	WHITE WITH BLUE STRIPE	WHITE WITH BLUE STRIPE
16B	PURPLE	TURN SWITCH FEED	BLUE	BLUE	BLUE
17A,B	WHITE & BLUE	BRAKE SWITCH	RED WITH BLACK STRIPE	RED WITH BLACK STRIPE	GREEN
188	YELLOW	LEFT REAR TURN	YELLOW	GREEN WITH ORANGE STRIPE	GREEN WITH RED STRIPE
19	DARK GREEN	RIGHT REAR TURN	DARK GREEN	DARK GREEN	ORANGE
27B	BROWN	TURN SWITCH HAZARD	WITH WITH RED STRIPE	N/A	N/A
28	BLACK	HORN RELAY GROUND	BLUE WITH YELLOW STRIPE	YELLOW	YELLOW
28A	BLACK	HORN RELAY GROUND	N/A	BLUE WITH YELLOW STRIPE	BLUE WITH WHITE STRIPE

HORN NOTE: Most 1972-73 Bronco steering column did not switch power through the column. The steering column horn button switched ground to a horn relay which switches power to the horns just as your new AAW harness does, therefore the 28A wire is not needed, nor will it be used in these applications.



“Table C”
AAW Turn Signal Switch wires to
stock 1974-77 Ford Bronco turn signal switch.

AAW WIRE #	AAW DASH WIRE COLOR	AAW DASH WIRE PRINTING	ORIGINAL FORD SWITCH WIRE COLOR	ALTERNATIVE FORD SWITCH WIRE COLOR	TYPICAL AFTERMARKET SWITCH WIRE COLOR
14A,B	LIGHT BLUE	LEFT FRONT TURN	GREEN WITH WHITE STRIPE	GREEN WITH WHITE STRIPE	GREEN WITH WHITE STRIPE
15A,B	DARK BLUE	RIGHT FRONT TURN	WHITE WITH BLUE STRIPE	WHITE WITH BLUE STRIPE	WHITE WITH BLUE STRIPE
16B	PURPLE	TURN SWITCH FEED	BLUE	BLUE	BLUE
17A,B	WHITE & BLUE	BRAKE SWITCH	RED WITH BLACK STRIPE	RED WITH BLACK STRIPE	RED WITH BLACK STRIPE
188	YELLOW	LEFT REAR TURN	YELLOW	YELLOW WITH BLACK STRIPE	YELLOW WITH BLACK STRIPE
19	DARK GREEN	RIGHT REAR TURN	DARK GREEN	DARK GREEN	DARK GREEN
27B	BROWN	TURN SWITCH HAZARD	WHITE WITH RED STRIPE	WHITE WITH RED STRIPE	WHITE WITH RED STRIPE
28	BLACK	HORN RELAY GROUND	BLUE WITH YELLOW STRIPE	BLUE WITH YELLOW STRIPE	BLUE WITH YELLOW STRIPE
28A	BLACK	HORN RELAY GROUND	N/A	N/A	N/A

HORN NOTE: 1974-77 Bronco steering columns did not switch power through the column. The steering column horn button switched ground to a horn relay which switches power to the horns just as your new AAW harness does, therefore the 28A wire is not needed, nor will it be used in this application.

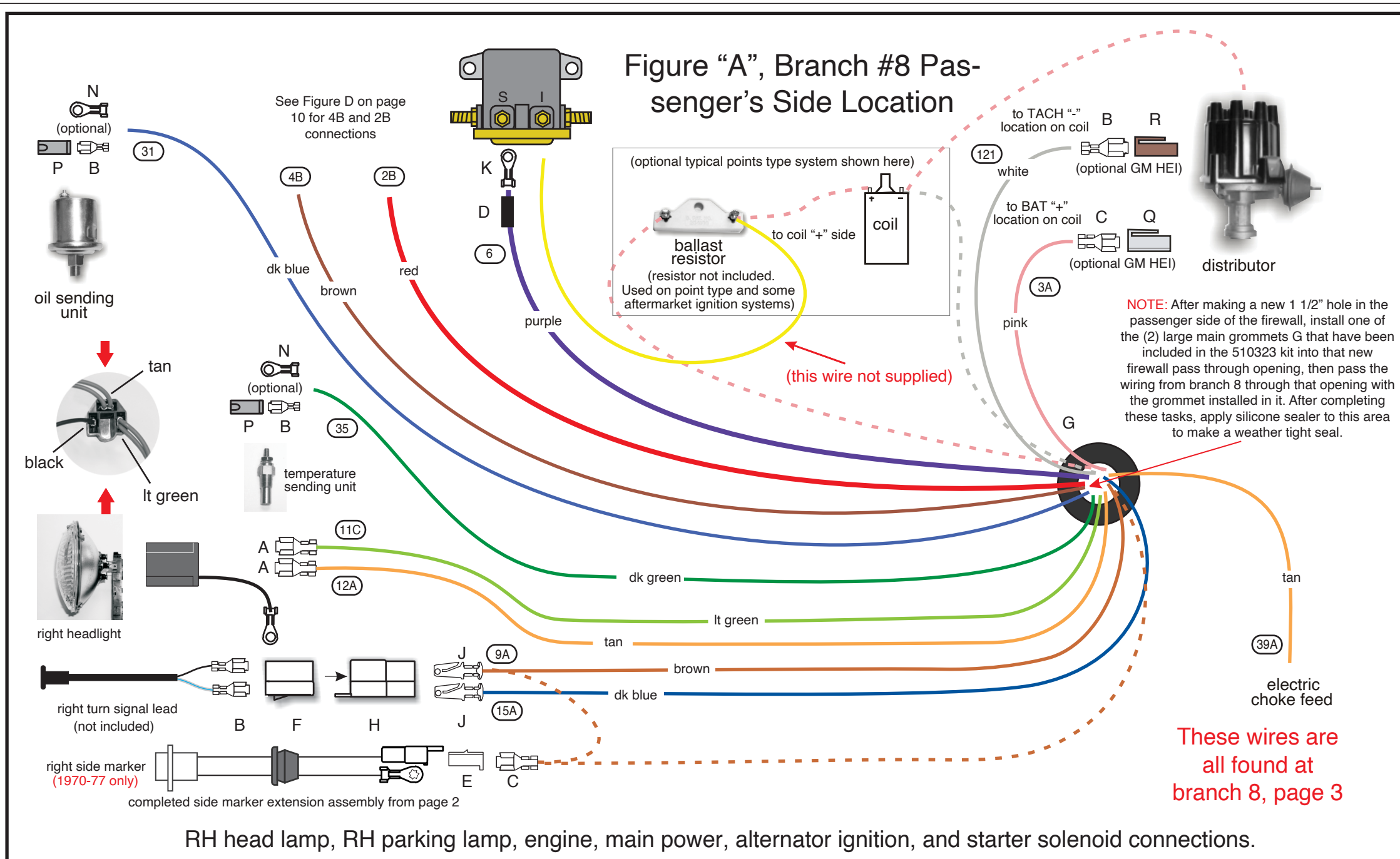


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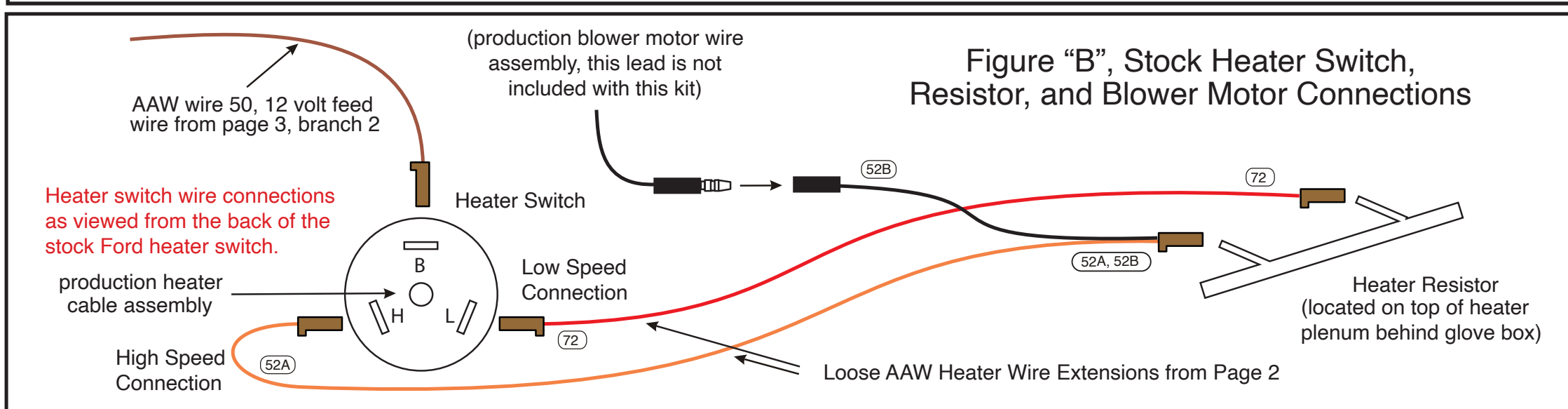
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NOTE: The terminals and connectors listed on this page and denoted with **UPPER CASE LETTERS** to help you complete the various connections to your lamps, engine connections, switches, etc. can be found in your loose piece clamp, grommet, and parts kit, P/N 510323.

The identifications, colors, and functions for all of the wires listed in "Figures A and B" on this page can be found on page 3, branch 2 and branch 8 of this main instruction set (9270069). AAW suggests and recommends using pages 3 and 9 to complete the installation of the forward lamp, engine, alternator ignition, starter solenoid, and heater connections.

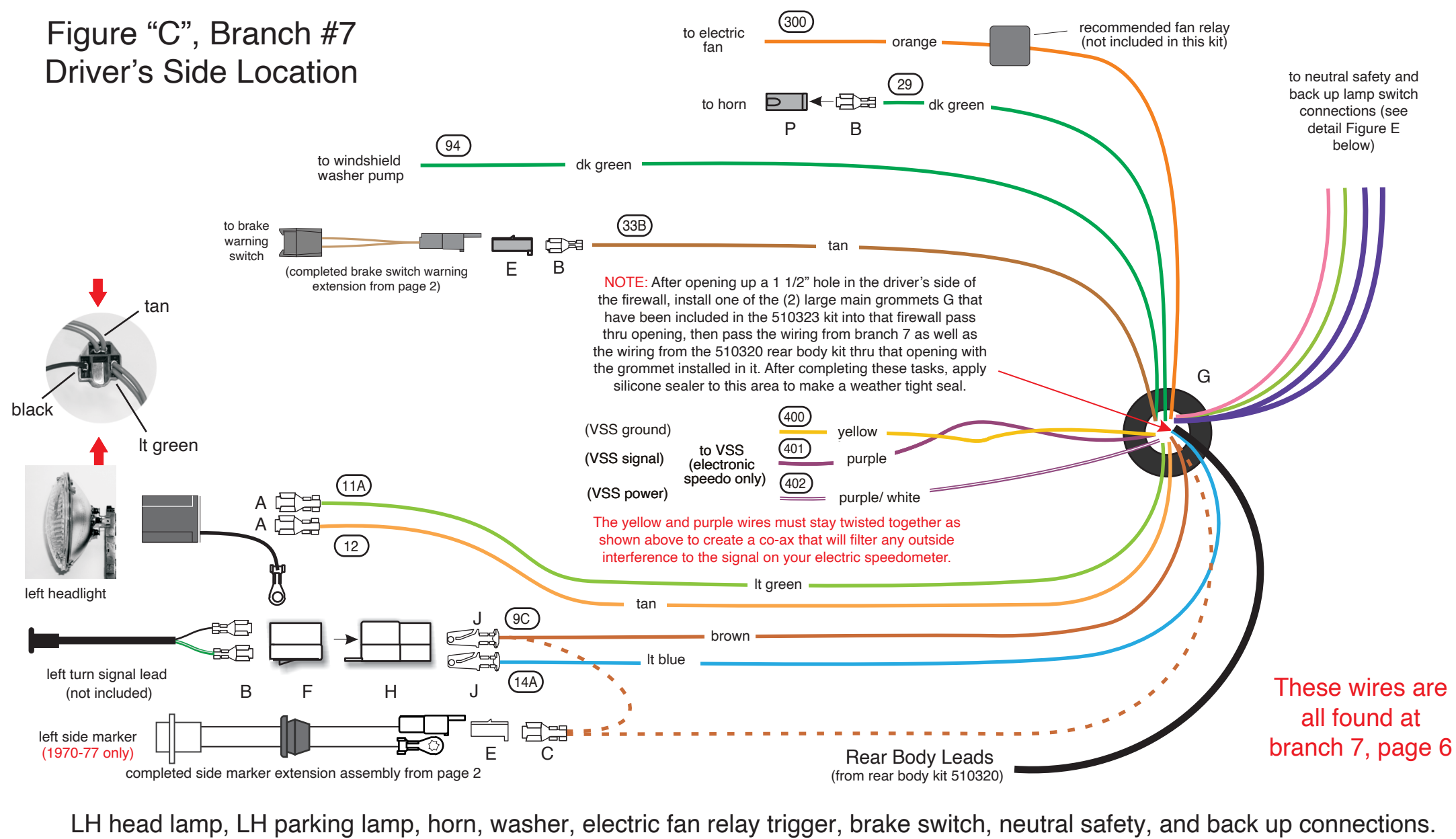
This AAW kit is engineered to work with most after-market manufacturer's heating and air conditioning systems. As such, we have provided a keyed 12-volt feed to use as the "OFF / ON" (AAW brown 50 wire) power source for whatever system you choose to purchase. The manufacturer will supply you with a harness 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 on to your blower motor. See "Figure B" below for complete installation instructions.



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Figure “C”, Branch #7
Driver’s Side Location



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, horn, brake warning switch, electric fan, back up and neutral safety switch, washer pump, etc. can be found in your loose piece clamp, grommet, and parts kit, P/N 510323. 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 6, branch 7, and page 3, branch 8 of this main instruction set (92970069). AAW suggests and recommends using pages 3, 7, and 10 to complete the installation of the forward lamp, horn, brake warning switch, electric fan, neutral safety and back up switch, washer pump, and alternator power 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 Ford Gen III (AAW p/n 500802), GM “SI”, or 1 wire type alternators as good choices to use. Adapters to complete the connection to these style alternators may be purchased separately if needed. Contact AAW for your needs.

Figure “D”
Main Power and
Alternator Wiring

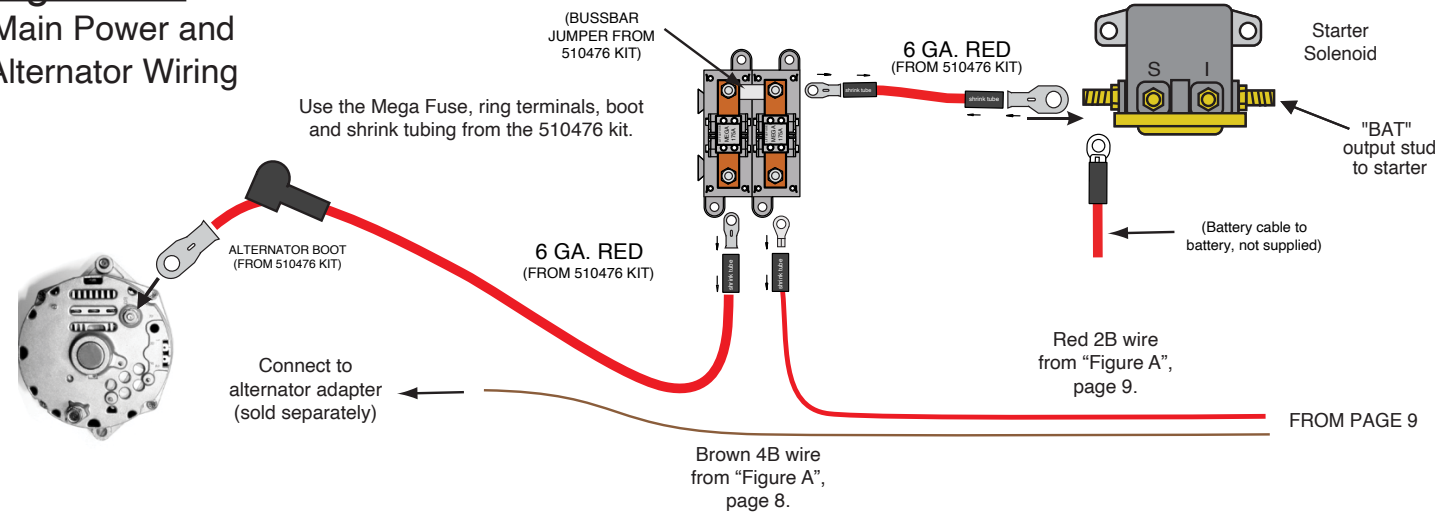
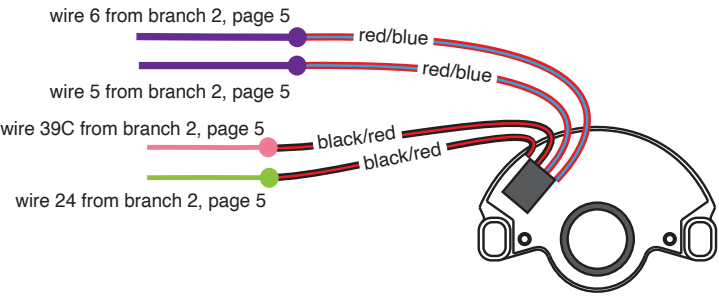


Figure “E”
Shown is a typical NSS
and Back Up Switch.



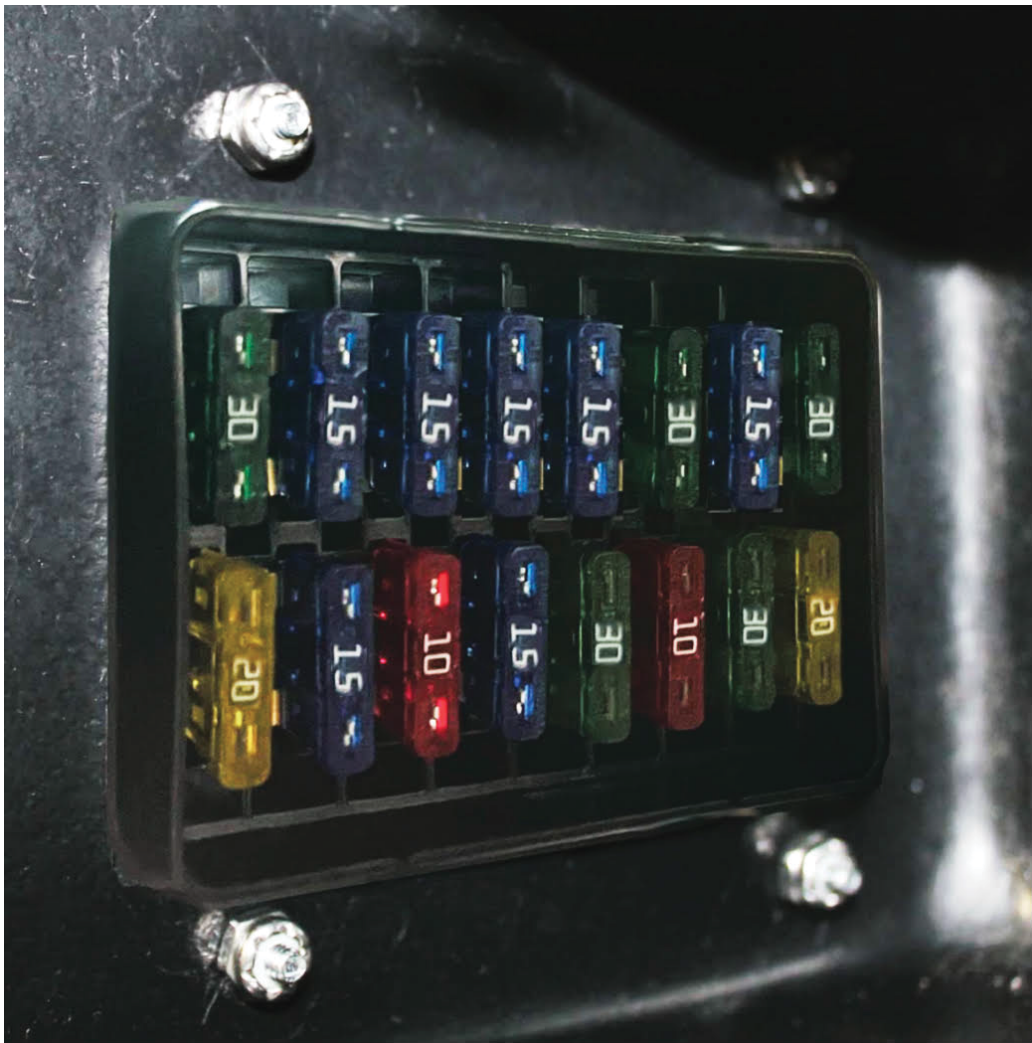
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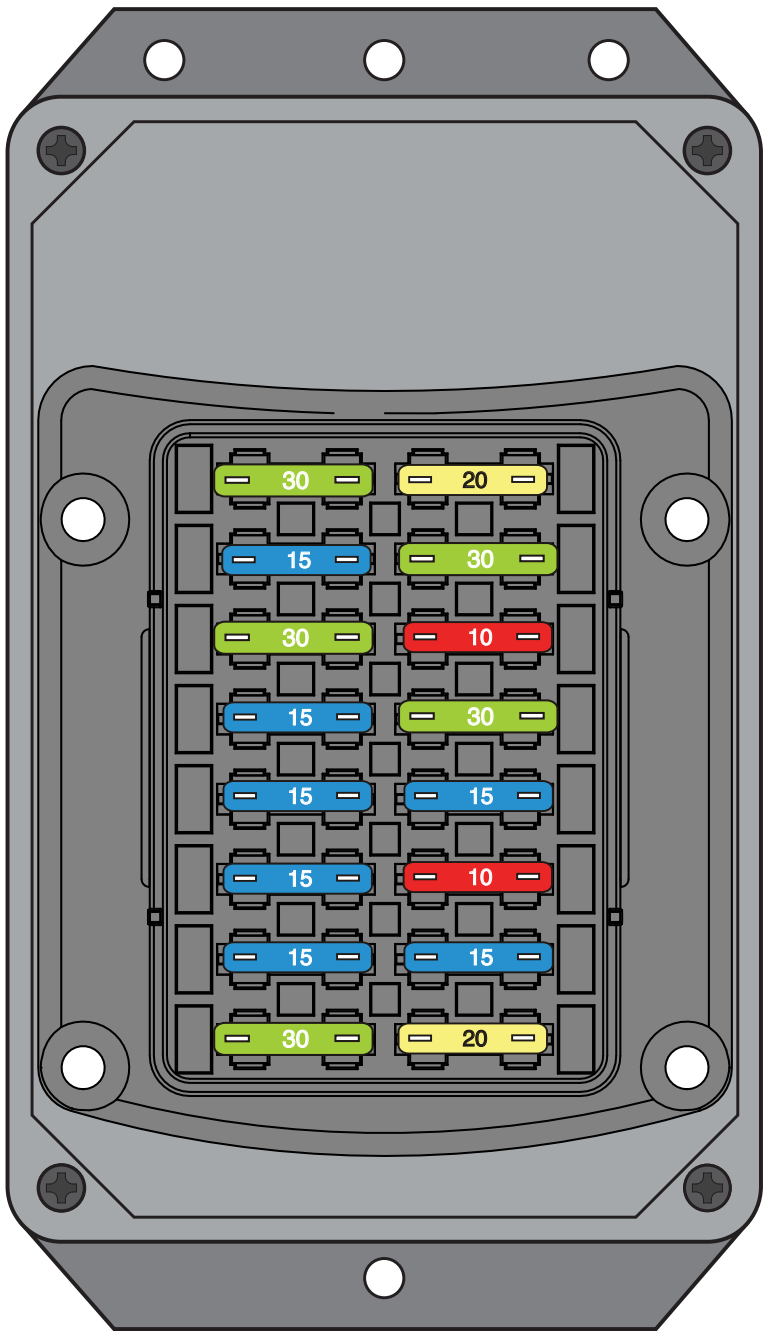
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FUSEBOX MOUNTING LOCATION
ON THE LH INSIDE OF THE GLOVE BOX



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 label on inside of Fuse Box lid



NOTE: On this page, you will find a photograph of the completed fusebox and dash harness assembly as it would install in your vehicle. This harness cannot be used with the stock dash speaker as the new AAW fuse panel installs in the same location as the stock radio speaker does. You will need to purchase a new plastic glove box liner assembly that does not have a stock fusebox hole in it to mount the new AAW harness into your vehicle. A template (92970085) to modify the new glove box assembly has been included with this kit. We have provided 4 attaching nuts for you to affix the fuse-box to the inside of the glove box. They can be found in the 510318 loose piece dash kit. With the new fuse panel assembly mounted inside the glove box liner, the main bundle or trunk of the new AAW dash harness assembly should be heading toward the firewall away from the front of the dashboard assembly.



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Before you begin:

Read the entire instruction sheet before starting. Ensure all components are present. If anything is missing, stop and contact American Autowire at 856-933-0801. Always disconnect the negative battery cable before beginning installation.

Fuse Block Mounting and Assembly:

- Choose a mounting location close to the battery power source, under the hood, and secure the fuse block using mounting screws (not included) of your choice.
 - Ensure both the 12 ft. 6Ga. charging wire and the 10Ga. main power feed can reach this location. The 6Ga. charging wire will need to connect to the alternator, the megafuse block, and the starter/battery junction.
- Detach the fuse block cover and remove the factory-installed nuts and lock washers from the studs.
- Place the busbar jumper (Item “D”) across the designated studs.
 - Important: The jumper must be installed on the side that connects to your main power source (starter solenoid or battery junction).
- Install one 175A megafuse (Item “C”) onto each fuse position in the block.
- Reinstall the nuts and lock washers loose over the jumper and fuses.

Battery Feed Wiring:

Route the 6Ga. Charge Wire (Item “A”) from the mounted Megafuse Block (Item “B”) to the battery stud on the starter solenoid, or a similar battery junction, under the hood and cut to length. Cut the 3/8” Shrink Tubing into 1 inch lengths. Slide one of these smaller lengths over each end of the charge wire.

- At the starter end:** Crimp and solder a 6Ga. Starter Ring Terminal (Item “G”) and then insulate the crimp with the previously installed shrink tube. Secure the newly crimped end to the battery stud on the starter solenoid or battery junction.
- At the megafuse block end:** Crimp and solder a 6Ga. Megafuse Ring Terminal (Item “H”) and then insulate the crimp with the previously installed shrink tube. Attach the crimped end to the megafuse block on the **busbar** side of the fuses. Tighten securely.

Alternator Feed Wiring:

Route the remaining length of the 6Ga. Charge Wire (Item “A”) from the mounted Megafuse Block (Item “B”) to the battery stud on the alternator and cut to length. Slide one of the cut, 1 inch lengths of shrink tube (Item “F”) over the end of the charge wire closest to the megafuse block.

- At the alternator end:** Slide the Alternator Boot (Item “E”) on the end of the wire. Crimp and solder a 6Ga. Alternator Ring Terminal (Item “J”) and secure the newly crimped end to the battery stud on the alternator.
- At the megafuse block end:** Crimp and solder a 6Ga. Megafuse Ring Terminal (Item “H”) and then insulate the crimp with the previously installed shrink tube. Attach the crimped end to a fuse stud on the **side opposite the busbar**. Tighten securely.

Panel Feed Wiring:

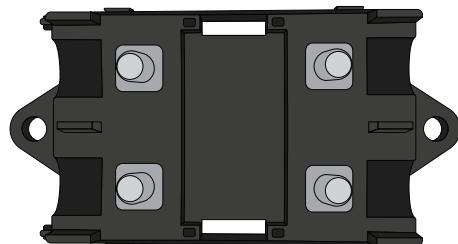
Locate the 10Ga. “12V Battery Feed” wire from the engine or panel subkit, route it to the Megafuse block, cut to length, and slide a piece of the cut shrink tubing (Item “F”) over the cut end. Crimp and solder a 10 GA. megafuse ring terminal (Item “K”) on the end and insulate the crimp with the shrink tubing. Attach to the remaining open fuse stud on the side **opposite the busbar**. Tighten securely.

Parts Legend:

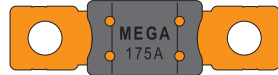
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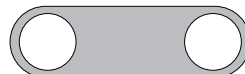
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C



D



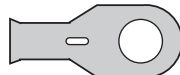
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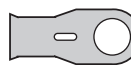
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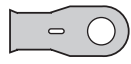
G



H



J



K



bag

Z

6 Gauge Charge Wire - QTY (1)
(144.0" Length)

Megafuse Block - QTY (1)
(Lid not shown)

175A Megafuse - QTY (2)

Megafuse Block Busbar - QTY (1)

Alternator Boot - QTY (1)

3/8" Shrink Tubing - QTY (1)
(8.0" Length)

6Ga. Starter Ring Terminal - QTY (2)
Fits 3/8" Stud

6Ga. Megafuse Ring Terminal - QTY (3)
Fits 5/16" Stud

6Ga. Alternator Ring Terminal - QTY (2)
Fits 1/4" Stud

10Ga. Megafuse Ring Terminal - QTY (2)
Fits 5/16" Stud



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Alternator and Main Power
Connection Kit

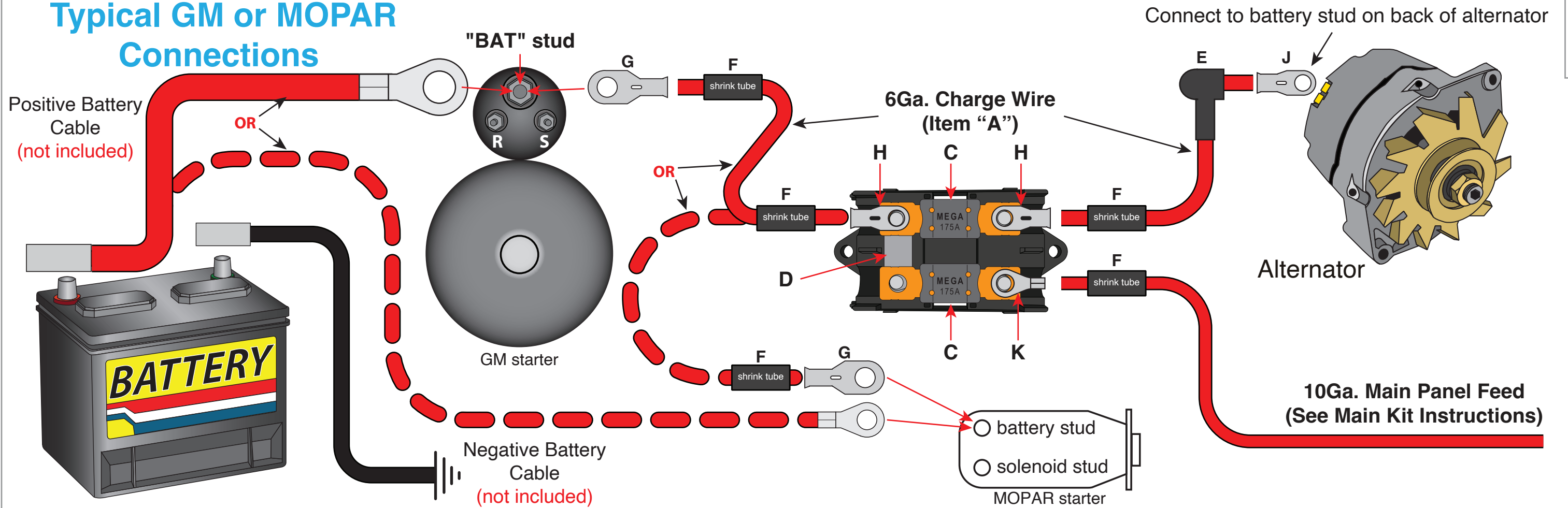
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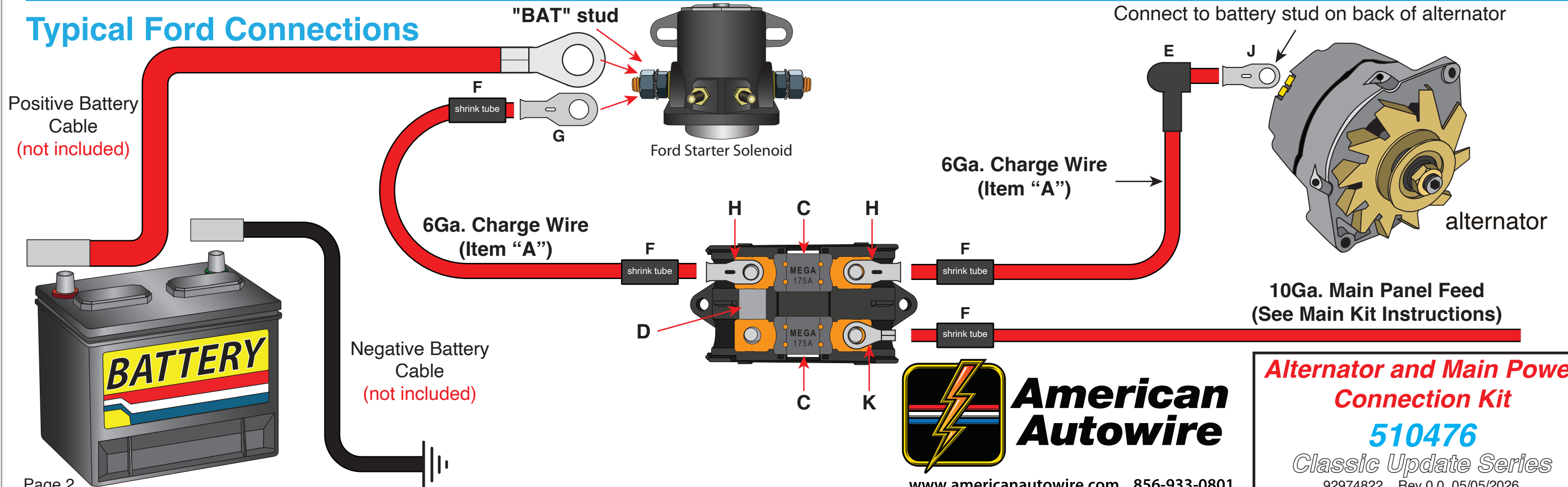
92974822 Rev 0.0 05/05/2026

Typical GM or MOPAR Connections

ag
Z



Typical Ford Connections



If you are using the stock gauges and warning lamps, refer to the diagram on sheet 2 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 5 as noted on page 5 of the main kit (510317) instructions. Connection C will only be used in the event that you are using an electric speedometer.

Note: 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.

CONNECTOR A:

BROWN	Accessory Feed	Connect this wire to the constant voltage unit (not included) for FACTORY gauges. Use the remaining wire to connect to the fuel, oil, and temperature gauges as shown on sheet 2. (NOTE: Remove this wire if using aftermarket gauges)
PINK	12v ignition (loose wire)	Use this ignition feed for any aftermarket gauges installed in the vehicle. Plug this loose wire into Connector A maintaining color continuity with the mating connector on your dash harness and connect to the aftermarket gauges per their instructions.
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.

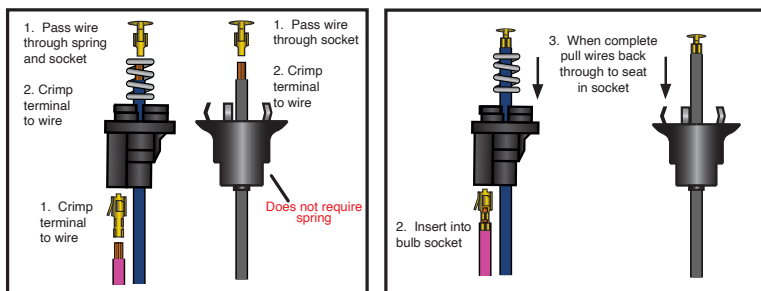
CONNECTOR B:

DK BLUE	Right Turn Indicator	Install components shown on sheet 2, and plug into the right turn hole in the cluster.
LT BLUE	Left Turn Indicator	Install components shown on sheet 2, and plug into the left turn hole in the cluster.
LT GREEN	Hi Beam Indicator Lamp	Install components shown on sheet 2, and plug into the high beam indicator hole in the cluster.
DK BLUE	Oil Gauge	Install components shown on sheet 2, and attach onto the oil gauge sender stud where your original white w/ red stripe wire attached.
DK GREEN stripe	Temp Gauge	Install components shown on sheet 2, and attach onto the temperature gauge sender stud where your original red w/ white wire attached.
TAN	Fuel Gauge	Install components shown on sheet 2, and attach onto the fuel gauge sender stud where your original orange wire attached.
WHITE	Tach (loose wire)	If your truck is equipped with an aftermarket 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 3):

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 sheet 3 for wire descriptions and typical connections.

How to install lamp sockets and lamp socket terminals:



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Classic Update Series
INSTRUMENT
CLUSTER KIT

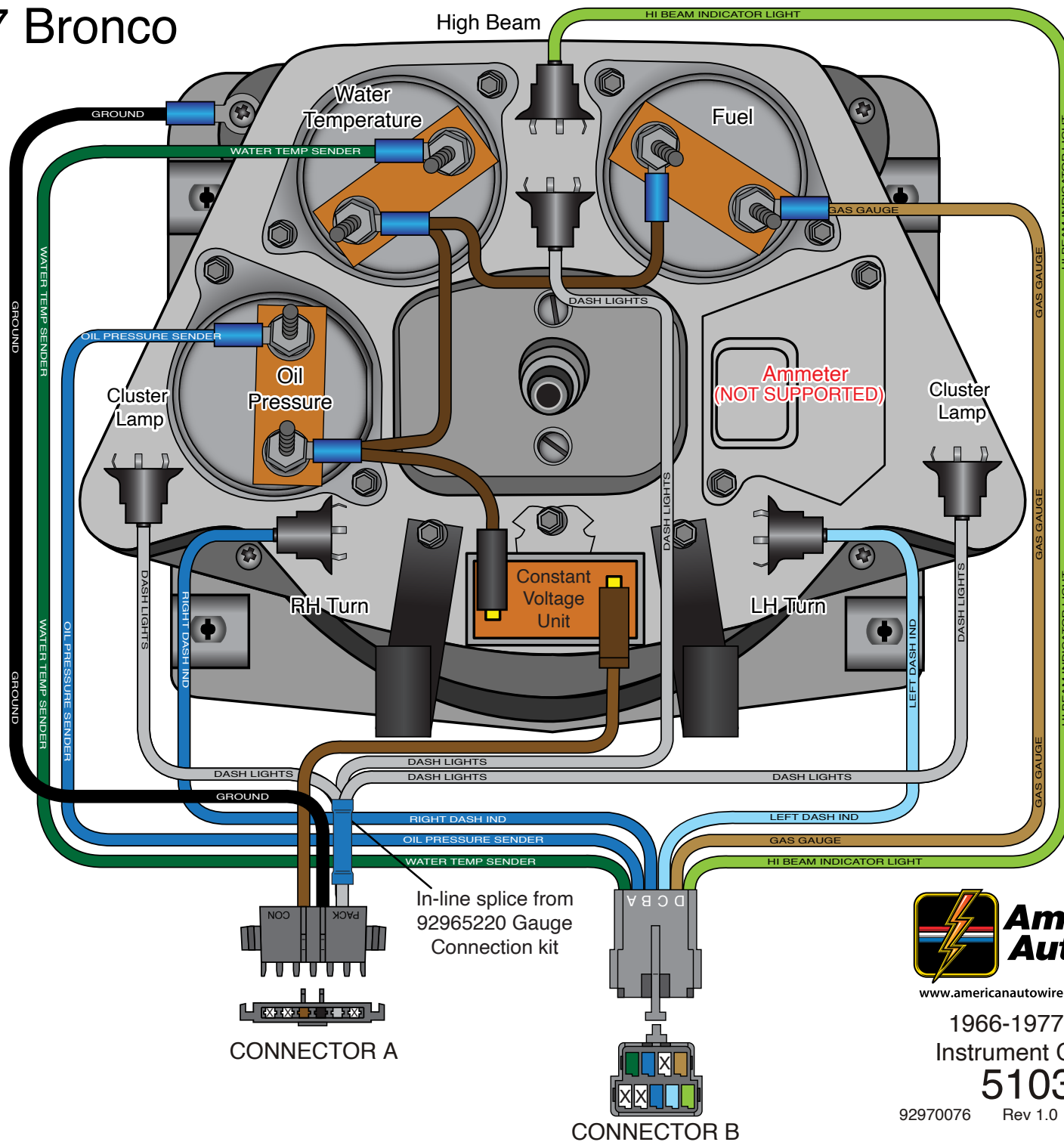
bag
H

66-77 FORD BRONCO

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1966-77 Bronco



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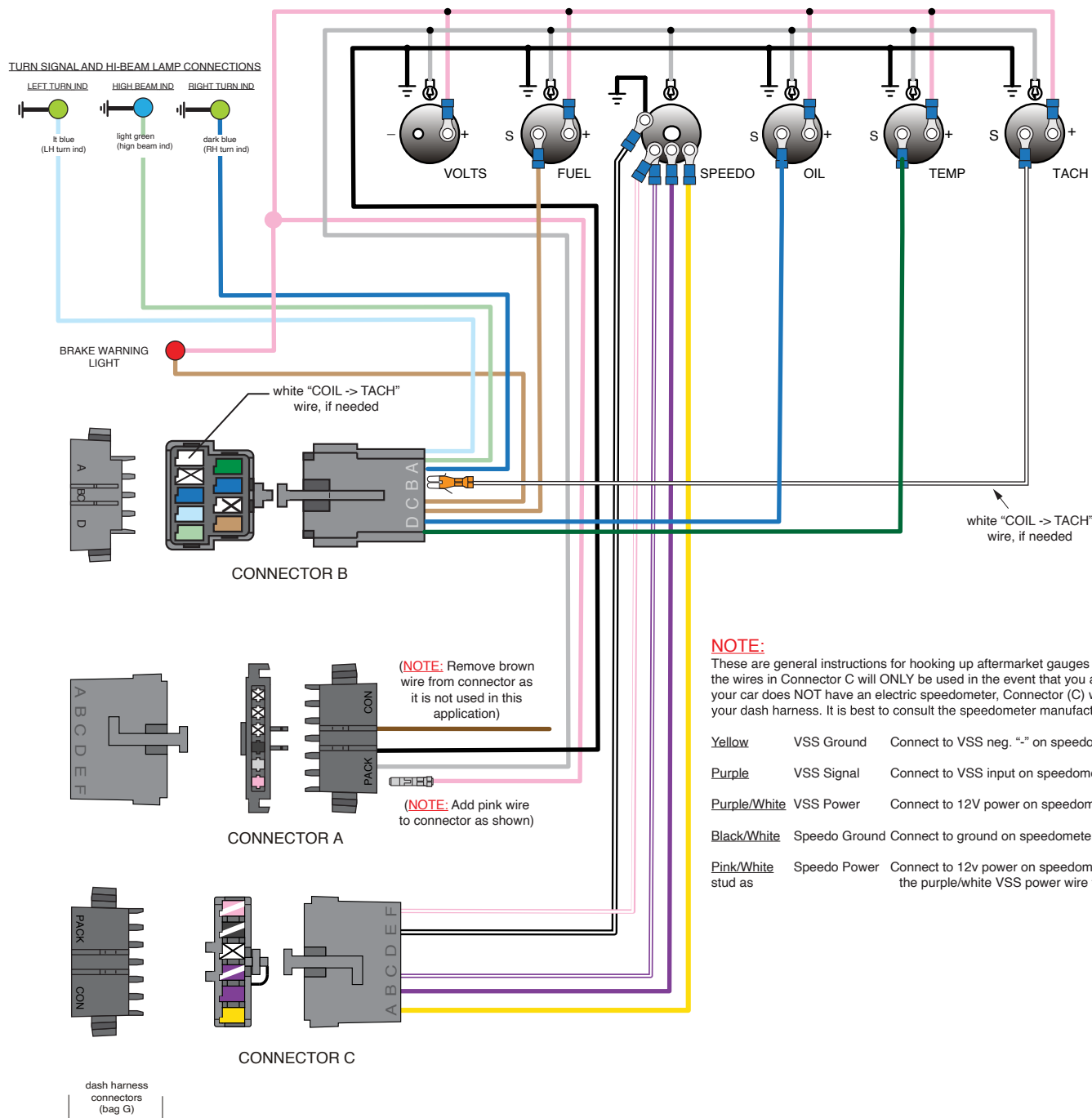
www.americanautowire.com 856-933-0801

1966-1977 Bronco
Instrument Cluster Kit

510319

92970076 Rev 1.0 JDM 02/14/2023

Gauge Cluster harness (aftermarket gauges) installation instructions:



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1966-1977 Bronco
Instrument Cluster Kit
510319

92970076 Rev 1.0 JDM 02/14/2023

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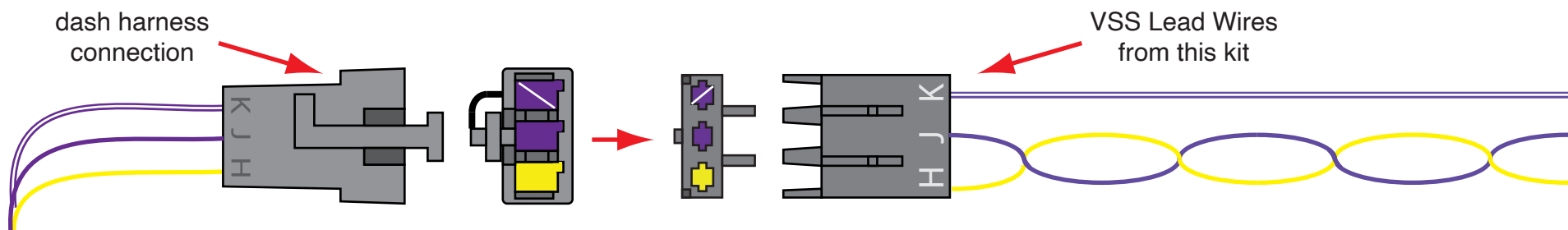
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1966-1977 Bronco
Instrument Cluster Kit

510319

92970076 Rev 1.0 JDM 02/14/2023

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:

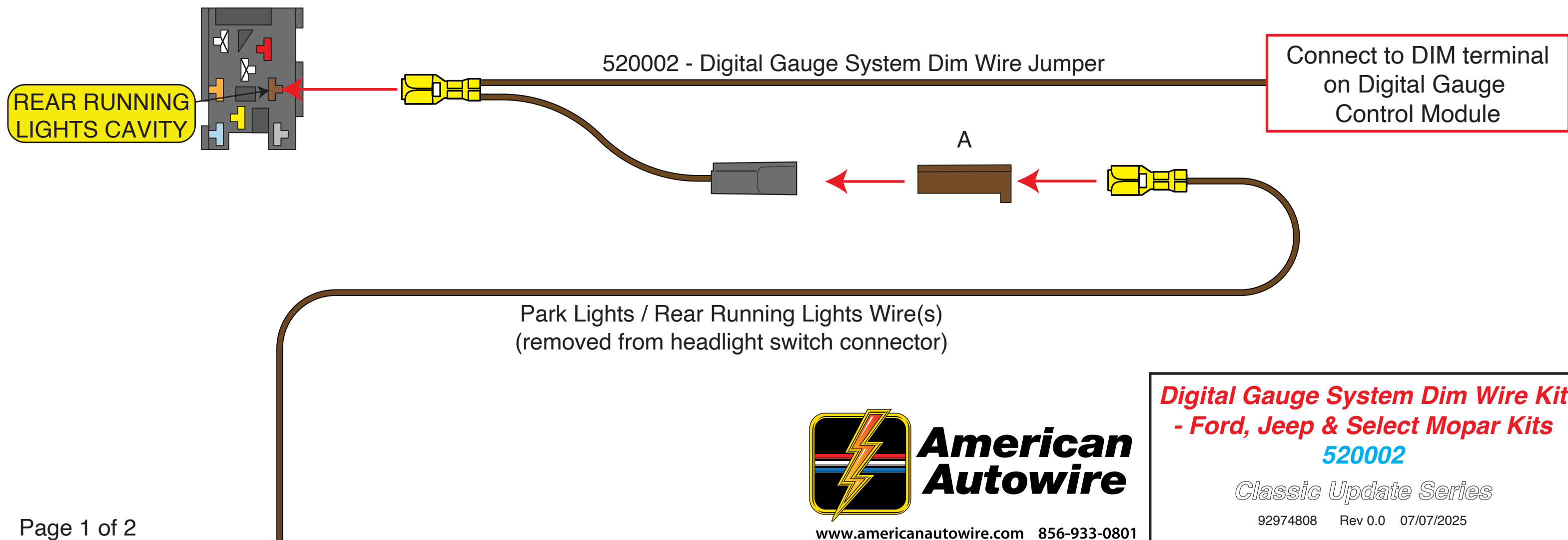
Take the pre-terminated end of the dim wire jumper, which includes two wires in one terminal, and insert it into the now vacant cavity of the headlight switch connector (where the “PARK LIGHTS” / “REAR RUNNING LIGHTS” wire(s) have been removed).

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:

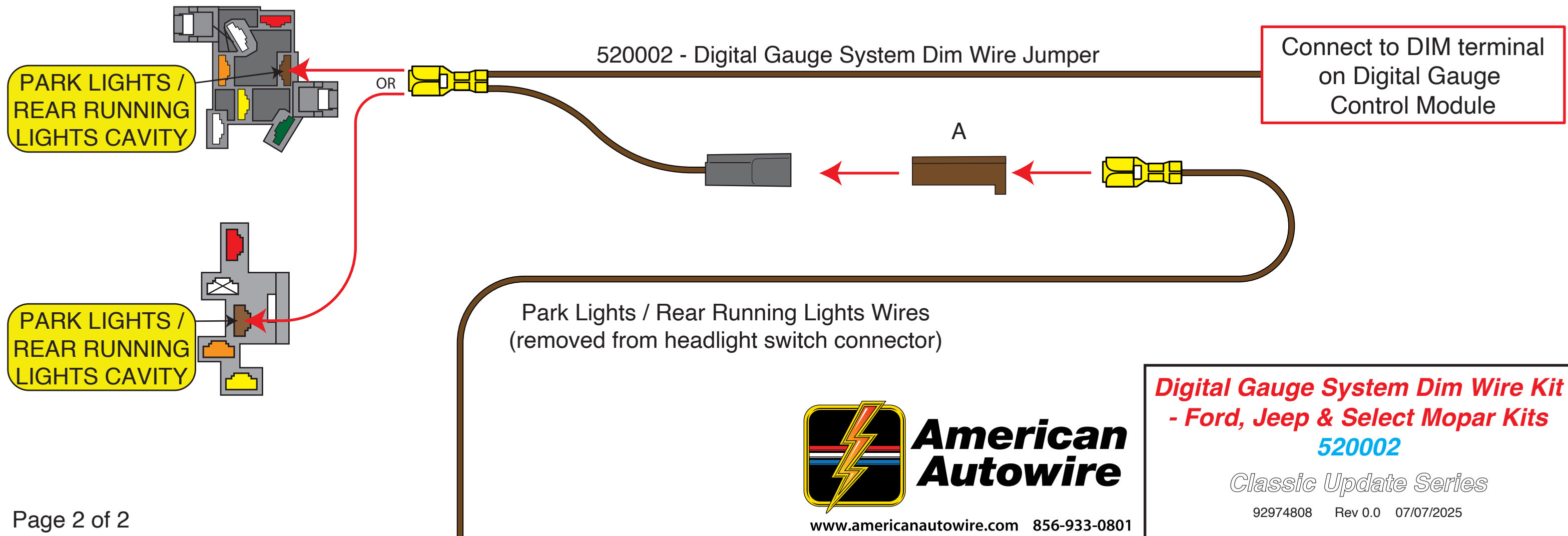
Take the pre-terminated end of the dim wire jumper, which includes two wires in one terminal, and insert it into the now vacant cavity of the headlight switch connector (where the “PARK LIGHTS” / “REAR RUNNING LIGHTS” wire(s) have been removed).

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

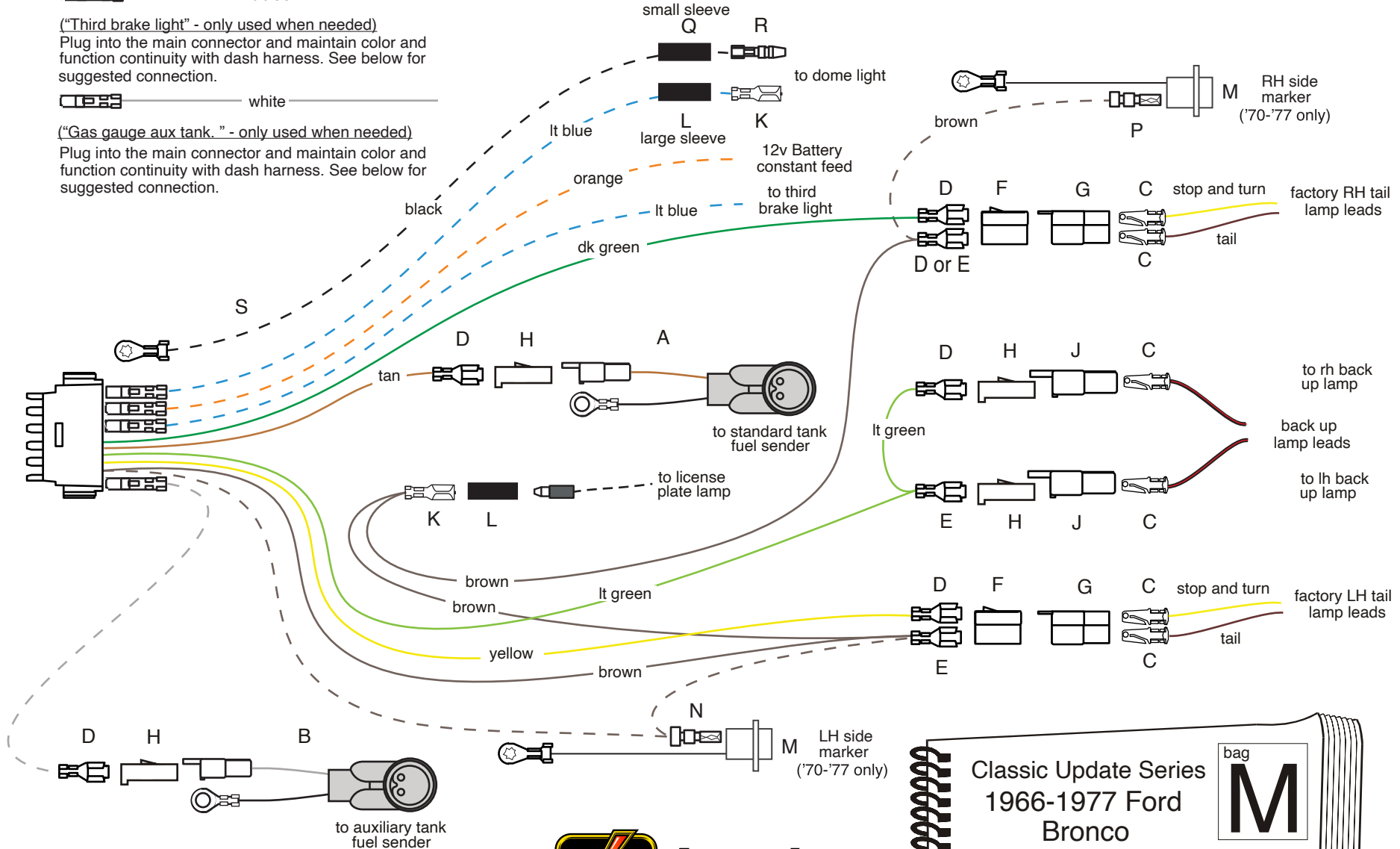
("Third brake light" - only used when needed)
Plug into the main connector and maintain color and function continuity with dash harness. See below for suggested connection.

 white

("Gas gauge aux tank." - only used when needed)
Plug into the main connector and maintain color and function 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.



1966-1977 Ford Bronco



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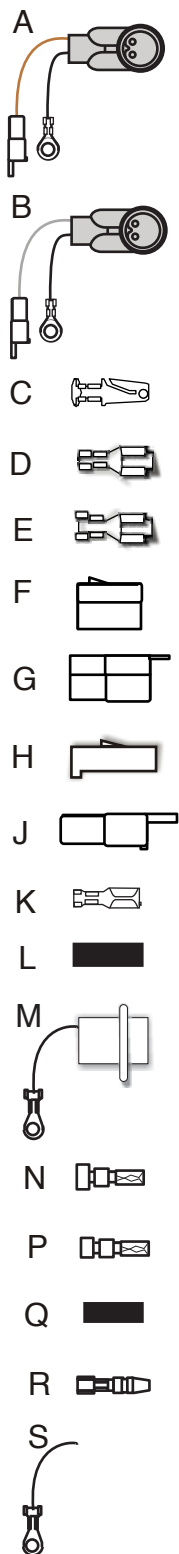
Classic Update Series
1966-1977 Ford
Bronco

bag
M

REAR BODY KIT

510320

92970080 instruction rev 0.0 5/25/2012



1966-1977 Ford Bronco

NOTE: We have provided you with 2 new factory reproduction rear body inner panel pass through grommets which are located in the loose piece kit contained inside this rear body harness kit (510320). We suggest that before you install any of the new wiring from this rear body kit, that you remove the old grommets from the inner rear tail lamp area of your truck and replace them with the new ones included in this kit to ensure that the wires do not get chaffed when passing them through the inner LH and RH openings inside of the body.

Connect this main connector to the mating connector on the dash harness 510318, bag G. Route the tail lamp, back up lamp, and fuel tank wires out through the LH grommet and hole in the firewall, down the firewall, and to the back of the truck along the inner side of the driver's frame rail.

LIGHT BLUE Third Brake Light Plug this loose wire into the main connector maintaining color and function continuity with the dash harness (510318), then connect the other end to the third brake lamp if so equipped.

NOTE: You have been provided with molded fuel tank sending unit extensions for both the main (item A) and auxiliary (item B) fuel tanks which are fully terminated and are ready for installation. Once you have completed the routing and termination of the tan and white (if you have a second tank) fuel tank wires below, plug these extensions A and B onto the tan and white wires per the instructions to complete your fuel tank sender circuits.

TAN Gas Gauge Route this wire to the main fuel tank sending unit, cut to length, install terminal D, plug into connector H as shown on sheet 1, and plug into the tan fuel tank sender extension A from above. Install the completed tan fuel tank sender extension A onto the sender of the main tank and then ground the ring terminal on the black wire of the tan fuel tank extension A to the frame to complete the main fuel tank sender connection.

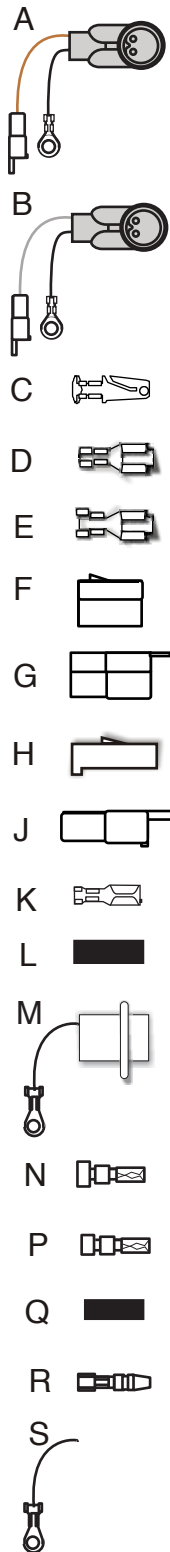
WHITE Gas Gauge Aux Tank If your truck has an auxiliary fuel tank, plug this loose wire into the main connector maintaining color and function continuity with the dash harness (510318), route the wire to the auxiliary fuel tank sending unit, cut to length, install terminal D, plug into connector H as shown on sheet 1, and plug into the white fuel tank sender extension B from above. Install the completed white fuel tank sender extension B onto the sender of the auxiliary tank and then ground the ring terminal on the black wire of the white fuel tank extension B to the frame to complete the auxiliary fuel tank sender connection.

NOTE: There are 2 different ways to connect the brown wires. The 1966-69 Broncos did not use side marker lamps, whereas the 1970-77 Broncos did use side marker lamps. We have provided 2 side marker lamp pigtails M with ground wire and ring terminal fully terminated that are ready for installation. Please take note of your application and connect the brown wires accordingly.

BROWN Running Lamps **(1966-69 Bronco without side marker lamps)** Route this wire to the LH tail lamp area, cut to length, double this wire with the cut off portion, install terminal E and plug into connector F in the location shown on sheet 1. Route the loose end of this brown wire to the license lamp area, cut to length, double this wire with the cut off portion, install terminal K and slide rubber sleeve L back over terminal K as shown on sheet 1. Route the loose end of this brown wire to the RH tail lamp area, cut to length, install terminal D and plug into connector F in the location shown on sheet 1.

(1970-77 Bronco with side marker lamps) Route this wire to the LH side marker lamp area, cut to length, double this wire with the cut off portion, install terminal N and plug into into the empty cavity of one of the side marker pigtails M shown on sheet 1. Route the loose end of this wire to the LH tail lamp area, cut to length, double this wire with the cut off portion, install terminal E and plug into connector F in the location shown on sheet 1. Route the loose end of this brown wire to the license lamp area, cut to length, double this wire with the cut off portion, install terminal K and slide rubber sleeve L back over terminal K as shown on sheet 1. Route the loose end of this brown wire to the RH tail lamp area, cut to length, install terminal E and plug into connector F in the location shown on sheet 1. Route the loose end of this brown wire to the RH side marker lamp area, cut to length, install terminal P and plug into into the empty cavity of the other side marker pigtail M shown on sheet 1.

1966-1977 Ford Bronco



YELLOW

LH Stop / Tail

DK GREEN

RH Stop / Tail

LIGHT GREEN

Back Up Lamp Feed

LIGHT BLUE

12V Courtesy Switched

BLACK

Ground

ORANGE

12 Volt Battery Fused

Route this wire to the LH tail lamp area, cut to length, install terminal D and plug into the empty cavity of connector F as shown on sheet 1. Terminals C and connector G 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.

Route this wire to the RH tail lamp area, cut to length, install terminal D and plug into the empty cavity of connector F as shown on sheet 1. Terminals C and connector G 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.

Route this wire to the LH back up lamp area, cut to length, double this wire with the cut off portion, install terminal E, and plug into connector H as shown on sheet 1. Route the loose end of this light green wire over to the RH back up lamp area, cut to length, install terminal D, and plug into connector H as shown on sheet 1. Terminals C and connectors J have been provided for you to crimp onto your back up lamp leads to complete the connection to the LH and RH assemblies.

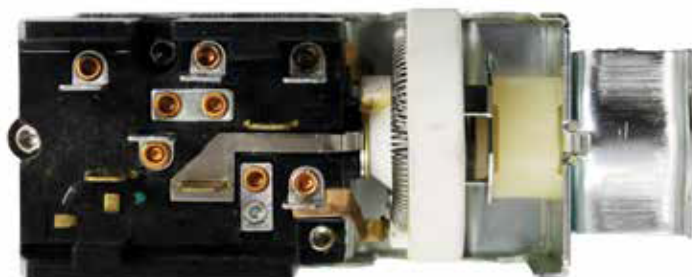
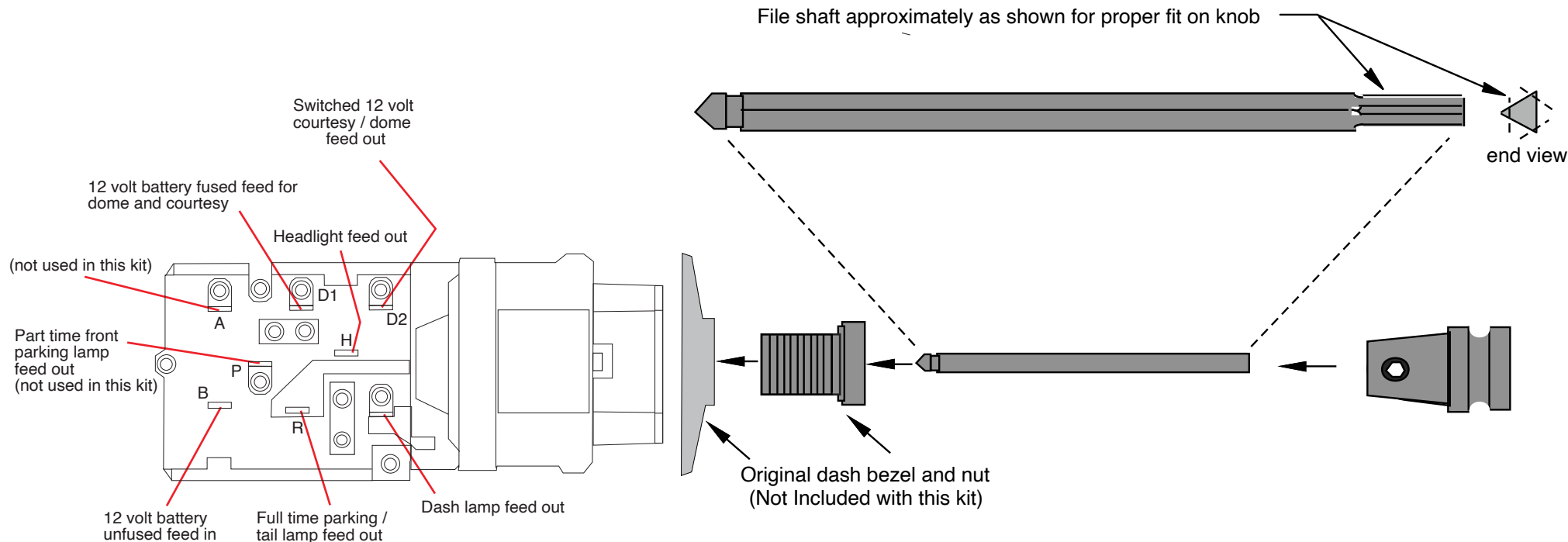
NOTE: The 66 through 74 Broncos had a dome lamp that was grounded through the dome lamp housing which did not require a separate ground wire. The 75 through 77 Broncos did require a separate ground wire. We have provided you with a switched 12v feed wire (light blue) which will be used in either application. We have also provided a separate black ground wire for use with the 74 through 77 Broncos only. Please follow the dome lamp connections that apply to your application as outlined below and in the drawing on sheet 1.

(These directions apply to both the 66-74 and 75-77 applications). If your truck utilizes a dome lamp assembly, plug this loose wire into the main connector maintaining color and function continuity with the dash harness (510318), then route this wire up through the windshield frame to the dome lamp unit. If you are using the aftermarket unit that mounts in the back of the truck, you will have to route this wire to the back of the truck as well. Cut the wire to length, slide the larger rubber sleeve L onto the wire, crimp terminal K onto the wire and slide the rubber sleeve back over the terminal to protect the terminal from shorting out against any sheet metal. Install the completed wire assembly onto the dome lamp unit. If your truck is a 66-74 model, your dome lamp circuit is now completed. (This is your dome lamp 12 volt feed wire). If your truck is a 75-77 model, continue onto the next step with the black ground wire.

(These directions apply to 75-77 applications only, as the 66-74 dome lamp assembly typically has a ground wire attached to it, or is self grounding, so this wire is not used in those applications). If your truck utilizes a dome lamp assembly, route the loose end of wire S up through the windshield frame to the dome lamp unit. If you are using the aftermarket unit that mounts in the back of the truck, you will have to route this wire to the back of the truck as well. Cut the wire to length, slide the smaller rubber sleeve Q onto the wire, then crimp terminal R onto the wire. Slide the rubber sleeve up to the bottom of the terminal so that the bullet end is left exposed. Install this end of your completed wire assembly onto the dome lamp unit assembly pigtail. Attach the other end of this wire (with the ring terminal on it) that comes out the bottom of the windshield frame to a known good chassis ground to complete your dome lamp circuit.

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 (510318), route this wire to the LH stop, turn, and tail assembly, attach it to the LH lamp assembly per the manufacturer's instructions, then continue the orange wire on over to the RH stop, turn, and tail assembly and attach it to the RH lamp assembly per the manufacturer's instructions.

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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 #

510321

DESCRIPTION:

Headlight Switch
Various Ford Applications
Classic Update Series

92970084 instruction sheet rev 1.0 7/3/2013



1. Install the new switch into your dash using your original bezel and nut.
2. Attach the knob to the shaft and tighten the locking screw.
3. Plug the wiper connector from branch 3 of the 92970069 instruction set onto the wiper switch assembly now mounted in the dash to complete the switch installation.



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PART #

510322

DESCRIPTION:

Wiper Switch
Classic Update Series

92970087 instruction sheet rev 1.0 7/3/2013



1. Install the new switch into your dash using your original bezel and nut.
2. Attach the knob to the shaft and tighten the locking screw.
3. Plug the wiper connector from branch 3 of the 92970069 instruction set onto the wiper switch assembly now mounted in the dash to complete the switch installation.



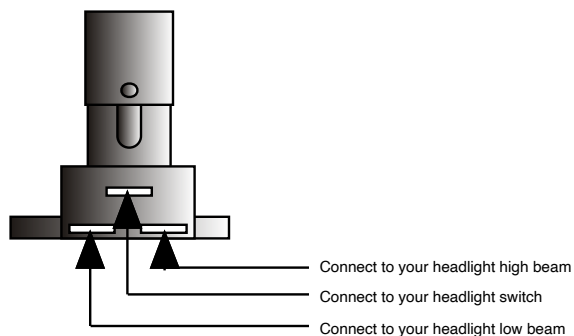
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510322

DESCRIPTION:

Wiper Switch
Classic Update Series

92970087 instruction sheet rev 1.0 7/3/2013



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

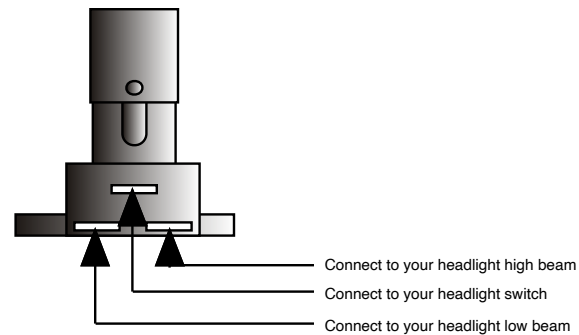
PART #

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