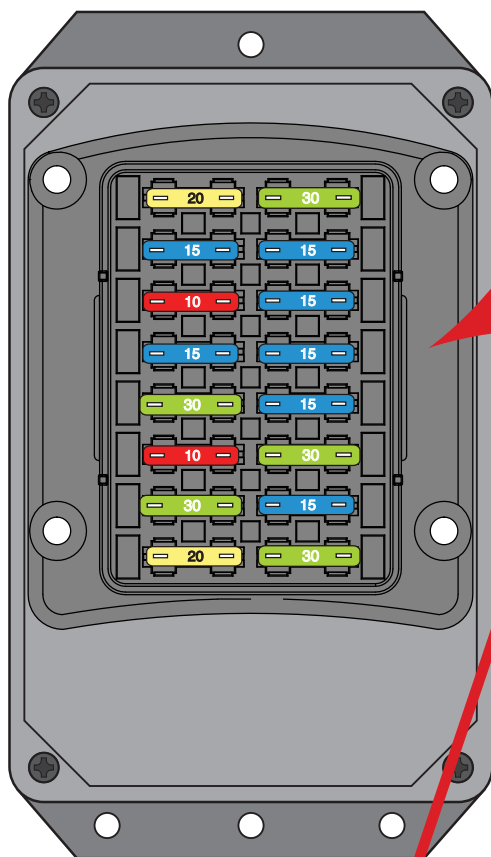
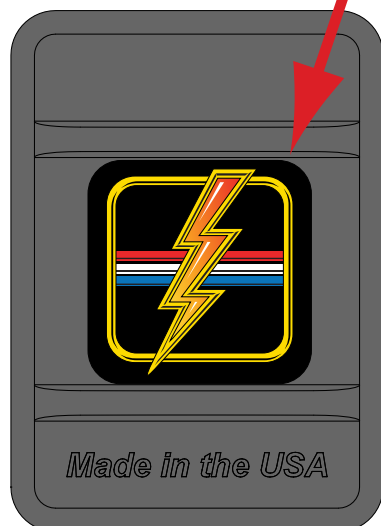


Fuse Box



Fuse Box Lid



NOTE:

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

KIT BOX CONTENTS:

<u>Number</u>	<u>Description</u>
510476	Alternator & Main Power Connection Kit
510889	Main Dash Harness Kit w/ AAW Fuse Panel
510263	Rear Body Wiring Kit
510306	Headlight Bucket Wiring Kit
510307	Instrument Cluster Wiring Kit
510730	Vehicle Speed Sensor, VSS, Lead Wires
520002	Digital Gauge System Dim Wire
510905	Front Light Wiring Kit
510906	Engine Wiring Kit
500042	Floor Dimmer Switch
510145	Fuse, Relay & Flasher Kit
510264	Headlight Switch
510309	Ignition Switch
510312	Grommet & Parts Kit
500919	Practice Terminal Kit
92973564	Kit Instruction Sheets
92973603	Warning Page



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Classic Update Kit
1953-56 Ford Truck
510303

92973794 Rev. 1.0 10/21/2025



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

1. This kit should typically be used in a **MODIFIED** application only. It **WILL NOT** support a stock 1953-55 six volt system with a generator. You **MUST** use a voltage reducer if you do choose to utilize your stock 1953-55 six volt dash gauges with this wiring system.
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 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 an 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.
5. If you are using this new AAW kit in a 1953-55 Ford Truck that originally had a 6 volt system, you will find that the threads on your original headlight switch nut are too small in diameter to work with the new AAW 510264 switch included in this kit. You will need to purchase a new 1956 12 volt style replacement nut which is larger in diameter and will fit this new AAW switch and still allow for the use of your stock dash bezel. These are readily available from your favorite truck parts supplier.



510303 - Classic Update Series Kit 1953-56 Ford Truck

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
	510145	Fuse, Relay, and Flasher Kit	1
M	510263	Rear Body Wiring Kit	1
	510264	Headlight Switch	1
G	510889	Dash and Main Harness Kit	1
N	510306	Headlight Bucket Kit	1
H	510307	Dash Cluster Kit	1
J	510905	Front Light Kit	1
K	510906	Engine Kit	1
	510309	Ignition Switch	1
	510312	Grommet, Clamp, and Parts Kit	1
V	510730	VSS Connection Kit	1
Z	510476	Alternator and Main Power Connection kit	1
	520002	Digital Gauge System Dim Wire - Ford Kits	1
	92973564	Instruction Sheet for 510303, 53-56 truck kit	1
	92973603	Warning Sheet	1

Validate the kit contents with this component list. If there are any discrepancies with incorrect or missing parts, stop your installation and notify the supplier you purchased the kit from before proceeding



Classic Update Series

1953 - 1956 Ford Truck

START HERE !

PLEASE READ THIS BEFORE STARTING INSTALLATION !

This wiring kit is designed for ease of installation. Please read the guidelines below, BEFORE STARTING your installation to guarantee a successful job. Use an appropriate crimping tool which folds the wings of the open barrel terminals down into the wire as shown below. ALL TERMINALS THAT YOU INSTALL SHOULD BE PROPERLY SOLDERED. Our factory crimped terminations are installed by GM approved five ton presses, and soldering these terminations is not necessary. 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.



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 installaing your kit. Start with bag letter G, then M, etc. The order of installation is shown below. Use this main instruction sheet, 92969976, to complete the installation process.

G - 510889 Dash Harness Kit
H - 510307 Gauge Cluster Kit
J - 510905 Front Light Kit
K - 510906 Engine Kit
M - 510263 Rear Body Kit
N - 510306 Headlight Bucket Kit
V - 510730 Headlight Bucket 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 1953-1956 Ford truck

p/n 510585

OEM small terminal crimping tool (18-14 gauge)



p/n 510586

OEM large terminal crimping tool (12-8 gauge)



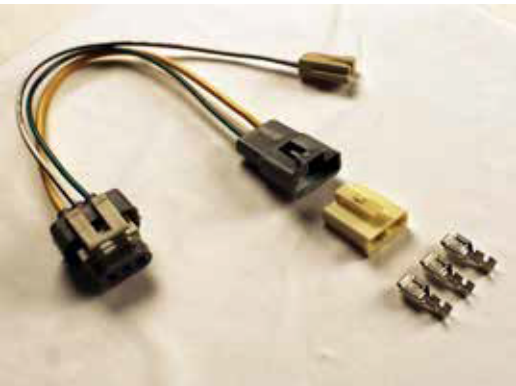
p/n 500918

Ford Duraspark Ignition Harness



p/n 500802

Ford Gen III Alternator Adapter



p/n R0067108

OEM style non-stick harness tape



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1953-56 Ford Truck

Classic Update Series

510303

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Main Fuse Panel Installation Instructions

The Main Fuse Panel harness is designed to be mounted under the dash on the firewall in an area close to the steering column. See page 8 for a photo of the fuse panel as installed in our test truck. 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 7, 8, 9, and 10 for the individual circuit connections.

Circuit Branch 1 - Front Lighting connections

Plug the 510905 Front Light Extension harnesses onto the dash at this location and bring the wires through the firewall as shown on page 9. See page 9, "Figure A" for typical connections. For loose piece terminals and connectors, see kit # 510312.

Procedure

Connect to the horn power terminal. NOTE: If your horn has a separate ground terminal, you must supply the wire for this ground terminal as it is not included in the kit.

Connect to the left front directional lamp socket. If you are using a single front directional light with an 1157 or dual filament bulb, this wire would be connected to the high intensity filament of the LH front parking light.

Connect to the right front directional lamp socket. If you are using a single front directional light with an 1157 or dual filament bulb, this wire would be connected to the high intensity filament of the RH front parking light.

This is the 12 volt ignition feed to be connected to the trigger wire on your electric fan relay.

Connect to both the front park / running light sockets. If you are using a single front directional light with an 1157 or dual filament bulb, this wire would be connected to the low intensity filament of each of the front running lights. An in-line splice of this wire or a double up of this wire at the left front parking lamp will be necessary to accommodate the wiring of both of the front parking lights.

Select the light green Headlight Hi Beam wire (11A) and tan Headlight Low Beam wire (12). Route and connect these wires to the headlights. An in-line splice of these wires or a double up of these wires at the left front headlight then over to the right front headlight will be necessary to accommodate wiring of both of the headlights. Using the supplied terminals and connectors in kit 510265, connect these wires into the headlight ground wire and connector assemblies "A" found on pages 1 and 9. Specific connection and orientation for this process can be found in the diagram on page 9, Figure A.

This wire plugs into the stock horn ground wire coming out the bottom of a stock 1953-1956 Ford column. If you are using a later or aftermarket steering column such as Ididit, this wire will not be used, and the terminal should be cut off or insulated and taped back so it does not reach ground. If it were inadvertently grounded, your horn would blow continuously.

Circuit Branch 1 - Underdash Connections

Dimmer Switch

10	yellow	Dimmer Switch Feed
11A, B	Light Green	Headlight Hi Beam
12	Tan	Headlight Low Beam

Accessory Wire Connector

103	Tan	Fuel Pump
104	Orange	Power Seats
105	Red	Power Locks
100	Red	CB Radio
106	Pink	Power Window
107	Orange	Spare Battery

Ground Lead		
150	Black	Ground

12v Feed from H/L switch

Switched 12v from dimmer to high beam lamps

Switched 12v from dimmer to low beam lamps

Use the provided connector J and terminals as power leads for the following:

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

Attach this wire to a good known chassis ground. (Note: Do not attach this wire with the 151 wire on page 4)

Chassis ground for instrument cluster connections.

Circuit Branch 2 - Engine and Alt. connections

Plug the 510906 Engine Extension harnesses onto the dash at this location and bring the wires through the firewall as shown on page 10. See page 10, "Figures C and D" for typical connections. For loose piece terminals and connectors, see kit # 510312. You will need to install the 25A, 25B, or 121 wires into the 510906 for your application.

Printing Procedure

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

This is your 12 volt switched power source for the distributor. This can be connected directly to the "bat" terminal on a typical HEI distributor, to a ballast resistor as in a points type distributor, or be used as the ignition power source for an 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 (See page 10 for some examples).

Route the red 12V Battery wire (circuit 2B) which is in the Dash Harness, to the Megafuses (see Figure D on page 10) and cut to length. Use ring terminal, shrink tubing from 510476 kit. Connect as shown on page 10.

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.

NOTE: If you are using a one wire alternator, neither the 25A nor the 25B wires will be used, so tape these wires back to the trunk of the harness.

25A	Brown	
25B	Brown	Alternator Ign

This wire is the exciter wire for your GM "SI" alternator / voltage regulator and it has a 10 ohm resistance on it. 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).

31	Dark Blue	Oil Pressure Sender
35	Dark Green	Water Temp Sender
39A	Tan	Electric Choke
121	White	Coil - Tach

Connect to the oil pressure sender.

Connect to the temperature sender.

On carbureted cars, connect to the electric choke terminal.

This can be connected directly to the tach terminal on a typical HEI distributor, to the negative side of the coil, or a tach connection in an aftermarket ignition module such as an MSD module. See the installation instructions for the type of ignition system you are using for specific connection requirements.

VSS Connection: These wires and connector are for use with an aftermarket electric speedometer only. The VSS Lead Wires, 510730, bag V, will plug in here.

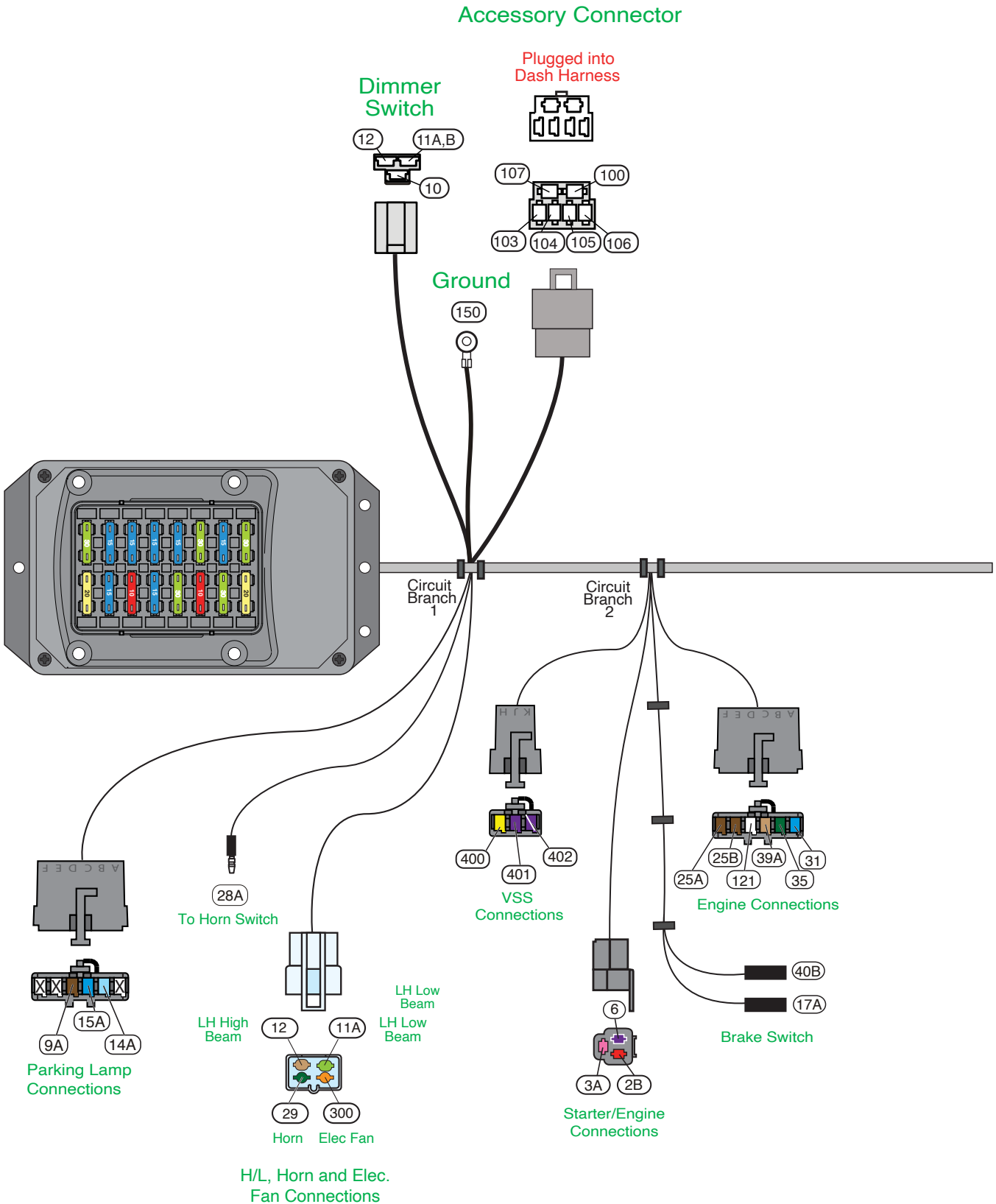
Refer to that instruction sheet for wire functions and additional directions.

Brake Switch Connections

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

Connect to either post on the brake switch.

Connect to the opposite post on the brake switch

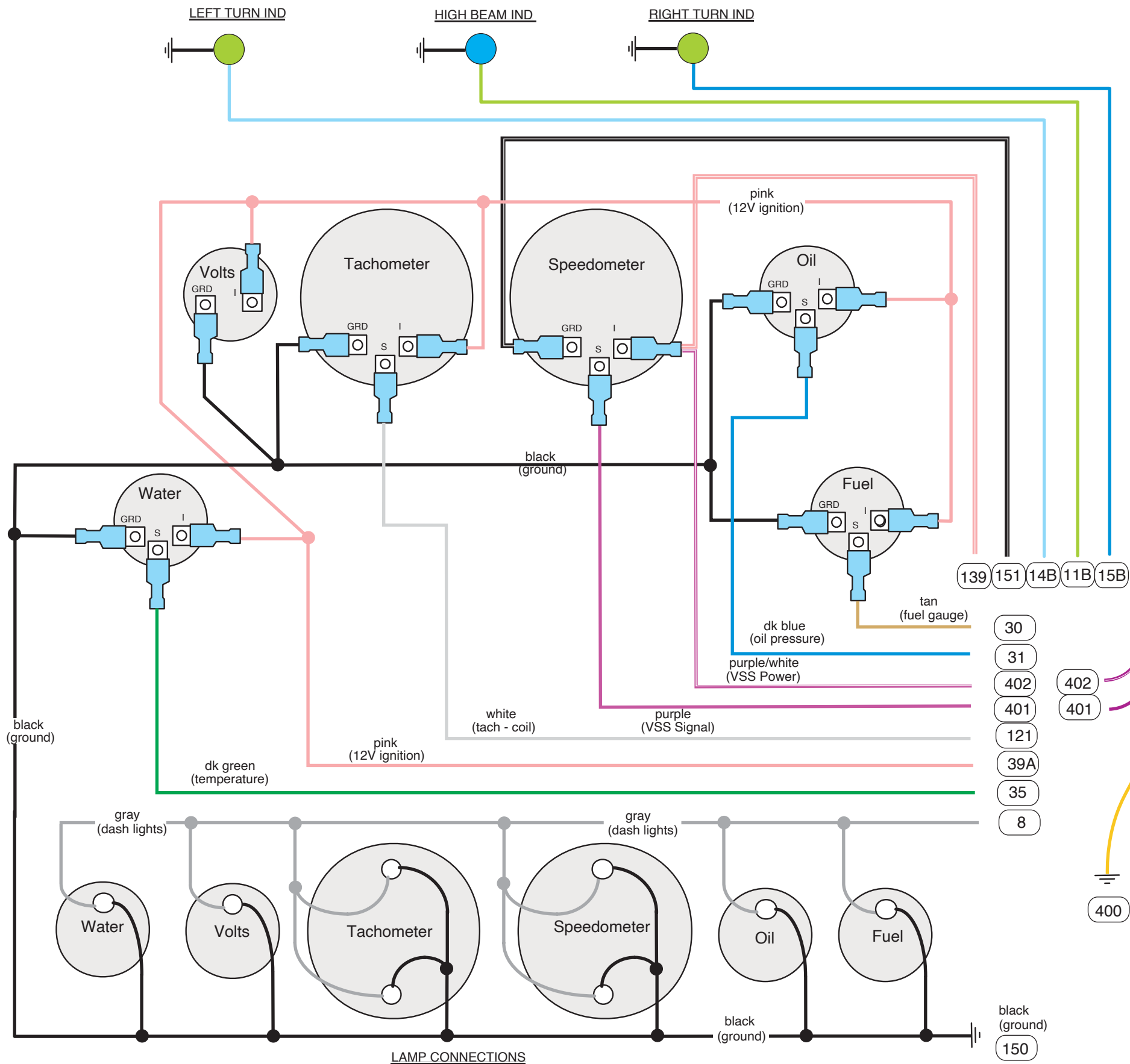


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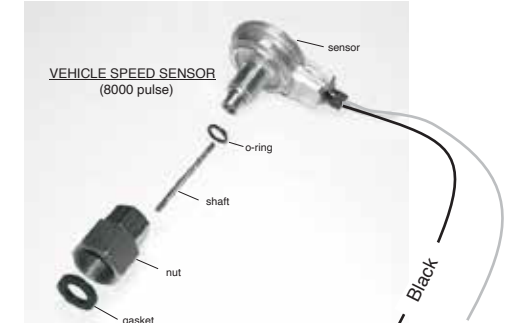
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TYPICAL BLADE TYPE GAUGE CONNECTIONS



Typical 3 wire Autometer 5291 VSS connection

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

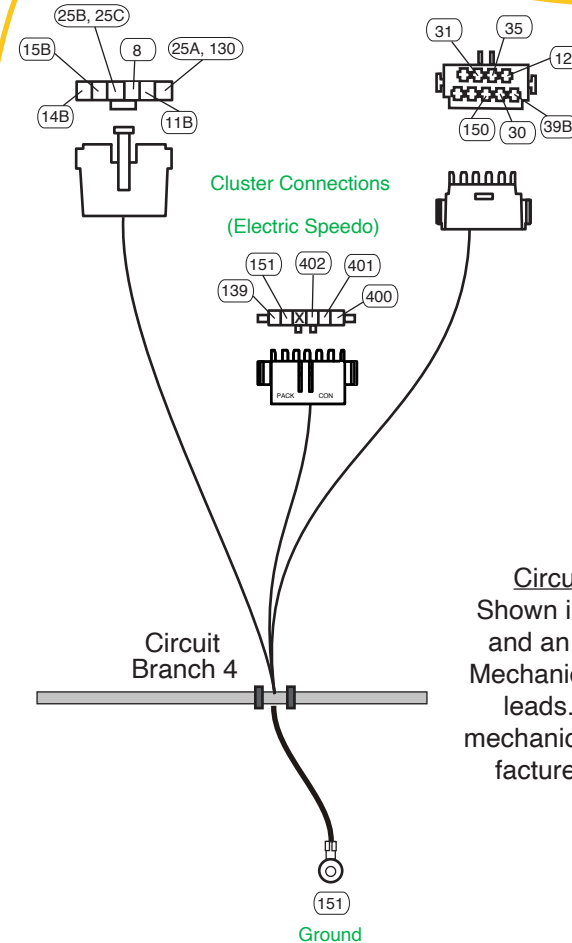


Typical 2 wire VSS connection

VSS Power (Red wire)

VSS Ground (White wire)

VSS Signal (Black wire)



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

Circuit Branch 4 - Instrument Cluster Wiring

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



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Circuit Branch 5 - Underdash Connections

Wire #	Wire Color	Printing
Back Up and Neutral Safety Switch Connections		
24	Lt. Green	Back Up Lt Sw
39C	Pink	12v Ign Fused
5	Purple	Neutral Safety Sw
6	Purple	Starter Solenoid

Turn Signal Switch Connection

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

Circuit Branch 6 - Underdash Connections

Wire #	Wire Color	Printing
Heat and A/C Feed		
50	Brown	Heater AC Feed

Circuit Branch 7 - Underdash Connections

Wire #	Wire Color	Printing
RH Courtesy Connection		
53B	Lt. Blue	12v Ctsy Sw
156B	White	Ctsy Ground
RH Door Jamb Switch		
53G	Lt. Blue	12v Ctsy Sw
40E	Orange	12v Battery Fused

Radio/ Clock Connections

43	Tan	Radio
99	Yellow	Clock Battery

Procedure

A typical 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 to engine connections from neutral safety switch.

Plug into steering column turn signal connection. If you are using a stock '56 Ford steering column on your vehicle, refer to Diagram 'A' and "Table "A" - AAW turn signal wires to stock turn signal switch wires" on page 8 for proper mating directions. We have also addressed the use of the aftermarket clamp-on style turn signal switch assemblies on page 8 as well. 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 (510889), it is easy to adapt any steering column to the kit. The function of the wires are as follows:

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

Procedure

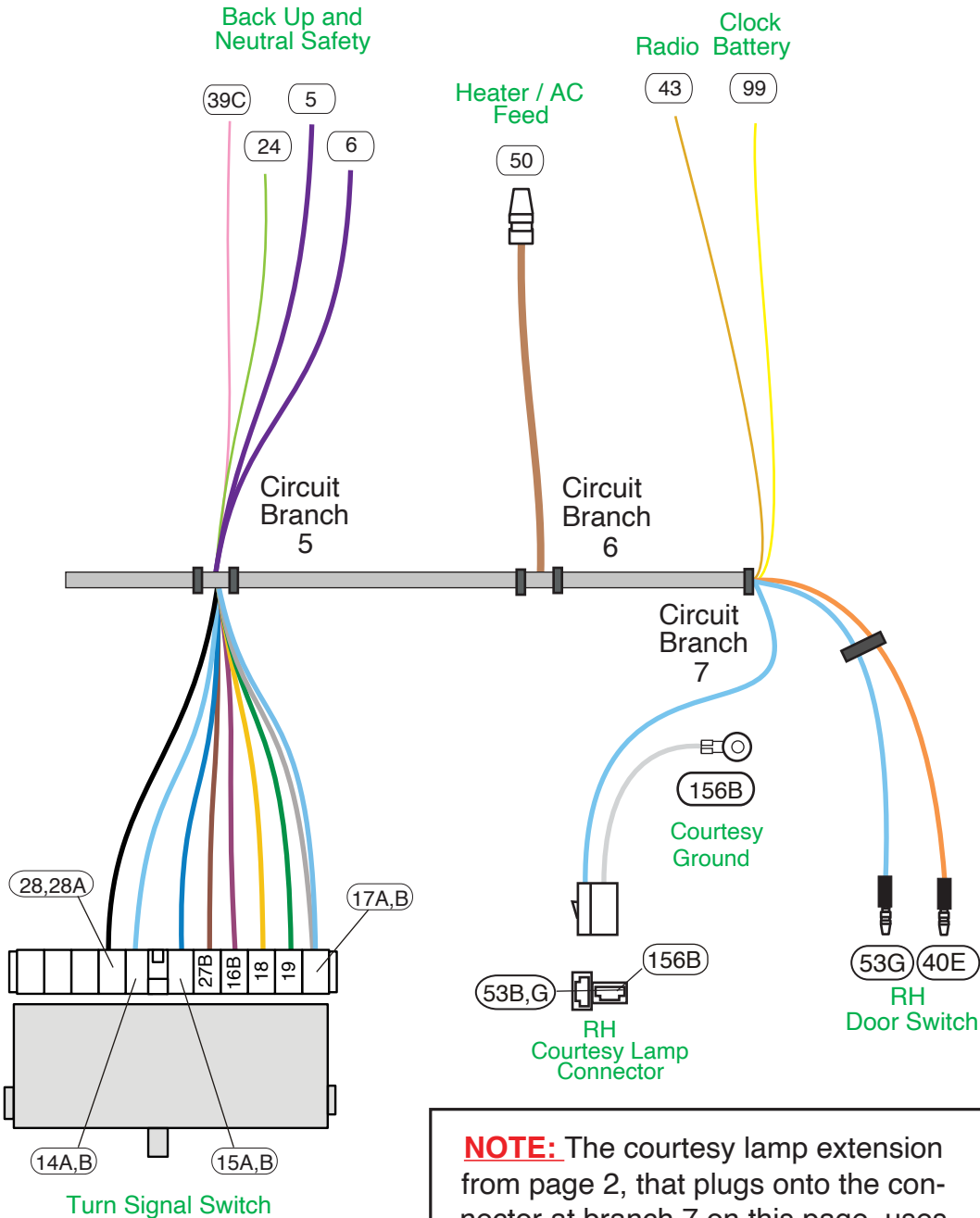
Note: We have provided you with loose piece wire assemblies as seen on page 2 that will connect from your stock heater switch to your stock blower motor. Detailed installation directions for these connections (wires 52 and 72) can be found on page 9, "Figure B".
This wire will plug onto your stock heater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

Procedure

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

Switched 12 volt power for RH door jamb switch to dome and courtesy lamps.
12v battery feedto RH door jamb switch.

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



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

Stock Firewall Harness Pass Thru Grommet

As Viewed From Under the Hood



NOTE: On this page, you will find a photograph of the stock firewall of our test vehicle. We have provided you with a new reproduction firewall pass thru grommet, but not the retainer. There are many different styles (raw stamped, plated, billet, etc.) of the retainer, so we have left that option to the builder's taste. The grommet has 1 large pierced hole and 2 smaller holes that are not pierced. Your new harness has been designed so that the forward lamp and engine wiring will pass thru this area. If you opt to route all your wires thru this grommet, you will need to open these holes up more as there are many new wires in your new harness system. There is also sufficient length on the new harness for custom routing if you have closed this stock hole up and wish to route the wires out into the engine compartment in a different manner. See pages 9 and 10 for the specific connection and routing instructions of all your forward lamp, heater, and engine wiring.

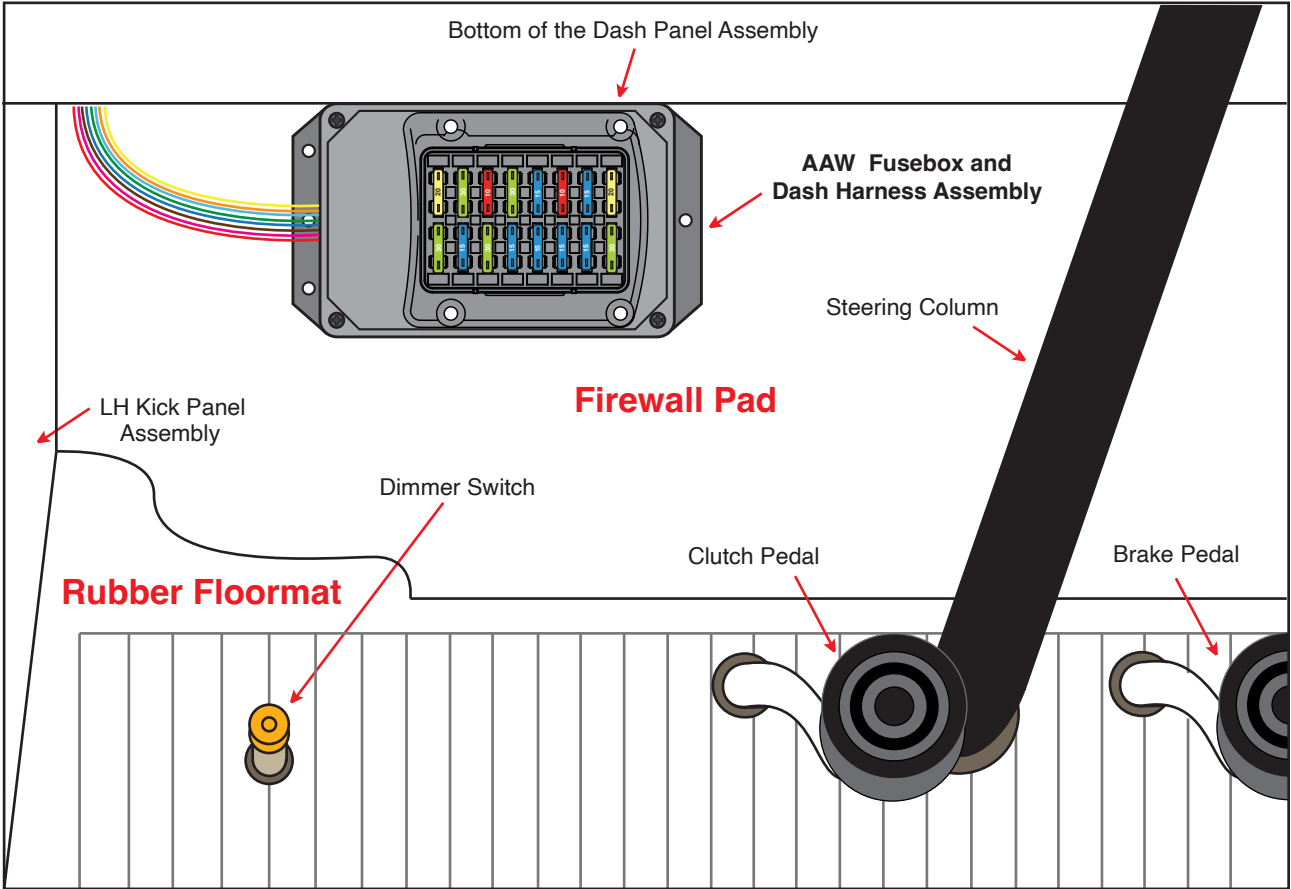


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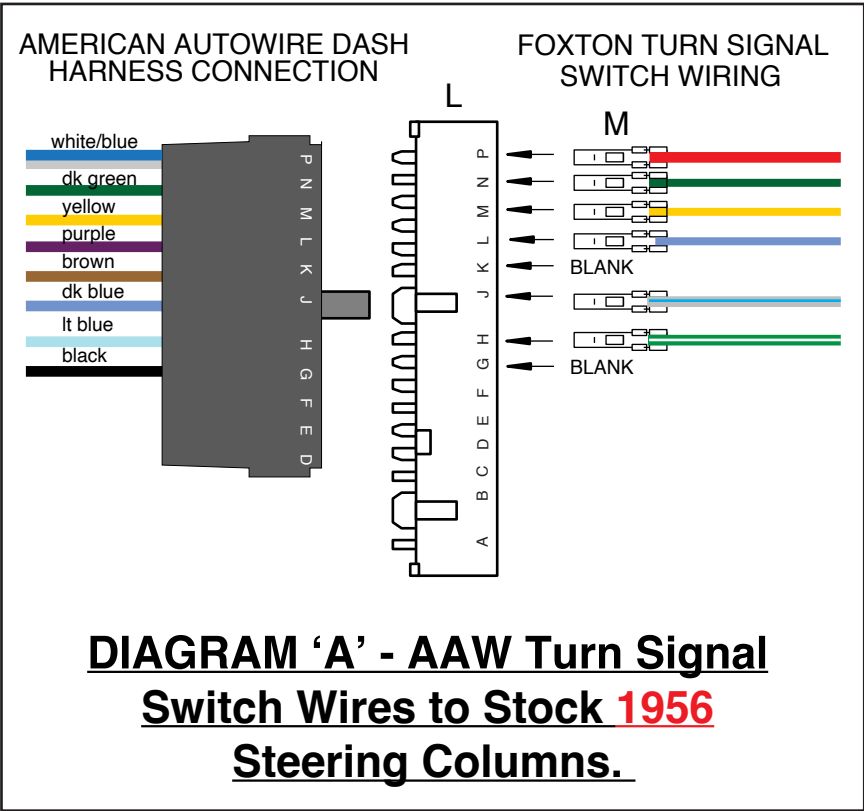
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FUSEBOX MOUNTING LOCATION UNDER DASH, TO LEFT OF STEERING COLUMN



NOTE: The installation and placement of the new fusebox is not extremely critical for this application. On this page, you will find a drawing of the completed fusebox and dash harness assembly as it would install in your vehicle. The harness is long enough that you just need to mount the fusebox as the drawing depicts. As long as the fusebox assembly is installed in the general area as shown, the harness will install fine. Once the fusebox has been attached to the firewall of the truck, the harness routes up into the upper LH corner of the underdash area, then continues on over top and behind the dash cluster assembly. Please take time to keep it away from any moving items such as the wiper motor linkage and the pedals if you're are using a hanging pedal set. We have provided 2 attaching screws for you to affix the fusebox to the firewall. They can be found in the 510889+ loose piece dash kit.



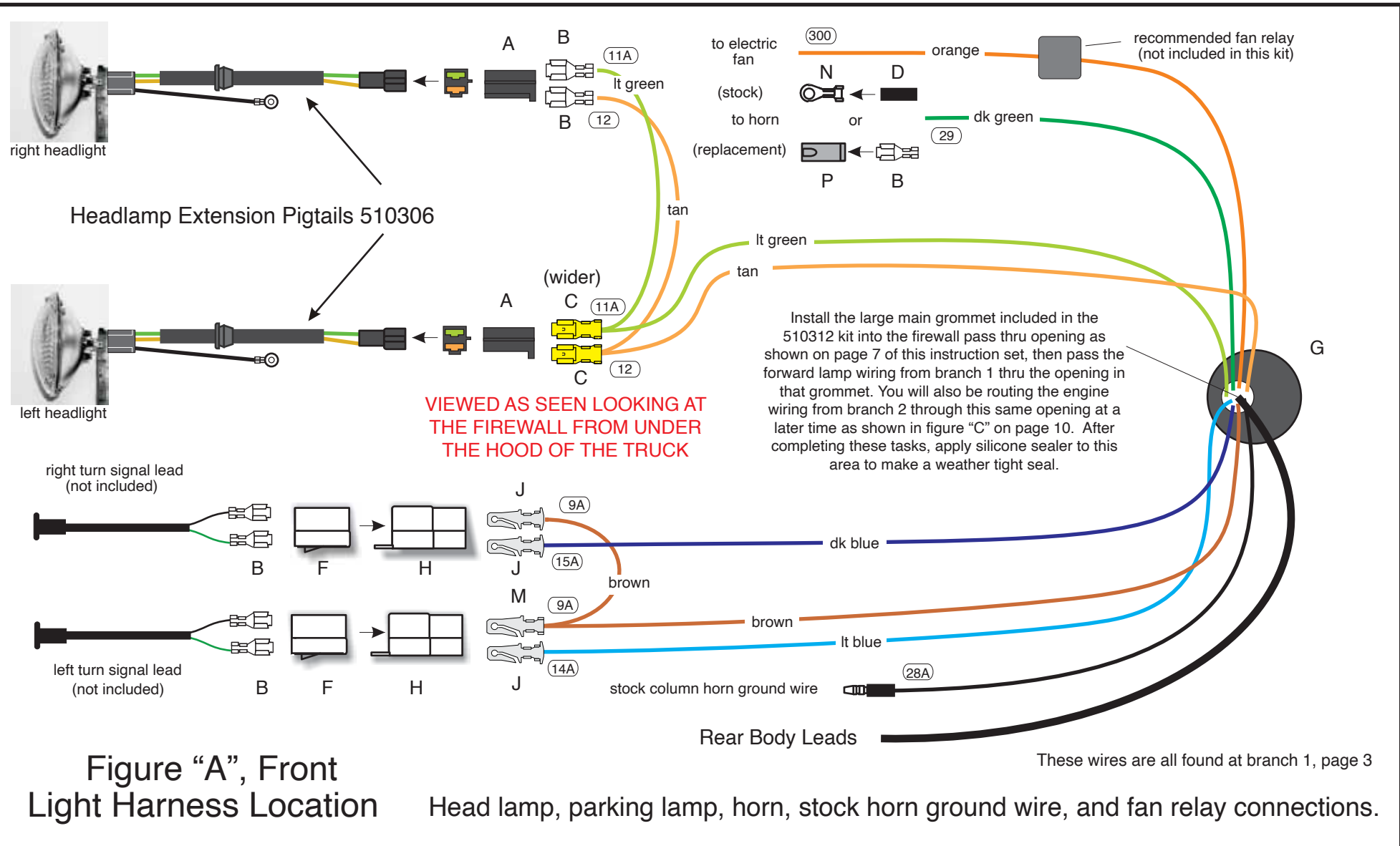
“Table A”

AAW Turn Signal Switch wires to stock “in-column” 1956 Ford Truck turn signal switch.

AAW Wire #	AAW Wire color	AAW Wire Printing	Ford Wire Color
14A,B	Light Blue	Left Front Turn	Green w/White Stripe
15A,B	Dark Blue	Right Front Turn	White w/Blue Stripe
16B	Purple	Turn Switch Feed	Blue
17A,B	White & Blue	Brake Switch	Red
18	Yellow	Left Rear Turn	Yellow
19	Dark Green	Right Rear Turn	Dark Green
27B	Brown	Turn Sw - Hazard	Not applicable
28, 28A	Black	Horn Relay Ground	Not applicable

NOTE: The stock 1953-55 Ford turn signal switch only switched 2 wires, not 4 as a modern system does. These switches are not available in reproduction, so in this instance, we will not address the stock 1953-55 turn signal switch. There are also many “over the counter” add on turn signal kits available from manufacturers such as Yankee and Foxton. If you are using one of those kits, simply use “Table A” above as a guide as to what wire serves which function on the AAW kit and then mate each wire from the AAW kit to the cooresponding wire on your turn signal switch based on the function of each of those wires. For example, on the Foxton unit, the RH rear wire is a black wire which would get mated to our dark green RH rear turn wire. The LH rear turn on the Foxton unit is a dark blue wire which would get mated to our yellow LH rear turn wire, etc. Circuit 27B is being provided if an Emergency Warning Flasher System is to be added.

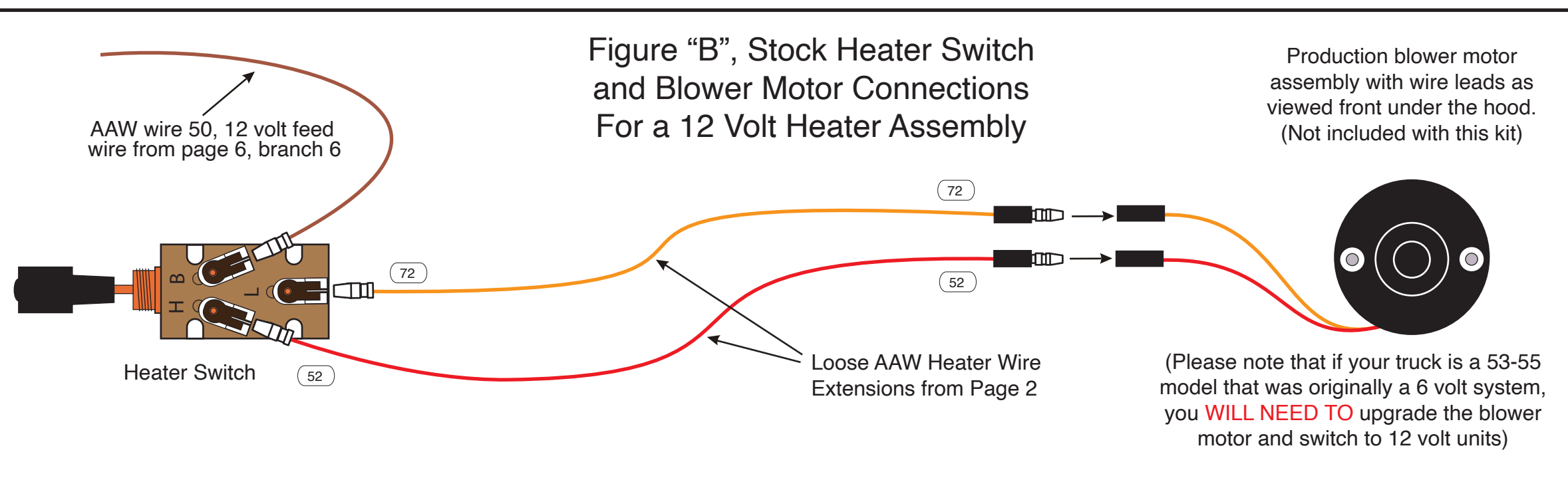
PLEASE NOTE: Our system is designed to use the stock individual LH and RH turn signal indicators in your dash cluster. It is suggested that you mate the “flasher input” signal wire on your add on unit to our purple wire. DO NOT use the flasher and pilot light unit along with the 3 pronged flasher that several of these units include. If you feel that you must use the flasher and pilot assembly assembly on your turn signal unit, you will have to mate that source wire to a separate ignition source such as the 100 wire found on page 3, branch 1, of this instruction set, 92973564. In that instance, our brown and purple wires from “Table A” above will not be used.



NOTE: The terminals and connectors listed on this page and denoted with **UPPER CASE LETTERS** to help you complete the various connections to your lamps, horns, switches, etc. can be found in your loose piece clamp, grommet, and parts kit, P/N 510312.

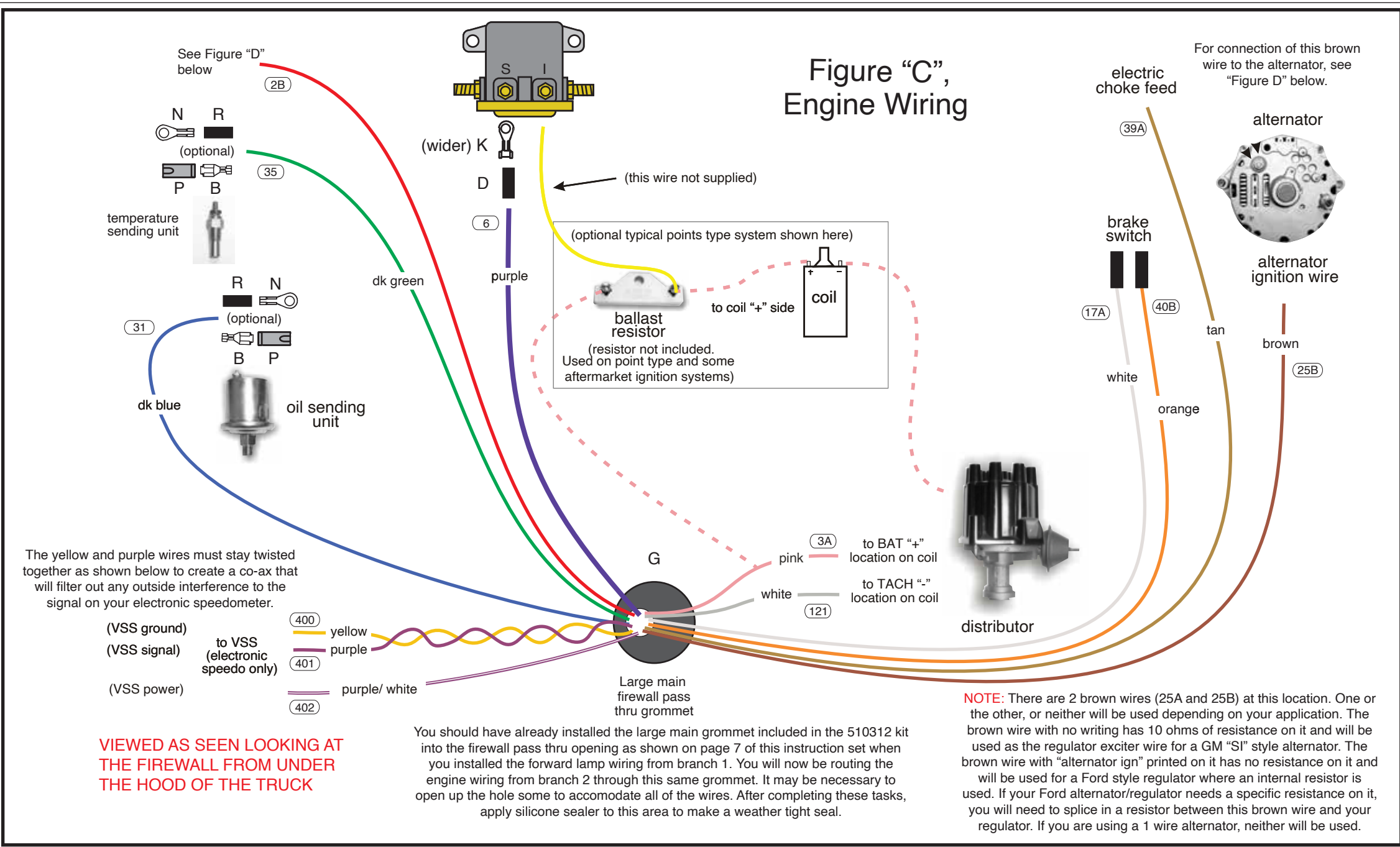
The identifications, colors, and functions for all of the wires listed in "Figures A and B" on this page can be found on pages 2, 3, and 6, branch 1 or branch 6 of this main instruction set (92973564). AAW suggests and recommends using pages 2, 3, 6, and 9 to complete the installation of the forward lamp and heater connections.

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



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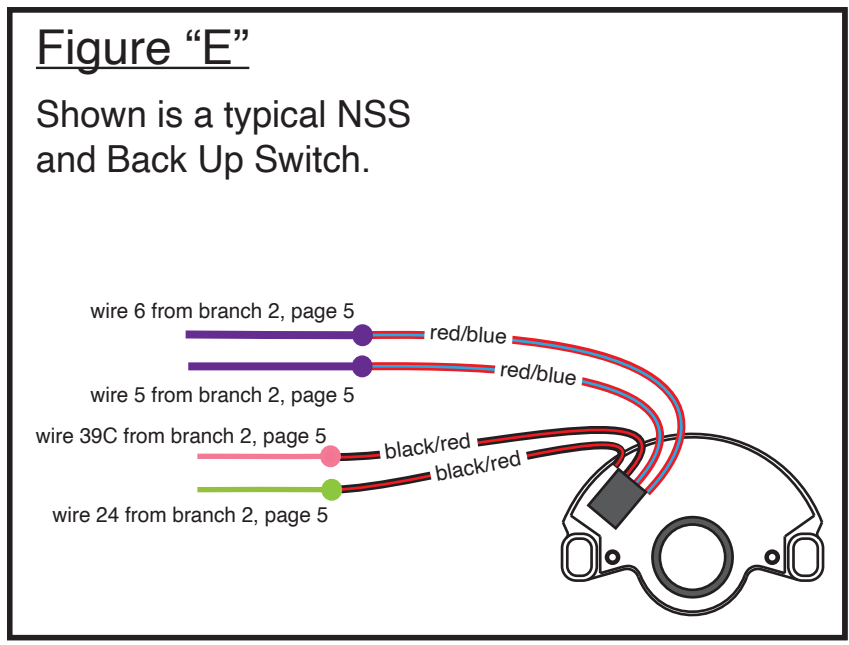
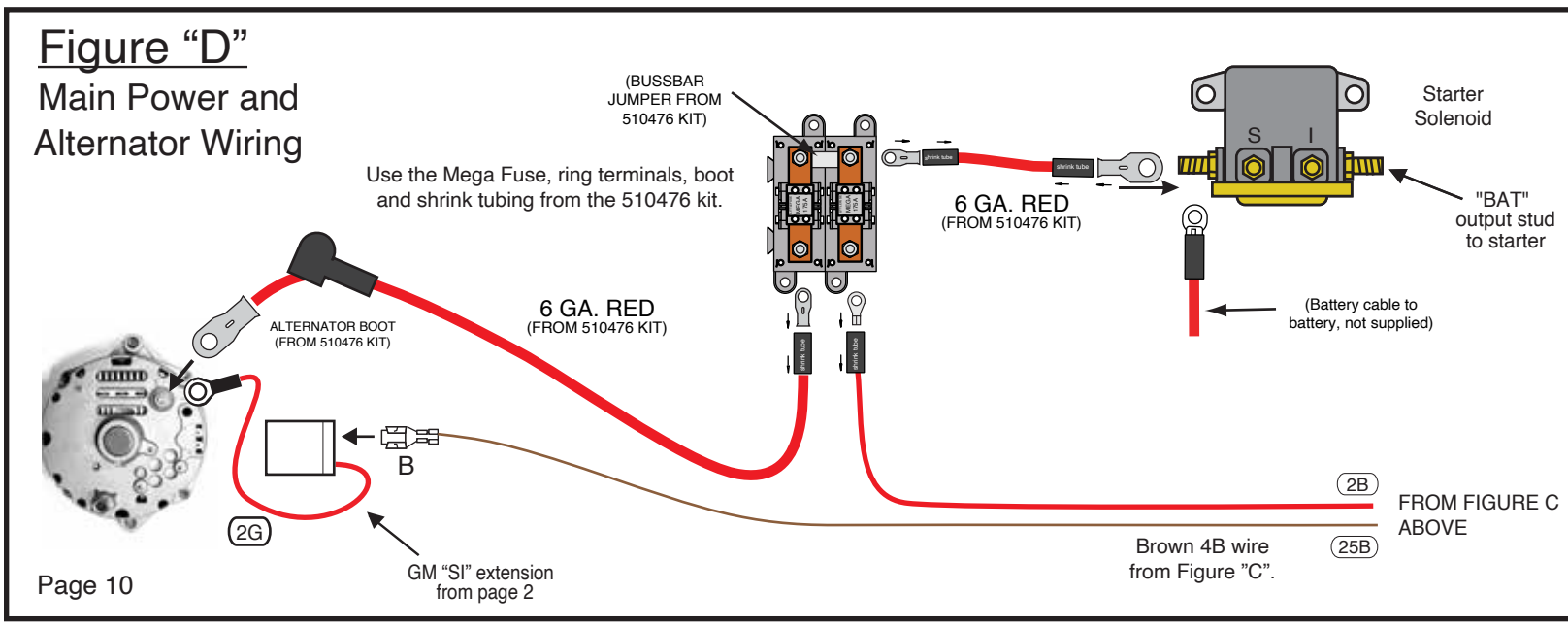
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NOTE: The terminals and connectors listed on this page and denoted with **UPPER CASE LETTERS** to help you complete the various connections to your ignition, temp and oil senders, electric choke, starter solenoid, alternator regulator, etc. can be found in your loose piece clamp, grommet, and parts kit, P/N 510312. No terminals have been provided for the neutral safety or back up connections.

The identifications, colors, and functions for all of the wires listed in "Figures C, D, and E" on this page can be found on page 3, branch 2 and page 6, branch 5 of this main instruction set (92973564+). AAW suggests and recommends using pages 3 ,6, and 10 to complete the installation of the engine, main power feed, NSS/back up, brake switch, and alternator connections.

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



**American
Autowire**

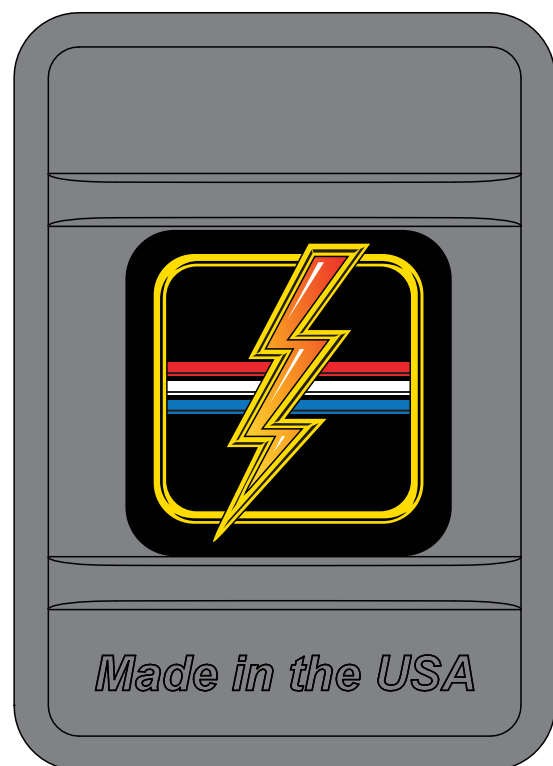
www.americanautowire.com 856-933-0801

1953-56 Ford Truck

Classic Update Series

510303 92973564 Rev 0.0 2/1/2022

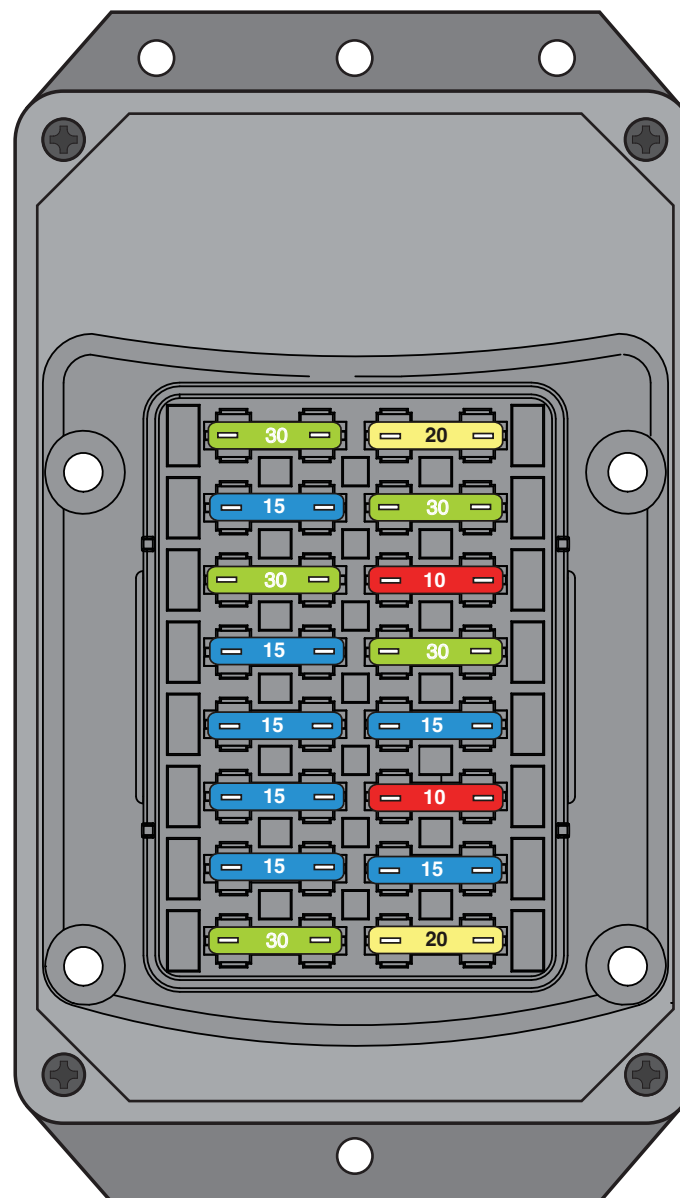
Fuse Box lid



Fuse label on inside of Fuse Box lid

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

Fuse Values and Locations



Fuse/Circuit table

Fuse #	Fuse Block Cover Label	Fuse Rating	Description
1	Bat-Spare	30A	Battery feed spare
2	Clock - Bat	15A	Battery feed for a Clock and a Radio.
3	Power Seats	30A	Battery feed for optional Power Seats.
4	Sw. Courtesy	15A	Battery feed to Courtesy Switch
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, Back Up Lights
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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Classic Update Series

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1953-56 Ford Truck
Classic Update Series
510303 92973564 Rev 0.0 2/1/2022

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

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.

If you are using the stock gauges and warning lamps, refer to the diagrams on the following pages for your application. Use the enclosed parts and information below for wire termination, gauge, and lamp connections. **PLEASE keep in mind that the 1953-55 stock system and gauges were a 6 volt operation, and as such, you will need a voltage reducer on the gauge feed wires if you choose to utilize your original factory Ford gauges.** Connectors A, B, and C will plug into your dash harness as noted on the Dash Harness instruction (510305, bag G) sheet. Connection C will only be used in the event that you are using an electric speedometer.

CONNECTOR A (sheet 2 or 4)

GRAY Instrument Lamps

Install components as shown on sheets 2 or 4, and plug into the 2 dash illumination holes in the cluster. An inline splice will be necessary in order to make these 2 connections.

BROWN Alt. Ign.

(Used for 1956 stock clusters only!) Please pay particular attention to the location that this loose brown wire must be plugged into. If you are using a GM alternator/regulator that requires a resistance wire in the circuit, plug this wire into connector A at the end position next to the light green high beam indicator wire. If you are using a Ford alternator/regulator which does NOT use a resistance wire in the circuit (as they usually have an internal resistor in the regulator), plug this wire into connector A between the grey dash lamps and dark blue RH turn indicator wires. Install components as shown on sheet 4, and plug into the generator warning lamp hole in cluster. Plug the pink wire from sheet 5 into the other side of this lamp socket to complete the connection. Install components as shown on sheets 2 or 4, and plug into the right turn indicator hole in the cluster.

DK BLUE Right Turn Indicator

LT BLUE Left Turn Indicator

LT GREEN Hi Beam Indicator Lamp

Install components as shown on sheets 2 or 4, and plug into the left turn indicator hole in the cluster.

Install components as shown on sheets 2 or 4, and plug into the high beam indicator hole in the cluster.

CONNECTOR B (sheet 3 or 5)

DK BLUE Oil Gauge / Lamp

Install components as shown on sheets 3 or 5, and attach onto the oil gauge sender stud **(1953-55)**, or plug the lamp socket into the warning lamp hole in the cluster **(1956)**. If using a warning lamp, be sure to plug the pink wire from sheet 5 into the other side of this lamp socket to complete the connection.

DK GREEN Temp Gauge

Install components as shown on sheets 3 or 5, and attach onto the temperature gauge sender stud.

TAN Fuel Gauge

Install components as shown on sheets 3 or 5, and attach onto the fuel gauge sender stud.

PINK 12v ignition

Install components as shown on sheets 3 or 5, connect to the generator warning light socket **(1956)** on page 4, oil gauge 12v stud on page 3 **(1953-55)**, or oil warning light socket on page 5 **(1956)**, temperature gauge 12v stud (all), and the fuel gauge 12v stud (all). If your truck has a tach, you will also need to connect this to the tach 12v power stud. An inline splice will be necessary in order to make these many different connections.

BLACK Ground

Install components as shown on sheets 3 or 5, and connect to the back of the instrument cluster housing.

WHITE Tach (loose wire)

If your car is equipped with a tach, plug this loose wire into Connector B maintaining color continuity with the mating connector on the dash harness, 510303, install components as shown on sheet 3 or 5, and plug onto the tachometer sender blade assembly.

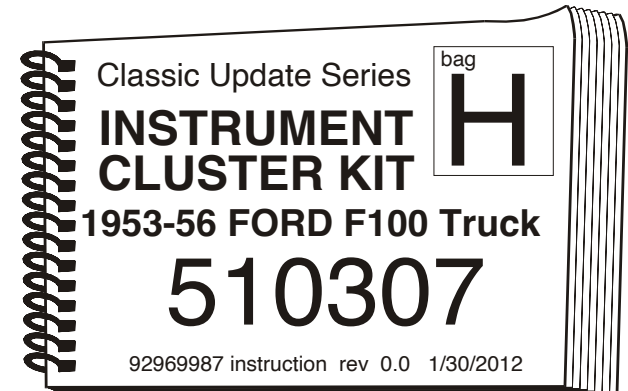
CONNECTOR C (sheet 6)

This connector is used when using an aftermarket electronic speedometer only. Follow the manufacturer's instructions when installing these wires. If you are using the stock speedometer, then discard this connector. See page 6 for wire descriptions and a typical connections.



**American
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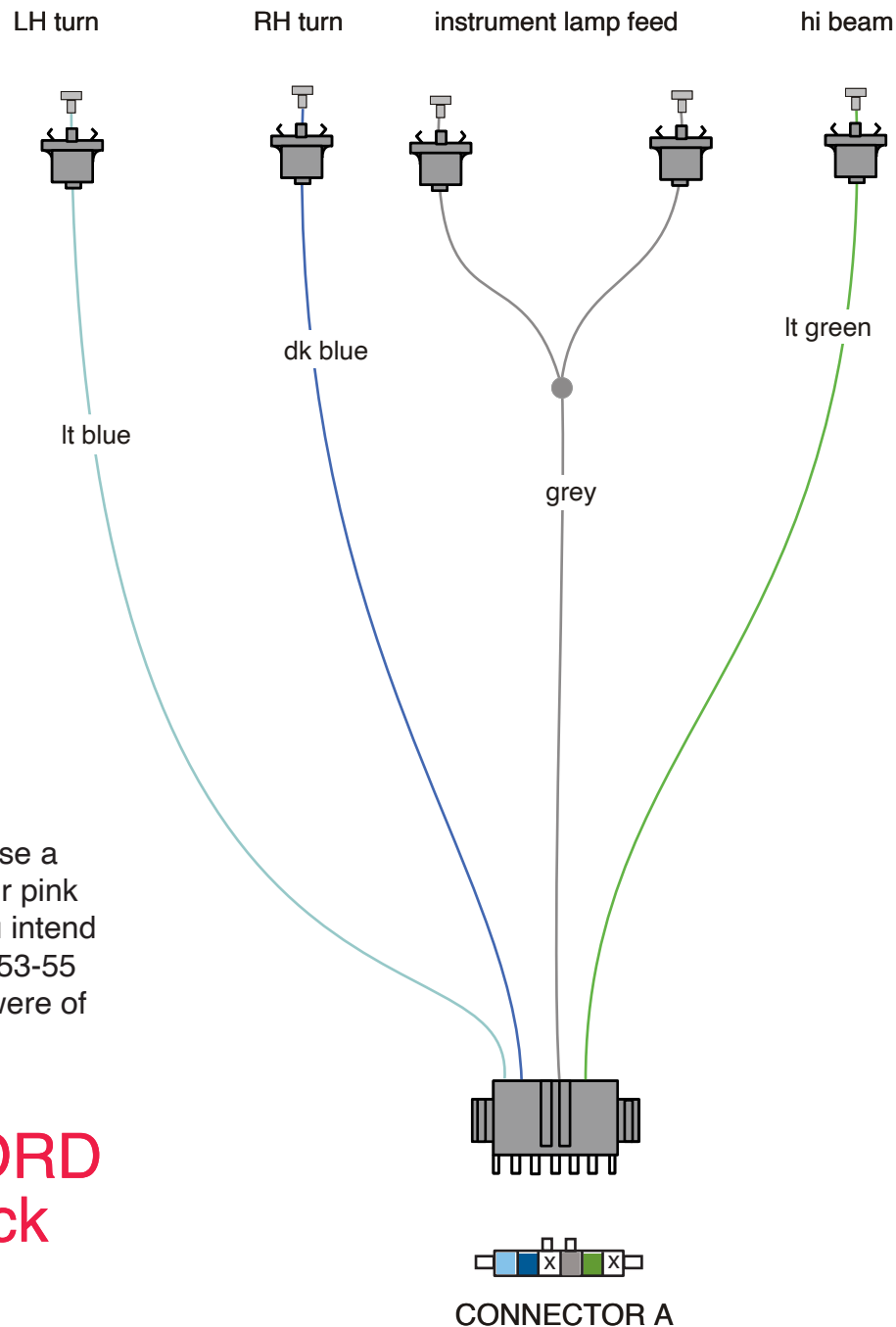
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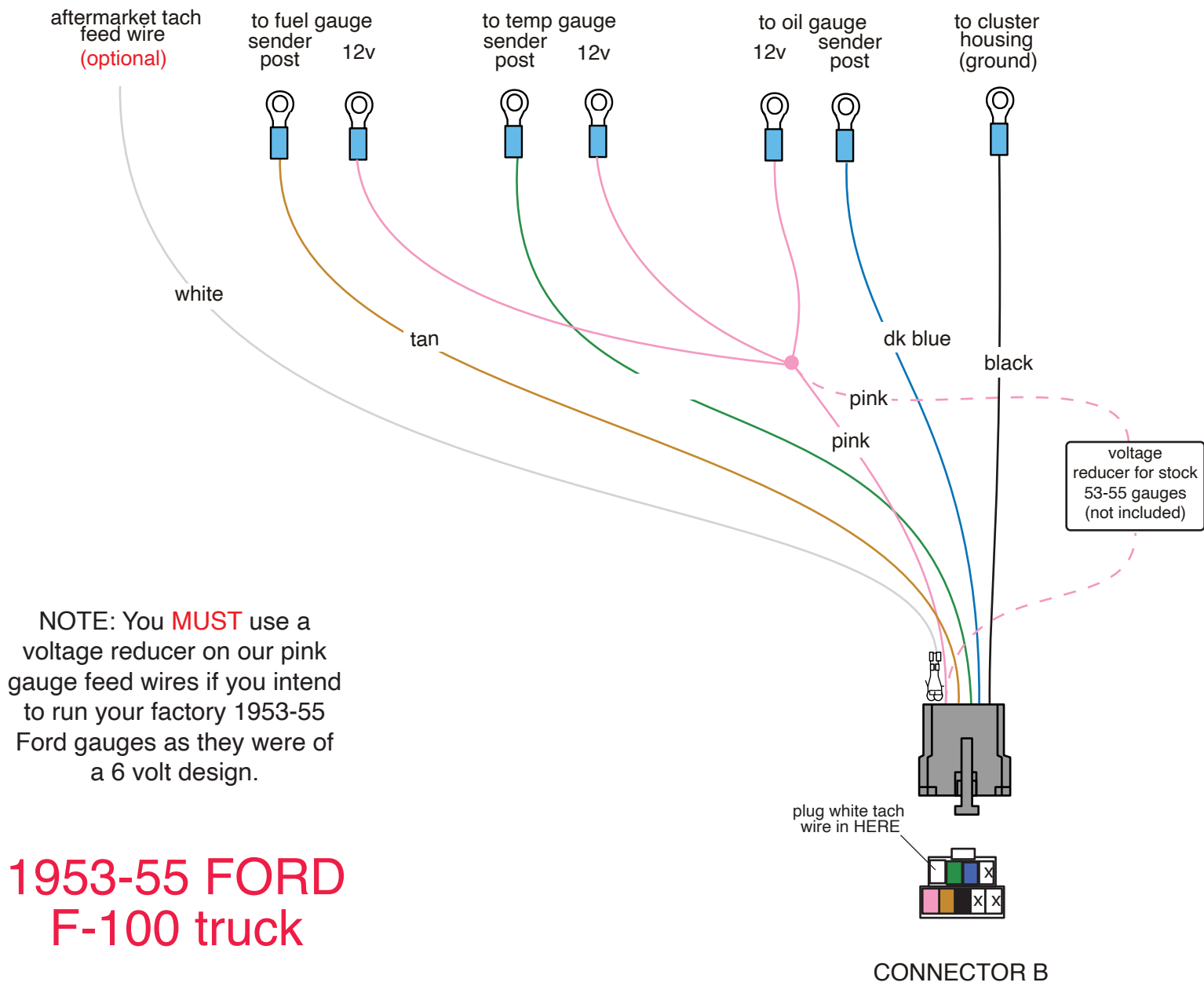
Classic Update Series

NOTE: You **MUST** use a voltage reducer on our pink gauge feed wires if you intend to run your factory 1953-55 Ford gauges as they were of a 6 volt design.

1953-55 FORD F-100 truck

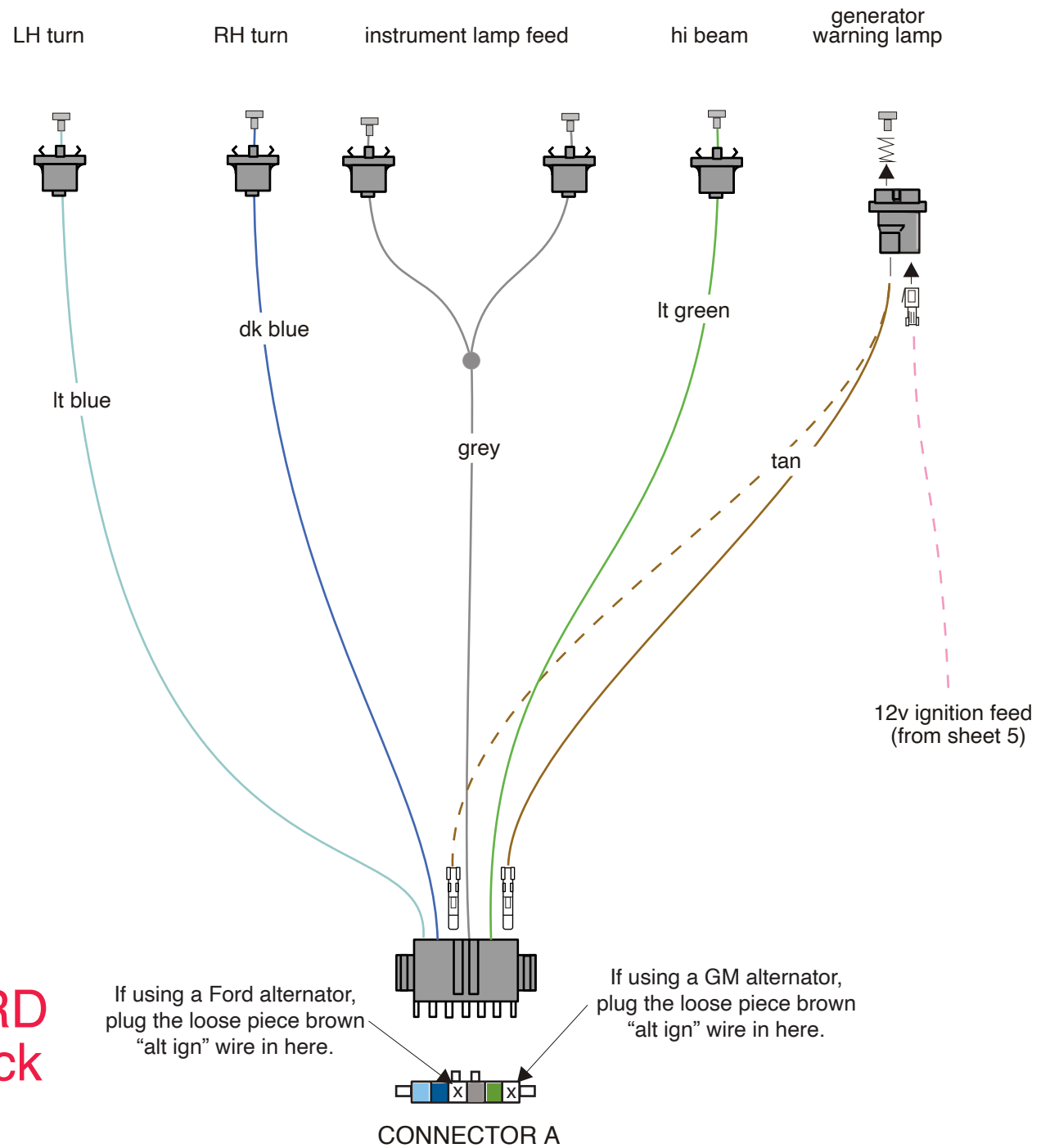


Classic Update Series

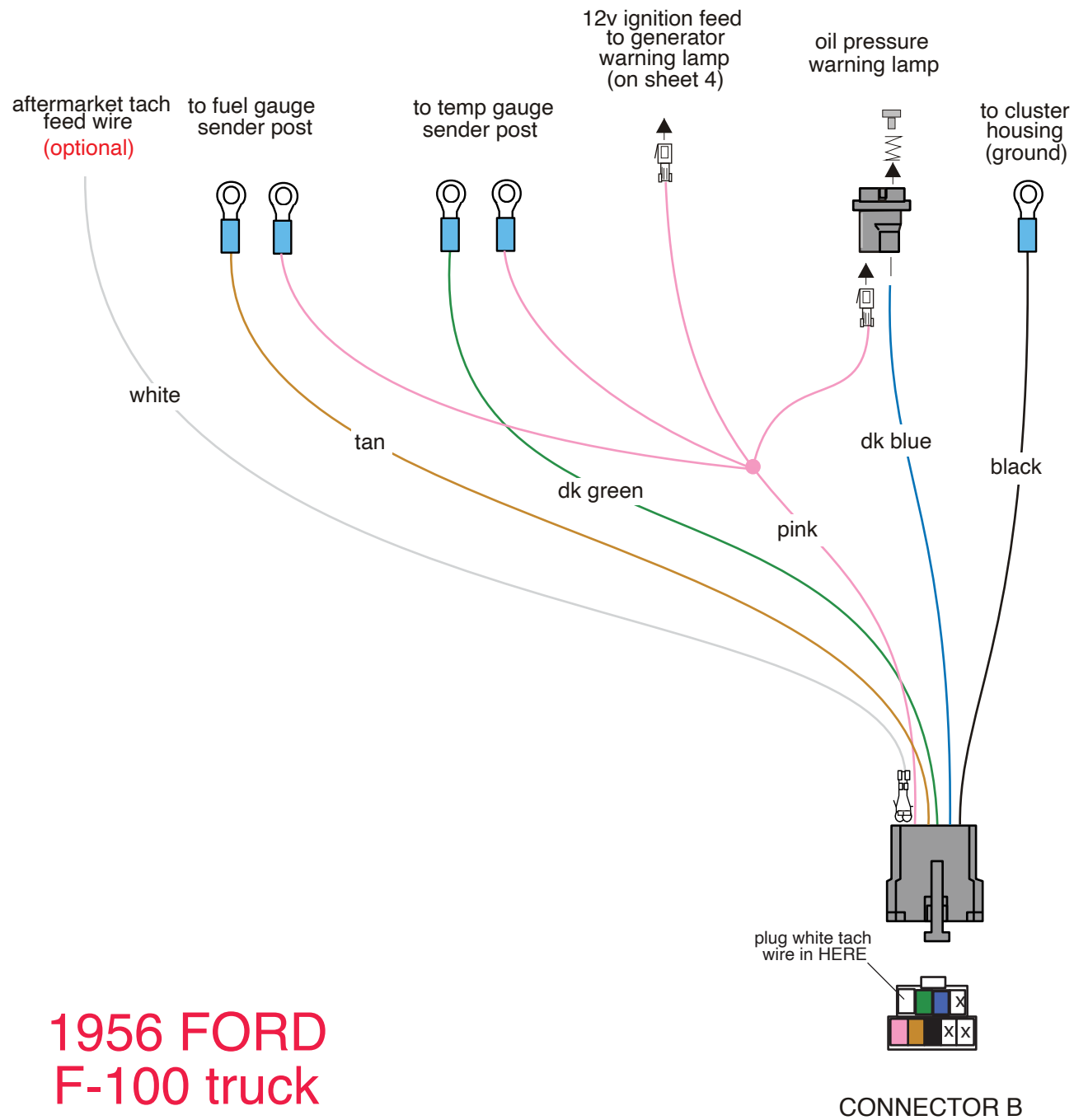


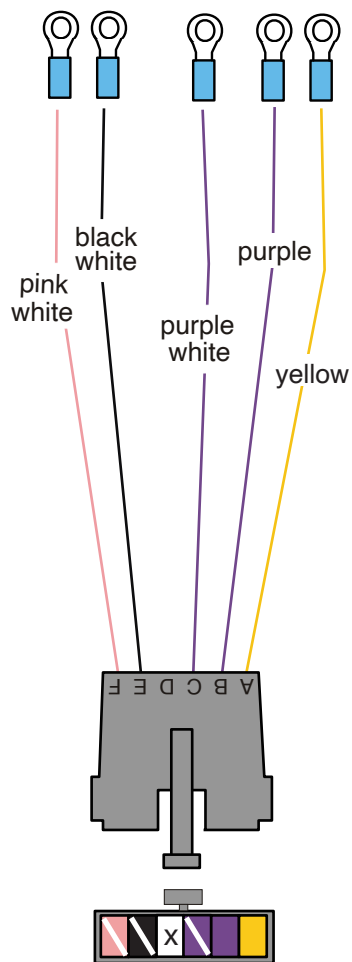
Classic Update Series

1956 FORD F-100 truck



Classic Update Series





CONNECTOR C

ALL 1953-56 FORD F-100 truck

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.

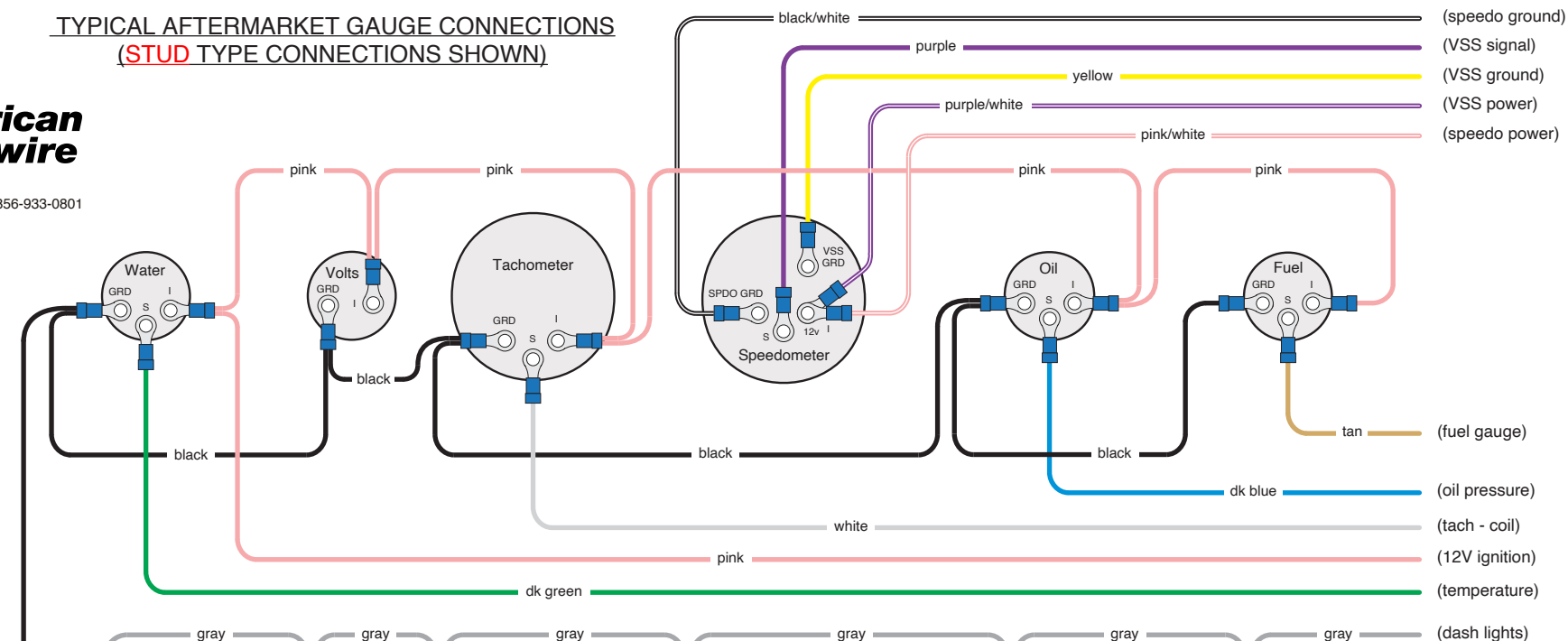


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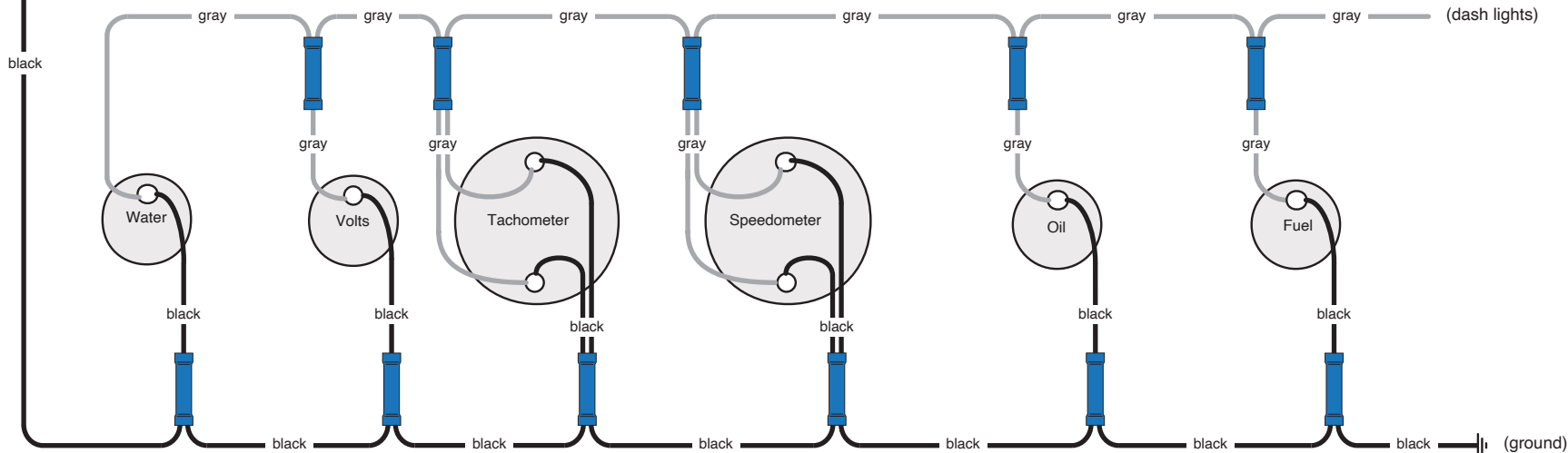
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TYPICAL AFTERMARKET GAUGE CONNECTIONS (**STUD** TYPE CONNECTIONS SHOWN)

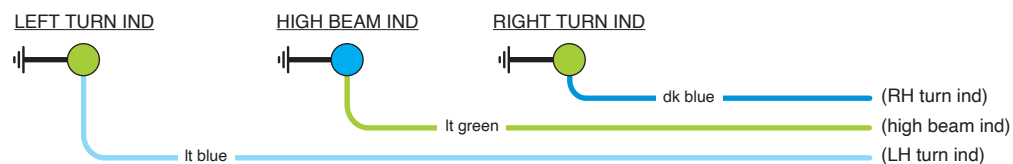
GAUGE CONNECTIONS



LAMP CONNECTIONS



TURN SIGNAL AND HI-BEAM LAMP CONNECTIONS



PART # **92965220**

Gauge Connection Kit

Complete connections
for aftermarket gauges

92965221 Rev 1.1 12/12/2014

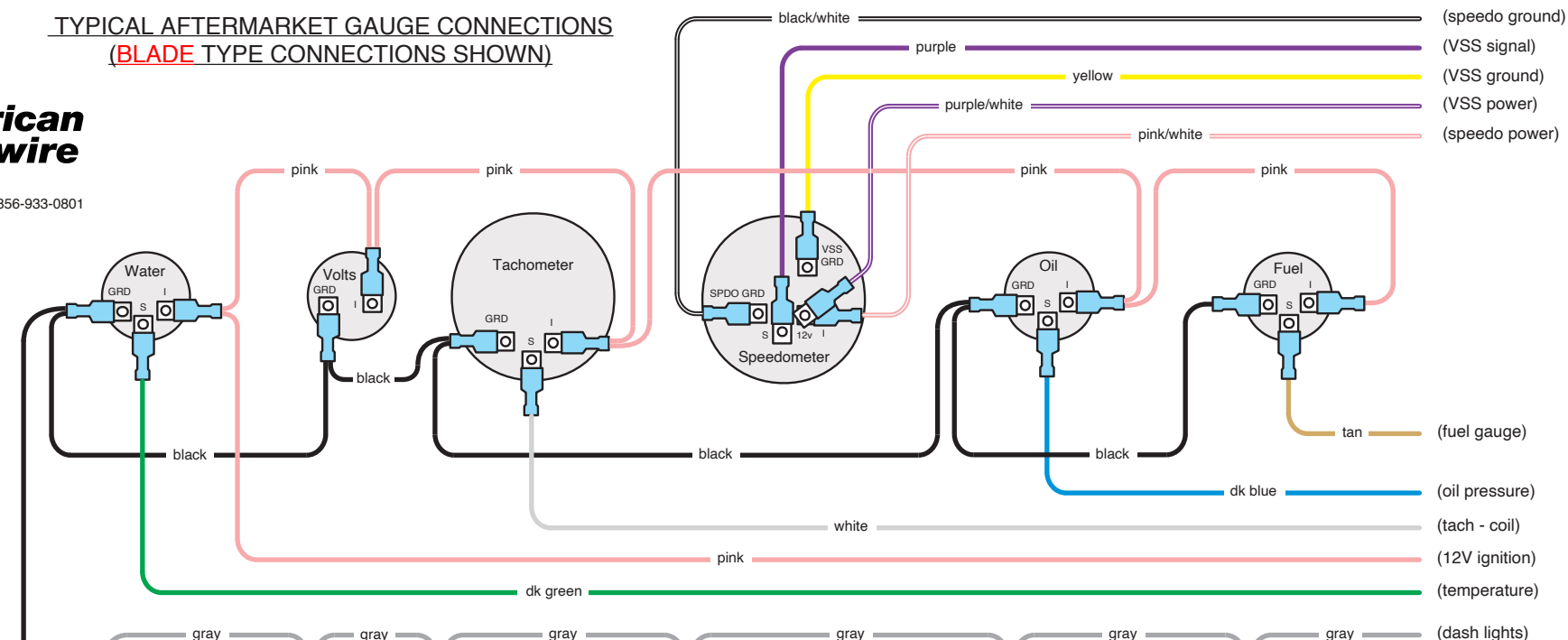


**American
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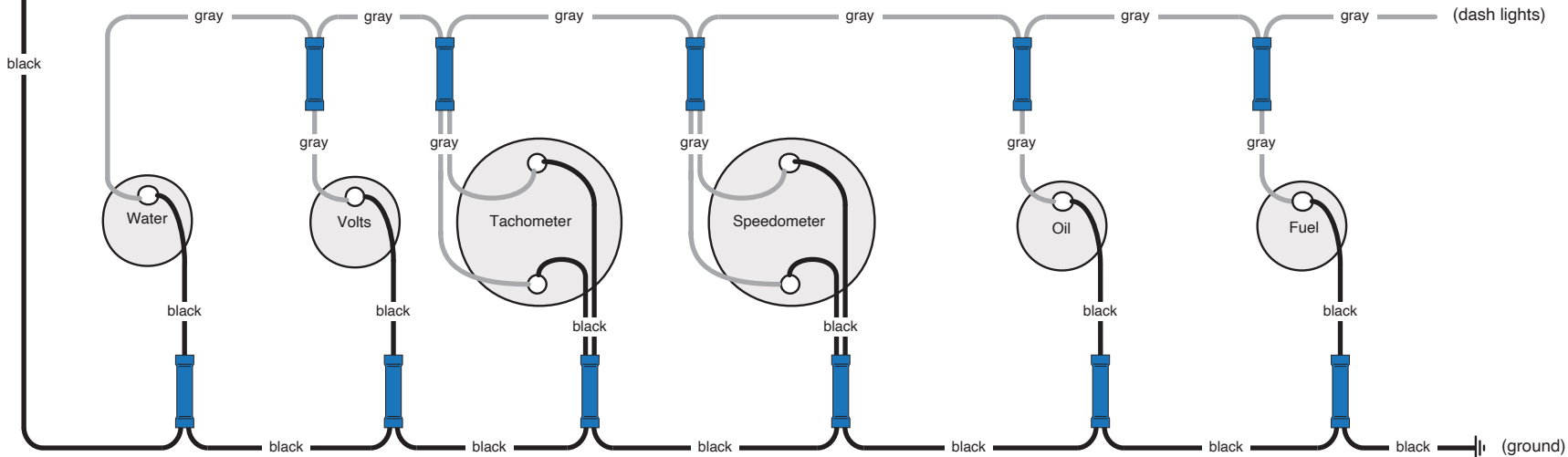
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TYPICAL AFTERMARKET GAUGE CONNECTIONS (BLADE TYPE CONNECTIONS SHOWN)

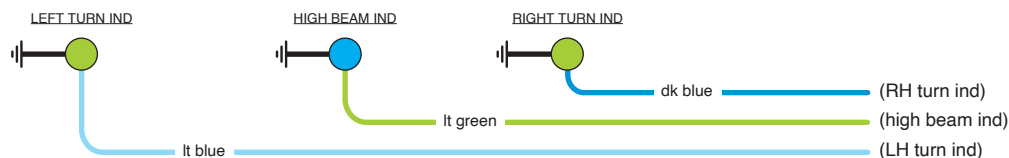
GAUGE CONNECTIONS



LAMP CONNECTIONS



TURN SIGNAL AND HI-BEAM LAMP CONNECTIONS



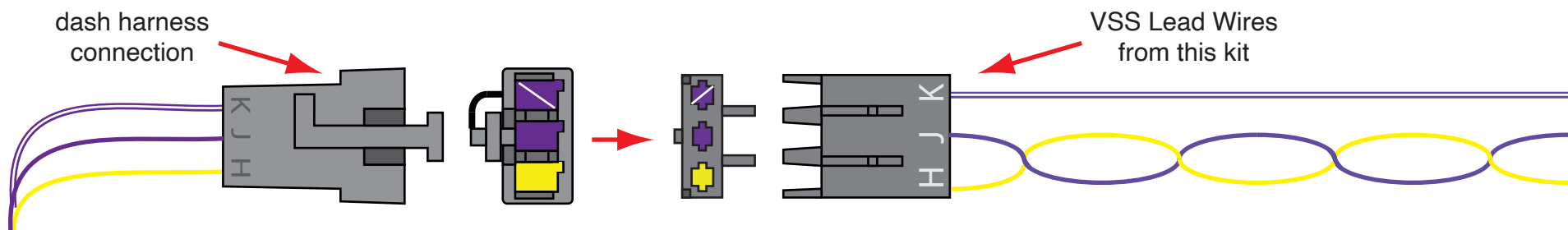
PART # **92965220**

Gauge Connection Kit

Complete connections
for aftermarket gauges

92965221 Rev 1.1 12/12/2014

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:

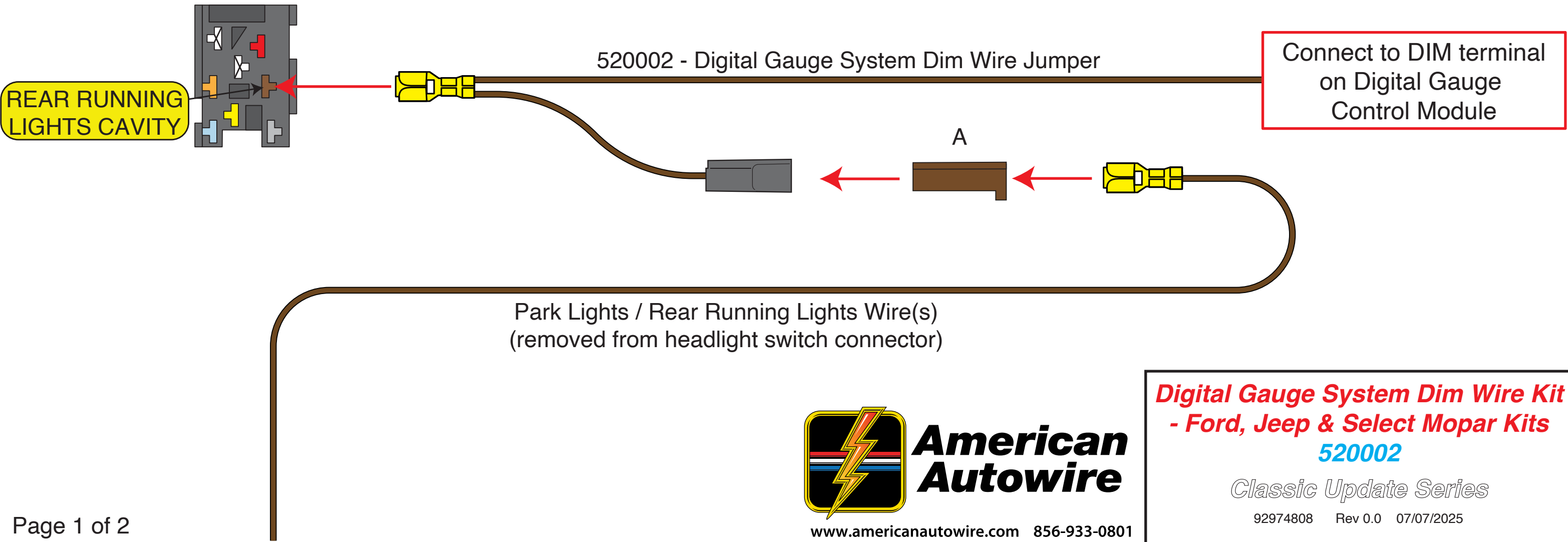
Take the pre-terminated end of the dim wire jumper, which includes two wires in one terminal, and insert it into the now vacant cavity of the headlight switch connector (where the “PARK LIGHTS” / “REAR RUNNING LIGHTS” wire(s) have been removed).

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:

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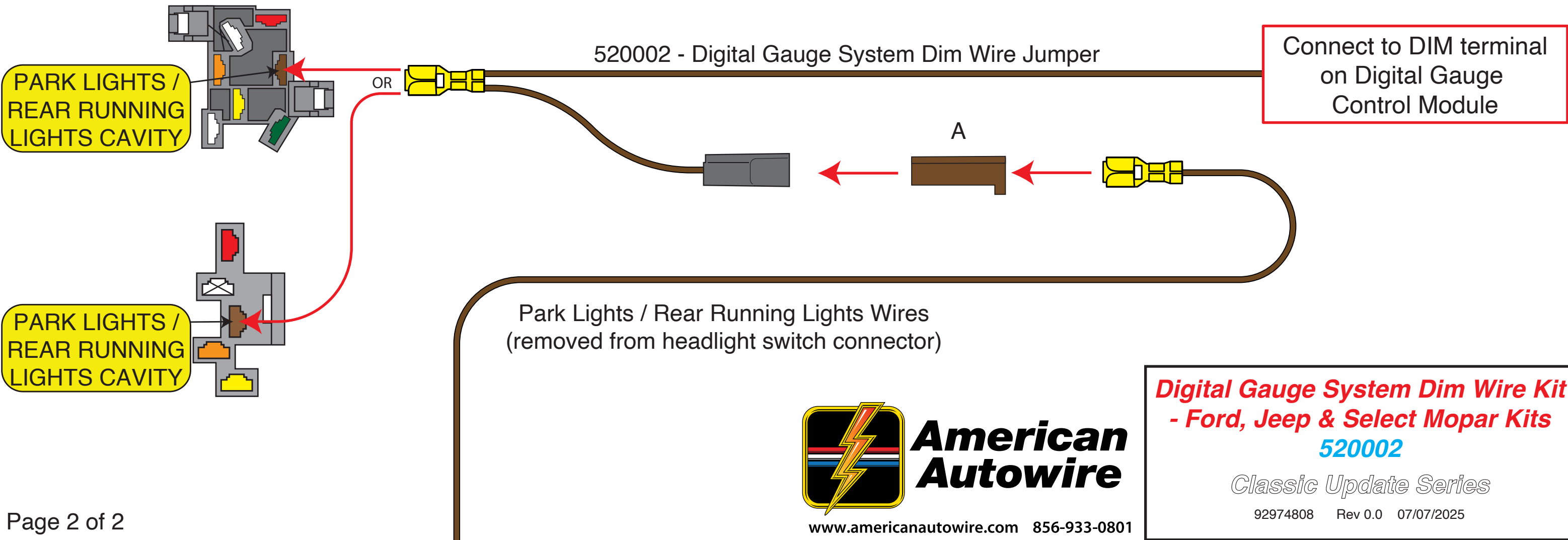
Take the pre-terminated end of the dim wire jumper, which includes two wires in one terminal, and insert it into the now vacant cavity of the headlight switch connector (where the “PARK LIGHTS” / “REAR RUNNING LIGHTS” wire(s) have been removed).

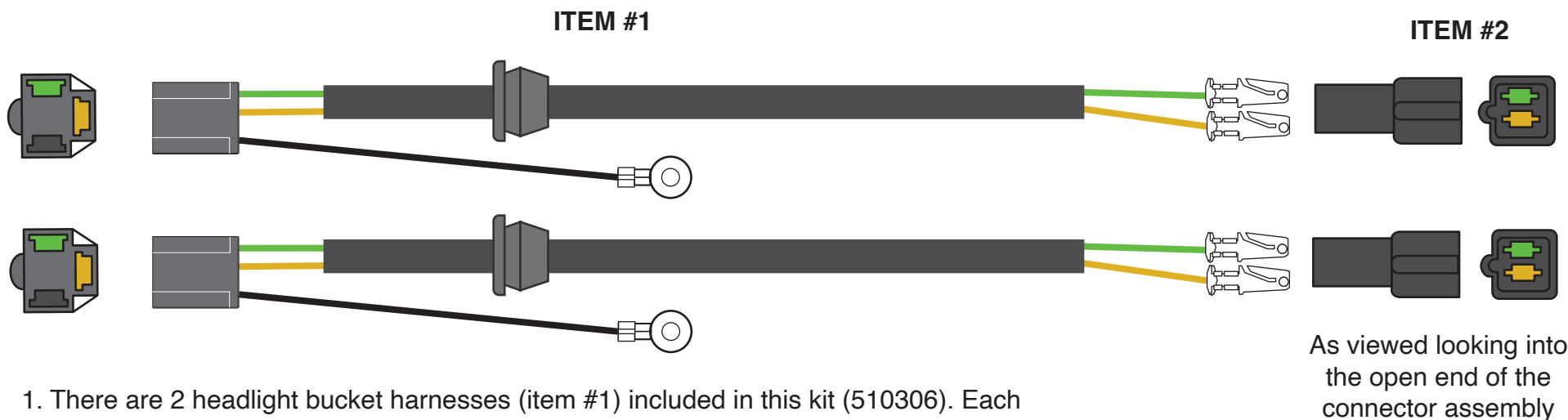
3. Reconnect the Rear Running Lights Wire:

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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.





1. There are 2 headlight bucket harnesses (item #1) included in this kit (510306). Each one has been plugged into the headlight socket connector and has the grommet and loom installed on it.
2. Also included in this kit are 2 loose piece connectors (item #2).
3. Install one bucket harness into each bucket housing and snap the grommet and loom assembly into the hole in that bucket housing.
4. Attach each ground wire (with the ring terminal on it) to the mounting hole on that bucket housing. This will ground your headlamps once the bucket assemblies have been installed into the grill shell assembly. Make sure that you have no 2-stage paint or powder coating at any of the attaching locations or the grounds will not transfer, and your headlights will not work.
5. Be sure that you have lined the 4 holes in the grill shell with the grommets from the 510308 Grommet and Parts kit. You can now install the assembled buckets into the grill shell assembly by passing the tan and light green wires with the bare terminals through the upper grommeted holes in the grill shell.
6. Once the tan and light green wires have been installed through the upper holes in the grill shell, you can then install each of the bare terminal ends on the tan and light green wires into the provided loose connectors (item #2) maintaining the color continuity as shown on this page above.
7. You will plug these completed bucket harness assemblies into the front light portion of the new dash/main harness (510305) as shown in the instructions on page 9 of the dash/main harness to complete your headlight circuits.



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sheet 1

1953-1956 Ford Truck

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

B 

LIGHT BLUE Third Brake Light

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

C 

TAN Fuel Tank Sender

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

D 

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

E 

BROWN Running Lamps

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

F 

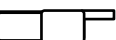
YELLOW LH Stop / Tail

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

G 

DK GREEN RH Stop / Tail

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

H 

LIGHT GREEN Back Up Lamp Feed

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

J 

K 

LIGHT BLUE 12V Courtesy Switched

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

L 

ORANGE 12 Volt Battery Fused

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

Classic Update Series

 orange

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

 lt blue

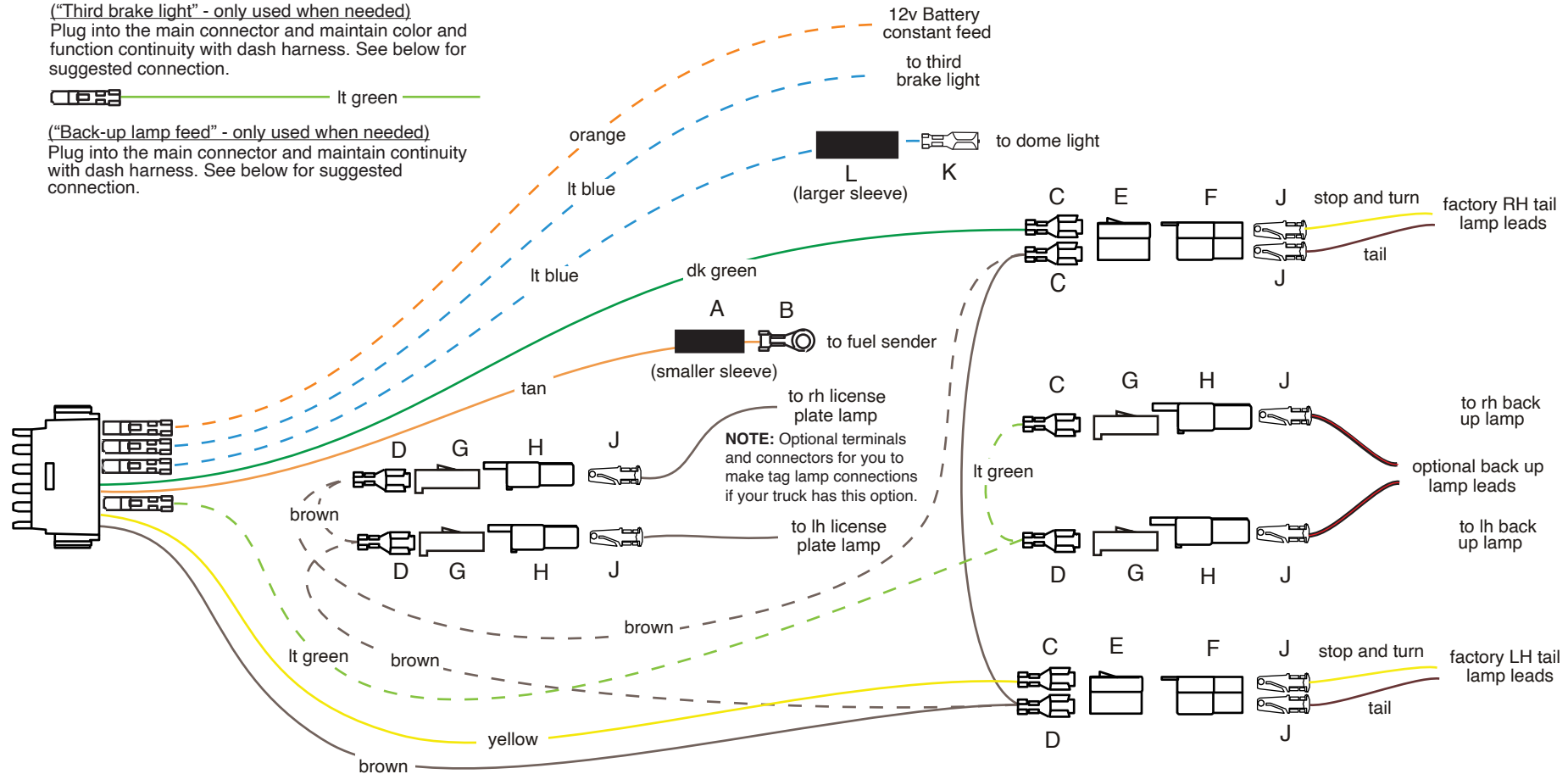
("Third brake light" - only used when needed)
Plug into the main connector and maintain color and function continuity with dash harness. See below for suggested connection.

 lt green

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

 lt blue

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



1961-1966 Ford Truck



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

bag
M

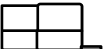
REAR BODY KIT

510263

92969835 instruction rev 1.0 1/13/2012

1961-1966 Ford Truck

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

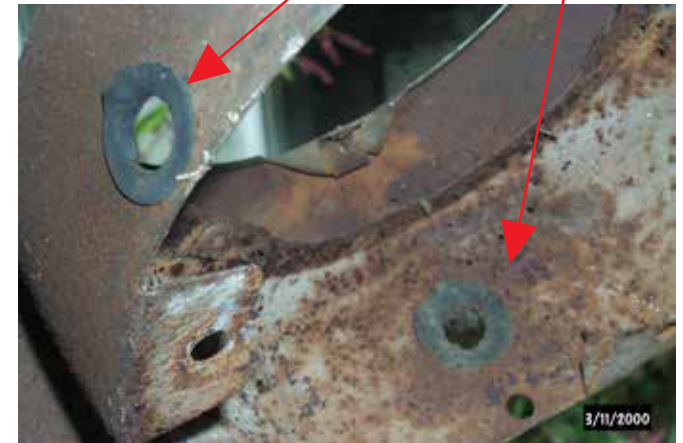
A		LIGHT BLUE	Third Brake Light	Plug this loose wire into the main connector maintaining color and function continuity with the dash harness (510262), then connect the other end to the third brake lamp if so equipped.
B		TAN	Fuel Tank Sender	Route this wire either up thru the "A" pillar then back down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

In this kit you will find the following:

1. 4 cushioned clamps.
2. 4 small rubber grommets.
3. Misc. connectors and terminals to complete engine, alternator, and forward lamp connections.
4. Main firewall grommet.
5. New Door Jamb Switches

The cushioned clamps may be used to securely route the engine harness wires up across the back of the firewall in the engine bay behind the engine if so desired. We have not provided any bolts to secure the clamps to the firewall as there are several different styles available and we have left that to the builder's taste. The 4 small grommets will be used to line the stock grill shell and headlight ring / parking lamp areas prior to routing the new harness through those areas. A photo of the grill shell grommets on our test vehicle are shown at the right for your reference. The various terminals and connectors will be used to complete the many connections under the hood of the truck. These detailed installation instructions can be found on pages 9 and 10 of the main instruction set (92969976). The main firewall grommet is used to line the stock firewall opening where the main harness exits the cab and goes out into the engine bay. We have NOT provided a firewall grommet retainer as there are several designs available from raw stamped, to plated, to billet, and we have left that to the builder's taste. The new door jamb switches will install into your stock door jamb openings and will allow your dome and new underdash courtesy lamps to function with the opening of your doors.

Grill Shell
Grommets



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PART #

510312

DESCRIPTION:

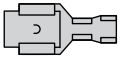
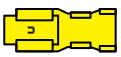
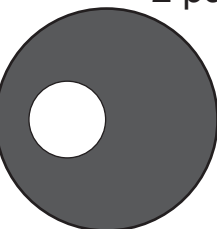
Clamp, Grommet, and Parts Kit
1953 - 56 Ford Truck
Classic Update Series

92969991

Rev 2.0

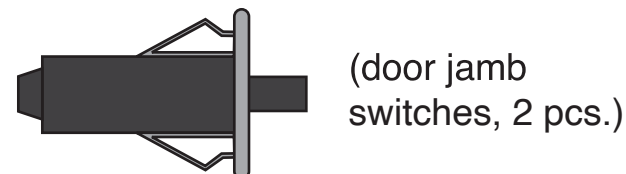
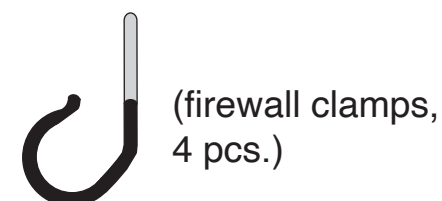
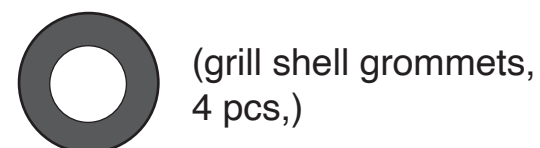
9/24/2018

In the box below, you will find the legend for the misc. terminals, plastic connector bodies, and the main firewall grommet that will be used to complete your main power, forward lighting, engine, and alternator connections. They are itemized and referred to on this page just as they are on pages 9 and 10 of the Main instruction set (92969976). The grill shell grommets, firewall clamps, and new door jamb switches (for the courtesy lamps) are also located in this package but are not shown on pages 9 and 10.

- A  (56 series double female connector, 2 pcs.)
- B  (56 series single female terminal, 15 pcs.)
- C  (56 series double female terminal, 4 pcs.)
- D  (large rubber sleeve, 4 pcs.)
- E  (56 series single female conn. with lock wedge, 1 pc.)
- F  ("T" shaped 56 series double female connector, 2 pcs.)
- G  (large main firewall grommet, 1 pc.)
- H  ("T" shaped 56 series double male connector, 2 pcs.)
- J  (56 series single male terminal, 4 pcs.)
- K  (small ring terminal for larger gauge wire, 6 pcs.)
- M  (56 series double male terminal, 2 pcs.)

- N  (small ring terminal for smaller gauge wire, 6 pcs.)
- P  (56 series single female conn. with notch, 2 pcs.)
- R  (small rubber sleeve, 2 pcs.)

Also included but not shown on pages 9 or 10:



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:

- 1. 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.
- 2. Detach the fuse block cover and remove the factory-installed nuts and lock washers from the studs.
- 3. 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).
- 4. Install one 175A megafuse (Item “C”) onto each fuse position in the block.
- 5. 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:

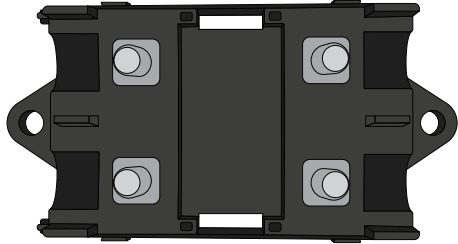
Locate the 10Ga. “12V Battery Feed” wire from the engine or panel subkit, route it to the Megafuse block, cut to length, and slide a piece of the cut shrink tubing (Item “F”) over the cut end. Crimp and solder a 10 GA. megafuse ring terminal (Item “K”) on the end and insulate the crimp with the shrink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

Parts Legend:

- A



6 Gauge Charge Wire - QTY (1)
(144.0” Length)
- B



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



175A Megafuse - QTY (2)
- D



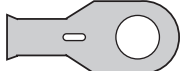
Megafuse Block Busbar - QTY (1)
- E



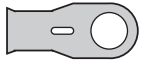
Alternator Boot - QTY (1)
- F



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



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



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



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



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



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Alternator and Main Power
Connection Kit

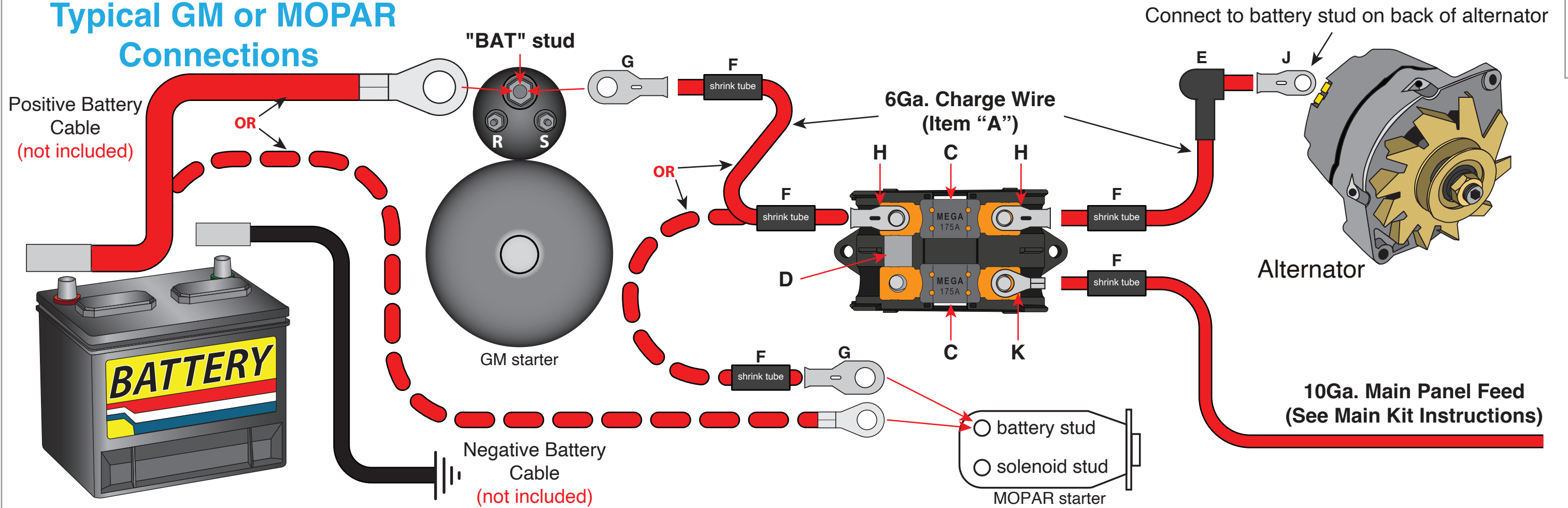
510476

Classic Update Series

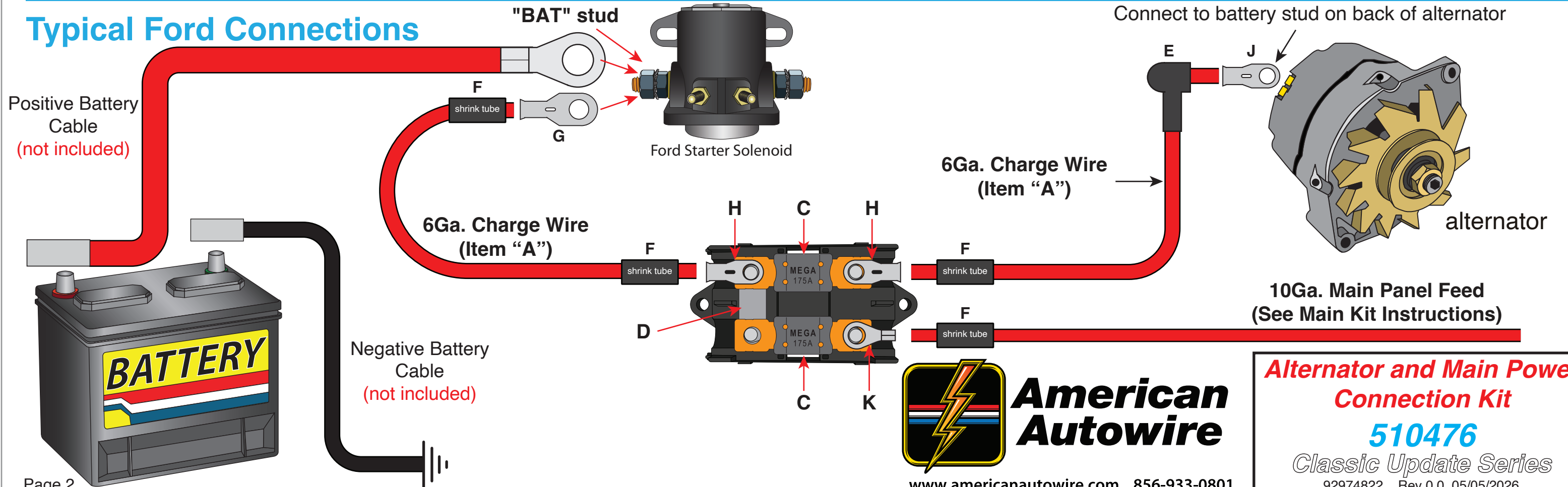
92974822 Rev 0.0 05/05/2026

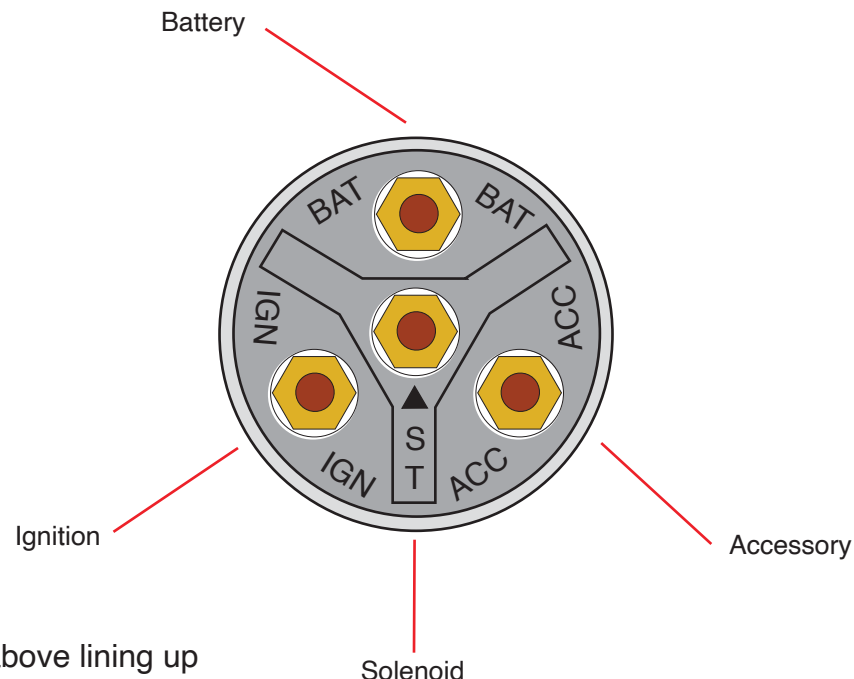
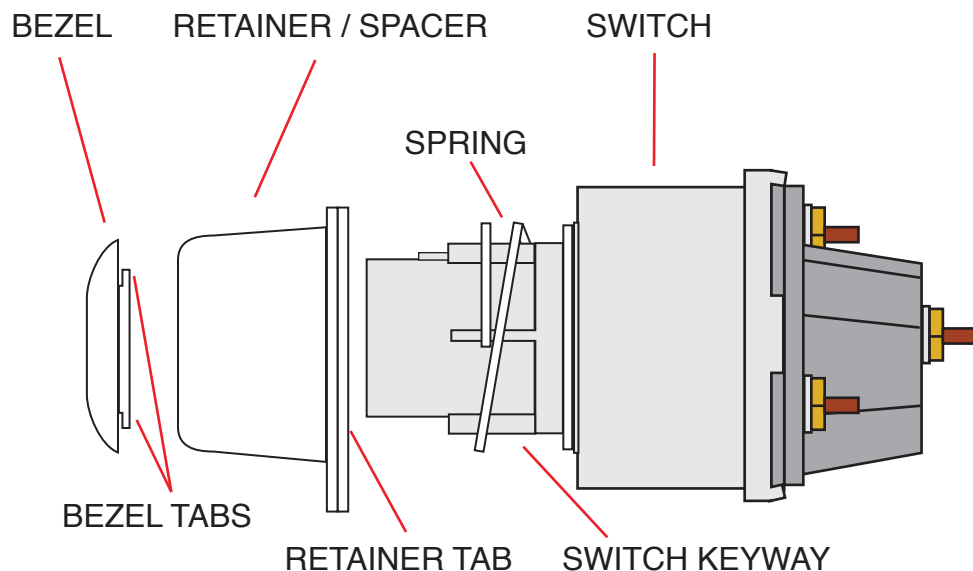
Typical GM or MOPAR Connections

ag
Z



Typical Ford Connections





SWITCH ASSEMBLY DIRECTIONS:

1. Push the retainer / spacer down onto the switch assembly as shown above lining up the tab on the retainer with the keyway on the switch.
2. From behind the dash, push the switch and retainer assembly through the opening in the face of the dashboard compressing the spring on the switch so that the front edge of the switch comes through the dashboard opening.
3. With the spring compressed and the switch protruding through the opening in the dash, press the bezel into the face of the switch aligning the two tabs on the bezel with the openings in the face of the switch, twist the bezel 1/4 turn to your right which will lock the tabs into the switch, release the pressure on the spring where you were pushing the switch assembly through the opening in the dash from behind, and the entire assembly will lock into place.

DASH HARNESS CONNECTIONS:

1. Attach the red "12V BAT" wire to the "BAT" stud; attach the pink "IGNITION FEED" wire to the "IGN" stud; attach the purple "NEUTRAL SAFETY SWITCH" wire to the "ST" stud; attach the brown "IGNITION SW ACCY" wire to the "ACC" stud. **NOTE:** If you are using an alternator other than a self-exciting 1 wire unit, please refer to the detailed instructions on page 4, branch 4, of the 92969976 instructions to properly connect the small gauge small brown or brown with white stripe wires as these are the field exciters for a normal alternator regulator circuit.



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

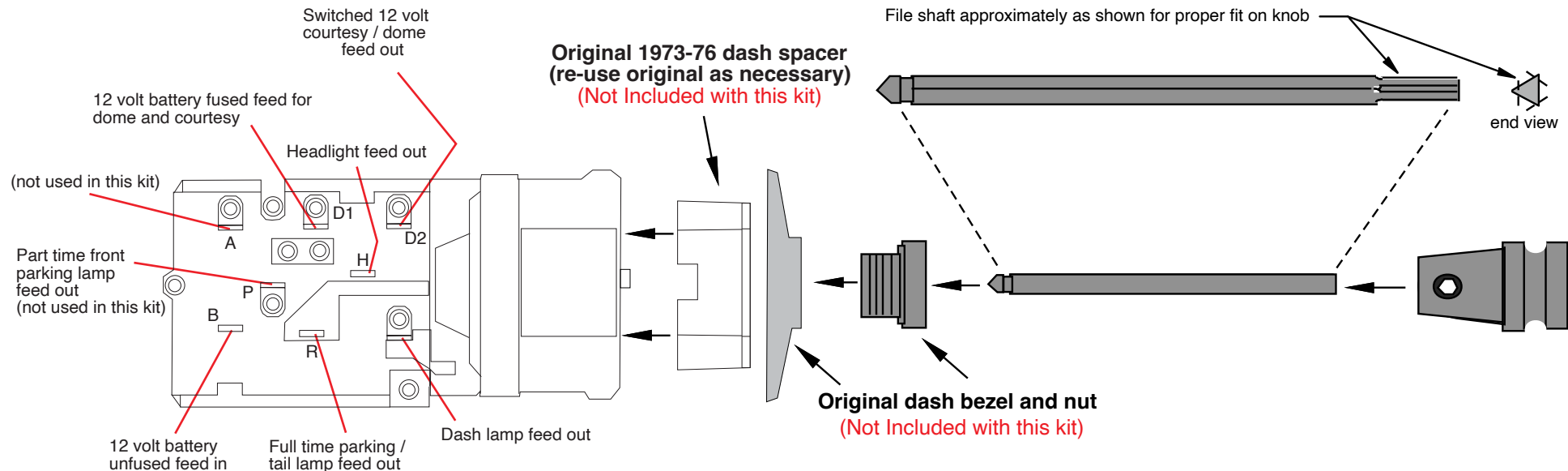
PART #

510309

DESCRIPTION:

Ignition Switch
1953-1956 Ford Truck
Classic Update Series

92969996 instruction sheet rev 0.0 1/31/2012



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

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

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



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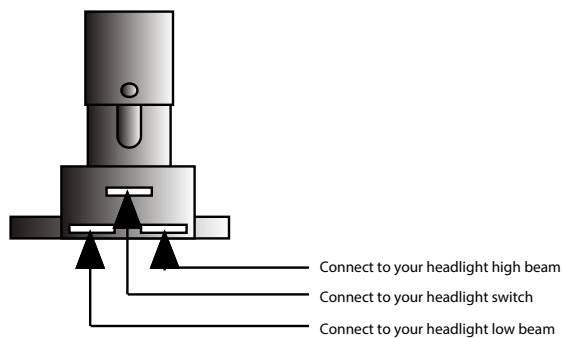
PART #

510264

DESCRIPTION:

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

92969840 instruction sheet rev 3.0 1/15/2013



Connect the Dimmer Switch wires as shown above.

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

another wiring product by...



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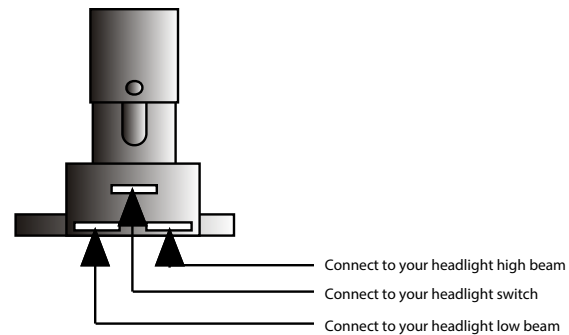
PART #

500042

DESCRIPTION:

DIMMER SWITCH

92964573 instruction sheet Rev 3.0 6/29/99



Connect the Dimmer Switch wires as shown above.

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

another wiring product by...



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