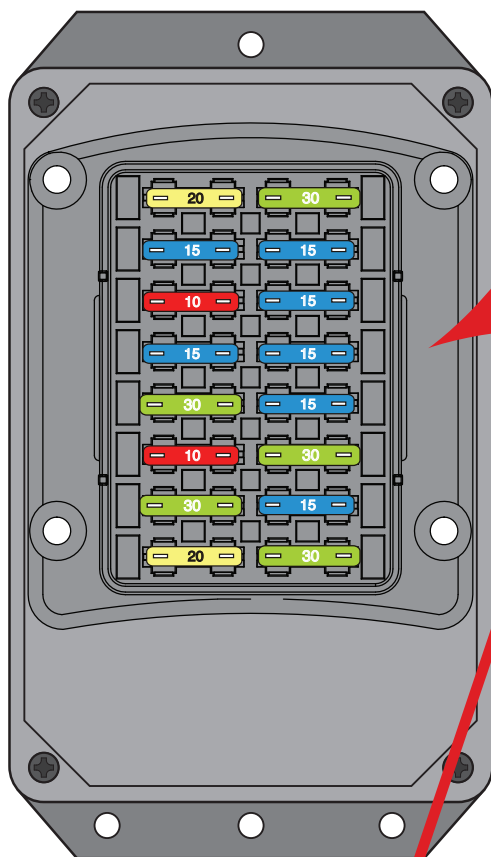
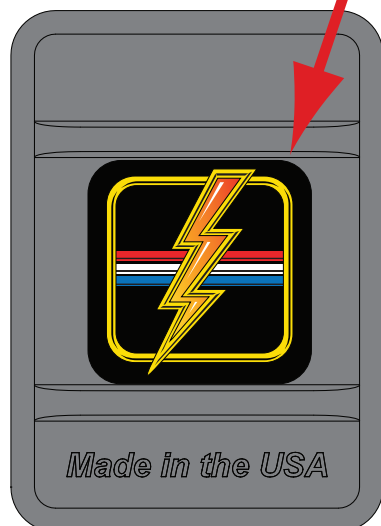


Fuse Box



Fuse Box Lid



NOTE:

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

KIT BOX CONTENTS:

<u>Number</u>	<u>Description</u>
510476	Alternator and Main Power Connection Kit
510880	Main Harness Kit w/ AAW Fuse Panel
510461	Instrument Cluster Wiring Kit
20002	Digital Gauge System Dim Wire
510465	Front Light Wiring Kit
510466	Engine Wiring Kit
510568	Rear Body Wiring Kit
500042	Dimmer Switch
510054	Headlight Switch
510128	Ignition Switch
510469	Fuse, Relay & Flasher Kit
500919	Practice Terminal Kit
92973555	Kit Instruction Sheets
92972154	Fuse Box Bracket Mounting Template
92972156	Relay Bank Mounting Template



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www.americanautowire.com 856-933-0801

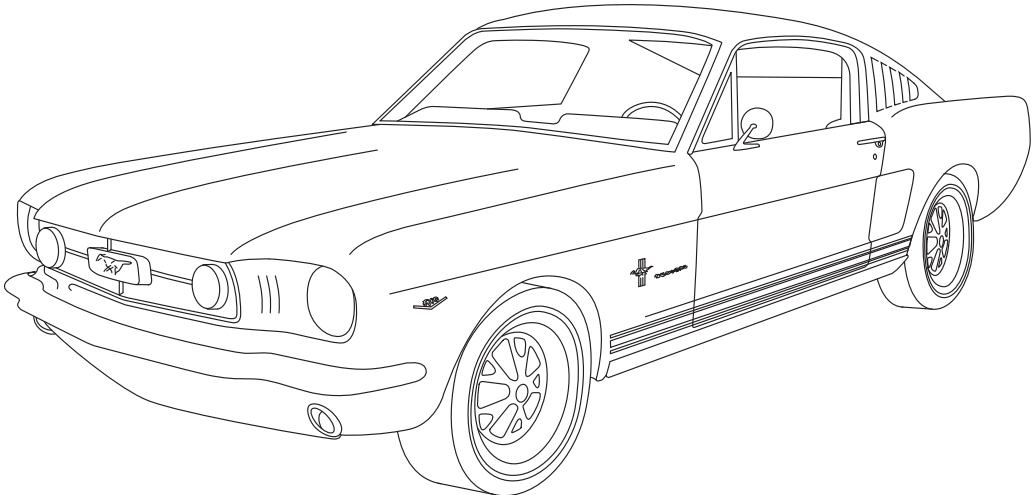
Classic Update Kit
1964-66 Mustang
510125

92973799 Rev. 1.0 40/22/2025



WARNING:
Validate the kit contents with the component list included on this page, before proceeding. This kit is intended to be used in a modified vehicle. Please read this page 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 1964-1966 Mustang** application only.
- 2. Some early production 1964 1/2 Mustangs used a unique headlight switch assembly that utilized a shorter knob and shaft assembly than the later production 1965 - 66 cars used (3.63" vs. 3.90"). The new AAW switch included with this kit is an exact replacement for the later 1965-66 cars and needs the later production style knob and shaft in order to operate. If your car is an early production 1964 1/2 model, you will need to purchase the newer long style knob and shaft assembly from your favorite Mustang parts supplier as your original will be too short to operate the new AAW switch assembly..
- 3. This kit **DOES NOT** support the use of the stock generator warning lamp. A voltmeter is recommended as a good source to monitor your charging system.
- 4. This kit **DOES NOT** provide wiring for combination factory air conditioning & heater systems. Wiring for factory heater-only systems is provided. This kit is also compatible with aftermarket A/C systems and factory air conditioning & heater combination systems with additional customer-supplied wiring.
- 5. 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. **No stock 1964-66 alternators are supported.**
- 6. This kit **WILL NOT** support the use of a factory ammeter. All AAW kits are engineered to supply the optimum charge to the battery. To achieve this performance, we route our 6ga. charge wire directly from the alternator output terminal to the starter solenoid. Due to the path of the charge being altered from the stock configuration, the gauge can no longer see a charge vs. a discharge, so it will not work properly. When ammeters were originally used, most generator or alternator current outputs were rated at maximum of about 25-60 amps. Modified cars being built today typically utilize a 100 amp or higher output alternator. With these higher current units, ammeters, generally speaking, become a safety hazard. Ammeters are usually wired in parallel to the charging circuit, are typically unfused, and can short very easily causing a fire. A voltmeter is recommended as a good alternative.
- 7. This kit **WILL NOT** support the use of a factory tachometer in it's original connection application as those tachs wired the primary ignition circuit directly in series through the tach and then out to the positive side of the coil. With this type of connection, any type of MSD or high energy ignition will generally destroy the internal circuitry of the tach and will cause the car to quit running as voltage will no longer flow through the tach and out to the coil or ignition control unit. **HOWEVER**, if your factory tach has been upgraded or retrofitted to a later style movement where the pulse post on the tach gets wired to the negative side of the coil (or to the tach output on an MSD box or similar unit) and the feed post of the tach uses a conventional 12 volt ignition connection, **you will be able to use this harness system.**
- 8. This kit **IS NOT** set up with a resistance wire for a standard, points type ignition system. It is wired with a full 12 volt primary ignition feed that is hot in both the start and run positions. It will support HEI, MSD, other electronic ignition systems, as well as computerized Fuel Injection systems. If you wish to run a points type system, there are illustrations on the engine connection pages to do so. Extra parts that are not included in this kit will be required to complete that operation.



510125 - Classic Update Series Kit
1964-66 Mustang

This kit contains the following components:

Bag	Part Number	Description	Quantity
	510054	Headlight Switch	1
	510469	Fuse, Relay, and Flasher kit	1
	500042	Dimmer Switch	1
	510128	Ignition Switch	1
	500919	Practice Terminal Crimping Set	1
G	510880	Dash Harness kit	1
H	510461	Instrument Cluster wiring kit	1
J	510466	Engine Wiring Kit	1
L	510465	Front Light Wiring kit	1
M	510468	Rear Body Wiring kit	1
Z	510476	Alt. & Main Power Connection Kit	1
	520002	Digital Gauge System Dim Wire - Ford Kits	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.



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1964-66 Mustang
Classic Update Series
510125

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92973555 Rev 2.1 09/29/2025

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 barrell terminals down into the wire, as shown on this page. If you use our crimping tools and correctly crimp the included terminals, soldering is not necessary. If you are unsure about a particular crimp, soldering is recommended. Our factory crimped terminations are installed by GM approved five ton presses, and soldering these terminations is not necessary.



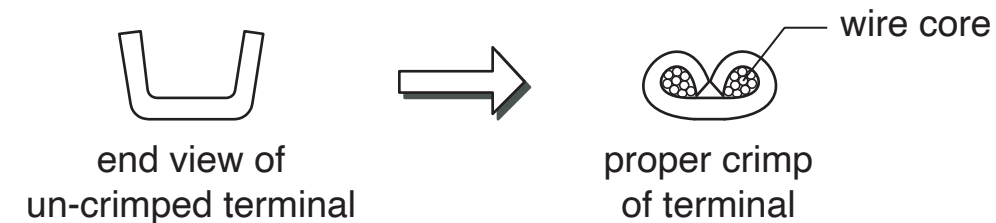
AAW offers a great terminal crimping video entitled "Proper Crimping Video". It can be viewed by visiting YouTube.

Type the following address into your web browser, to go directly to the video:
www.youtube.com/watch?v=JAgEDoVI-co

Youtube Channel:
www.youtube.com/user/WiringHarness



The terminals that we supply in our kits, utilize what is known as an F crimp. The F crimp, in a cross section, will look like the illustration below, when done correctly.

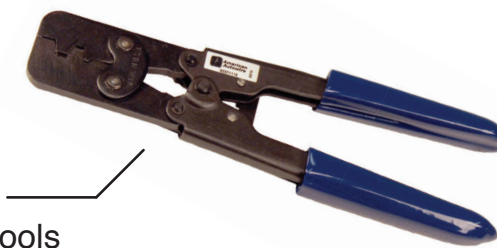


We carry the following crimping hand tools, to help with your terminal crimping. These hand tools are available, for purchase or rental.

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

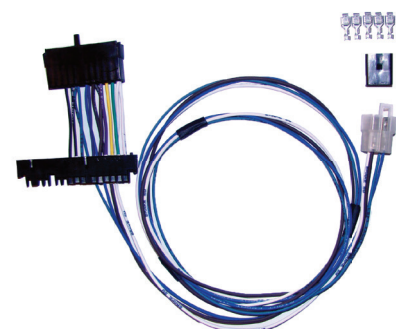


p/n 510586
OEM large terminal crimping
tool (12-8 gauge)



p/n 510587
Includes Both
terminal crimping tools

We carry many accessories for your 1964-66 Mustang:



p/n 510175
factory hazard switch
wiring kit



p/n 510127
ignition switch lock
cylinder and keys



p/n R0067108
OEM style non-stick
harness tape

STEP 1: DISCONNECT YOUR BATTERY:

Disconnect the battery, before installing the wiring kit, to prevent any accidental shorting caused by loose bare wire ends.

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

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STEP 2: START INSTALLING KIT:
This kit is broken down into individual sections, that are identified by a letter printed on the enclosed sheets, visible through each bag. The order of installation and the pages with their installation instructions, are shown below:

Table of Contents:

Bags: Pages: Sections:

- G

4 - 9

Dash Harness - This is the main harness in the kit and contains:

- Heater feed and switch connections.

- Door jamb switch and door courtesy feed connections.

- Ignition, lighting, dimmer switch and wiper feed connections.

- Neutral safety and back up light switch connections.
- H

10 - 14

Gauge Cluster Harness - This Harness contains:

- Gauge connections for aftermarket and factory gauges.
- J

15 - 16

Engine Harness - This Harness contains:

- Temperature, oil pressure, tachometer wiring.

- Ignition system / ECU power.

- Alternator connections.

- Starter solenoid connections.

- Main panel feed connections.
- L

17 - 18

Front Light Harness - This Harness contains:

- Headlight, turn signal, running light connections.

- Electric fan relay trigger.

- Fog light connections.

- Brake warning light connections.

- Horn connections.
- M

19 - 20

Rear Body Harness - This Harness contains:

- Tail light, turn signal, reverse light, running light and third brake light connections.

- Fuel tank sender connections.

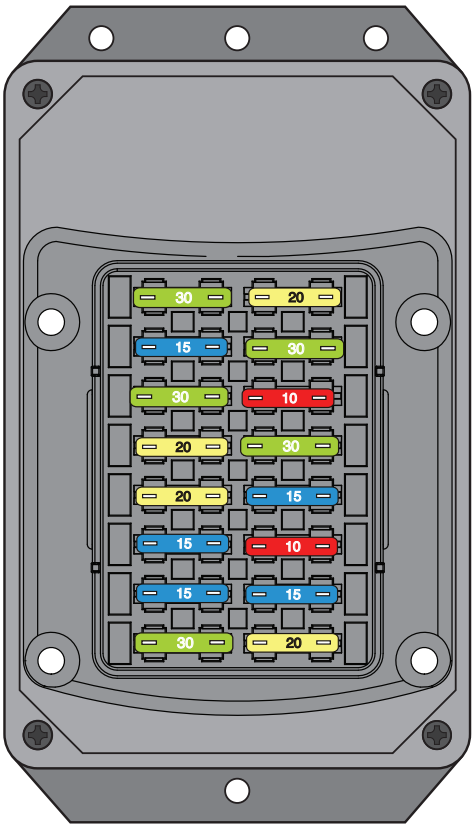
- Dome light connections.

**PLEASE READ THIS HELPFUL INSTALLATION TIP,
BEFORE GOING ANY FURTHER!**

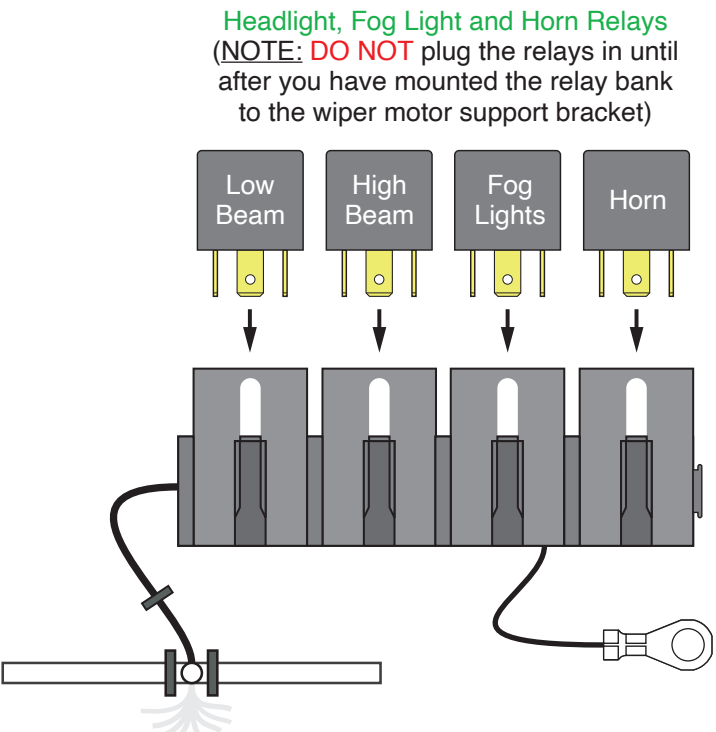
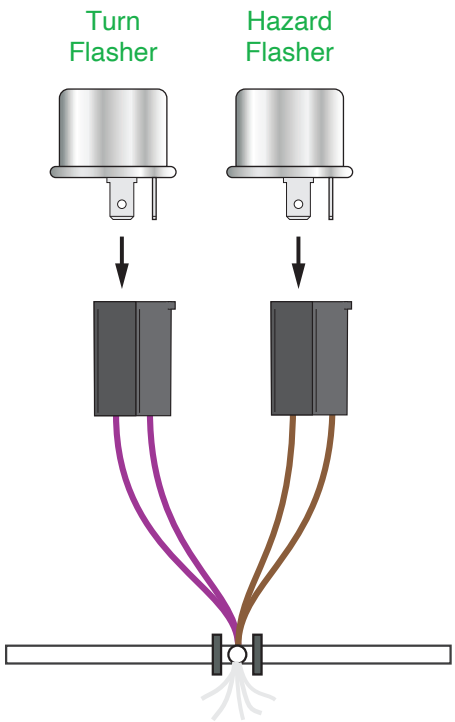
Prior to installing the Dash/Main harness in your dashboard, plug all of the fuses into the Fuse Box (see detailed picture below) and the Hazard Flasher and Turn Flasher and Headlights, Fog Lights and Horn Relays into this harness (see detailed pictures below).

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

Fuse label
on inside
of Fuse
Box cover

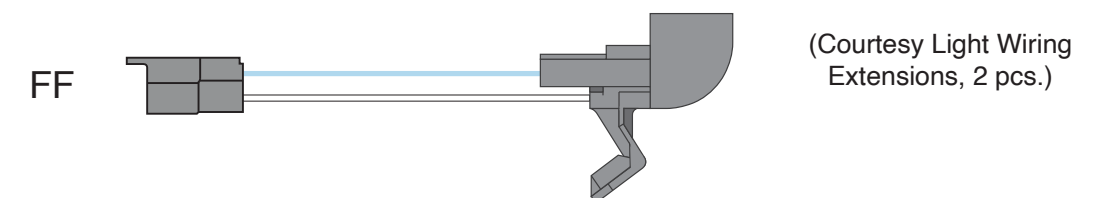
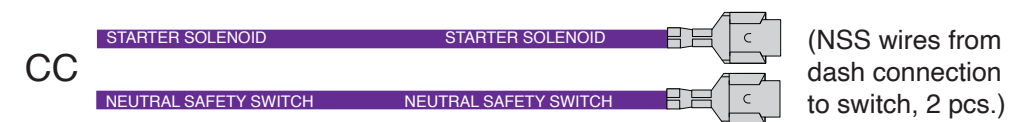
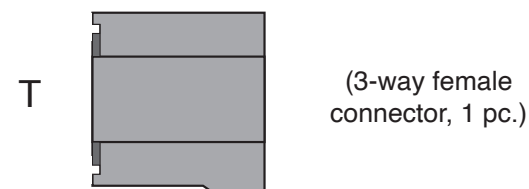
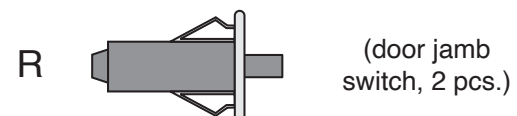
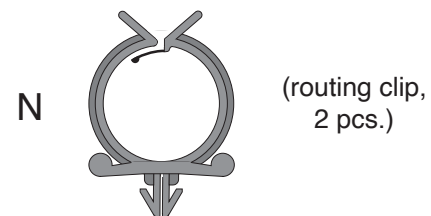
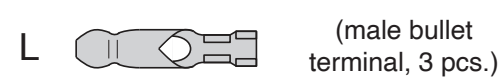
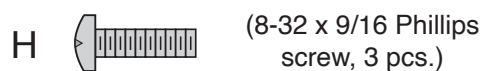
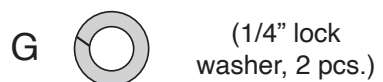
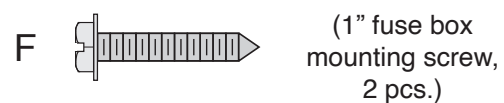
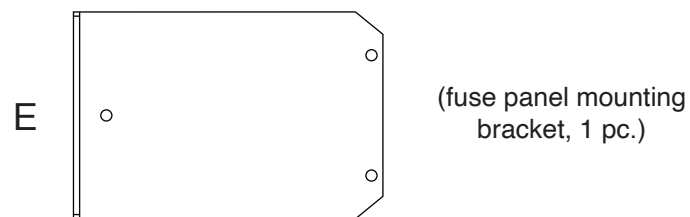
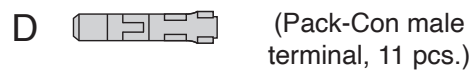
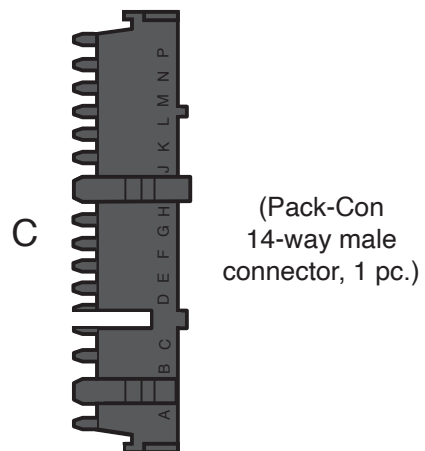
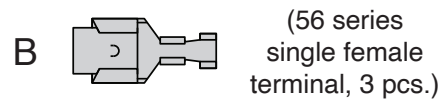
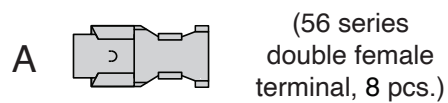


Fuse
Installation
Locations



Dash/Main harness installation instructions:

Shown below, are the supplied misc. terminals, plastic connector bodies, hardware, jumpers and extensions, included in the Dash/Main Harness Loose Piece Kit (510125) 92973539, that will be used to complete your Dash/Main harness connections. They are itemized and referred to on this page, just as they are on the following pages of this Dash/Main instruction set.



1964-66 Mustang

Classic Update Series

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Dash/Main fusebox /bracket/ harness assembly mounting instructions:

1. Make sure you have installed all of your fuses into the fusebox. Assemble the mounting bracket to the fusebox and harness assembly as shown in step #1 on this page.
2. Attach completed "bracket, fusebox and harness assembly" into the vehicle as shown in steps #2 through #6 on this page.
3. Plug H/L switch 510054 into harness connector and install into your dash. Plug your existing wiper harness into the white wiper feed wire on the AAW dash harness, onto your existing wiper switch and over to your wiper motor.
4. Plug ignition switch 510128 into harness connector, attach brown wire with ring terminal to threaded stud, plug tan wire onto ground blade of the ignition switch and install completed assembly into your dash. Plug in your cigar lighter connection.
5. Route the front light and dimmer connections back around the fresh air vent so that the front light connections are at the pass-through hole in the firewall, then route the dimmer connections down to the floor area and attach to dimmer switch 500042. Secure dimmer switch to the toeboard/floor. Plug in front light wiring 510465. After installing firewall grommet "P" in the opening, route wires out to the engine bay. See pages 18 and 19 for details.
6. Drop rear body connector down inside the door hinge pillar to the floor. Plug your in rear body harness 501468, then it route along the door sill back to the trunk area. See pages 20 and 21 for connection details.
7. Plug brake switch connection onto your existing brake switch.
8. From page 10, assemble NSS and B/U switch extension and plug onto dash harness connection.
9. Route the engine connections to the pass-through hole in the firewall. Plug in engine harness wiring 510466. After installing firewall grommet "P" in the opening, route wires out to the engine bay. See pages 16 and 17 for details. Make LH door switch and courtesy lamp (to right of column) connections. See pages 6 and 9 for details.
10. Plug in your steering column connections. See page 8 for details.
11. Build your gauge cluster harness and plug the finished assembly into the dash harness connections as shown on page 6. See pages 11-15 for details on building your cluster harness. Please note that there are several different choices and be sure you have picked the proper choice for your car's application.
12. Mount relay bank to wiper motor support bracket. See template 92972156 for instructions and details.
13. Build your heat and A/C connections. See page 10 for details.
14. Pass remaining harness over past the radio and heater controls to the RH side of the car. Make radio, console, glove box, RH door switch and courtesy lamp connections as necessary. See pages 7 and 9 for details.



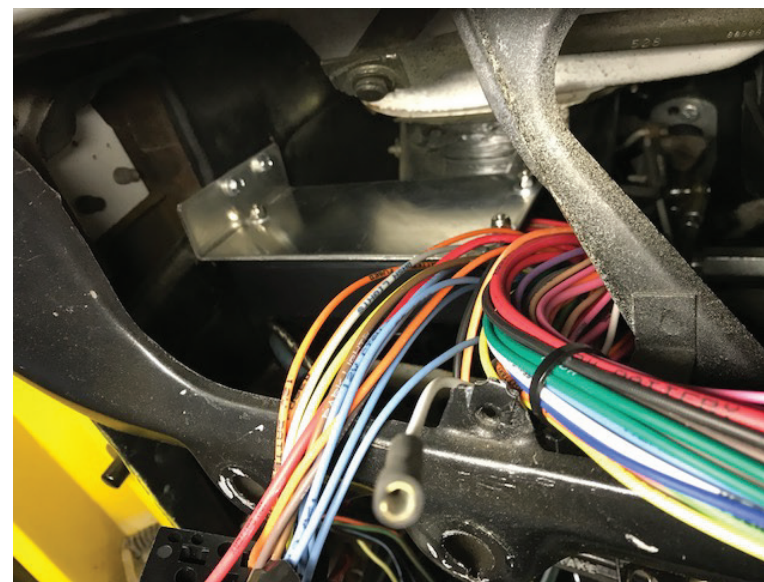
1. Assemble the mounting bracket to the fuse-loaded fusebox and harness assembly using screws, washers and nuts "H, J and K" found in the 92972060 dash loose piece kit.



2. Using mounting template and instruction sheet 92972154, drill a new .125 mounting hole in the door hinge pillar area.



3. With the cluster assembly and all the original wiring removed, lay the assembled "bracket, fusebox and harness assembly" from step 1 across your steering column as shown above.



4. Tuck the "bracket, fusebox and harness assembly" down inside the dash opening, and using screws and washers "F and G" found in the 92972060 dash loose piece kit, attach the assembly to the LH door hinge pillar area. Carefully route the harness to avoid any sharp edges on the LH vertical dash support so that you do not cut or chaff any wires.

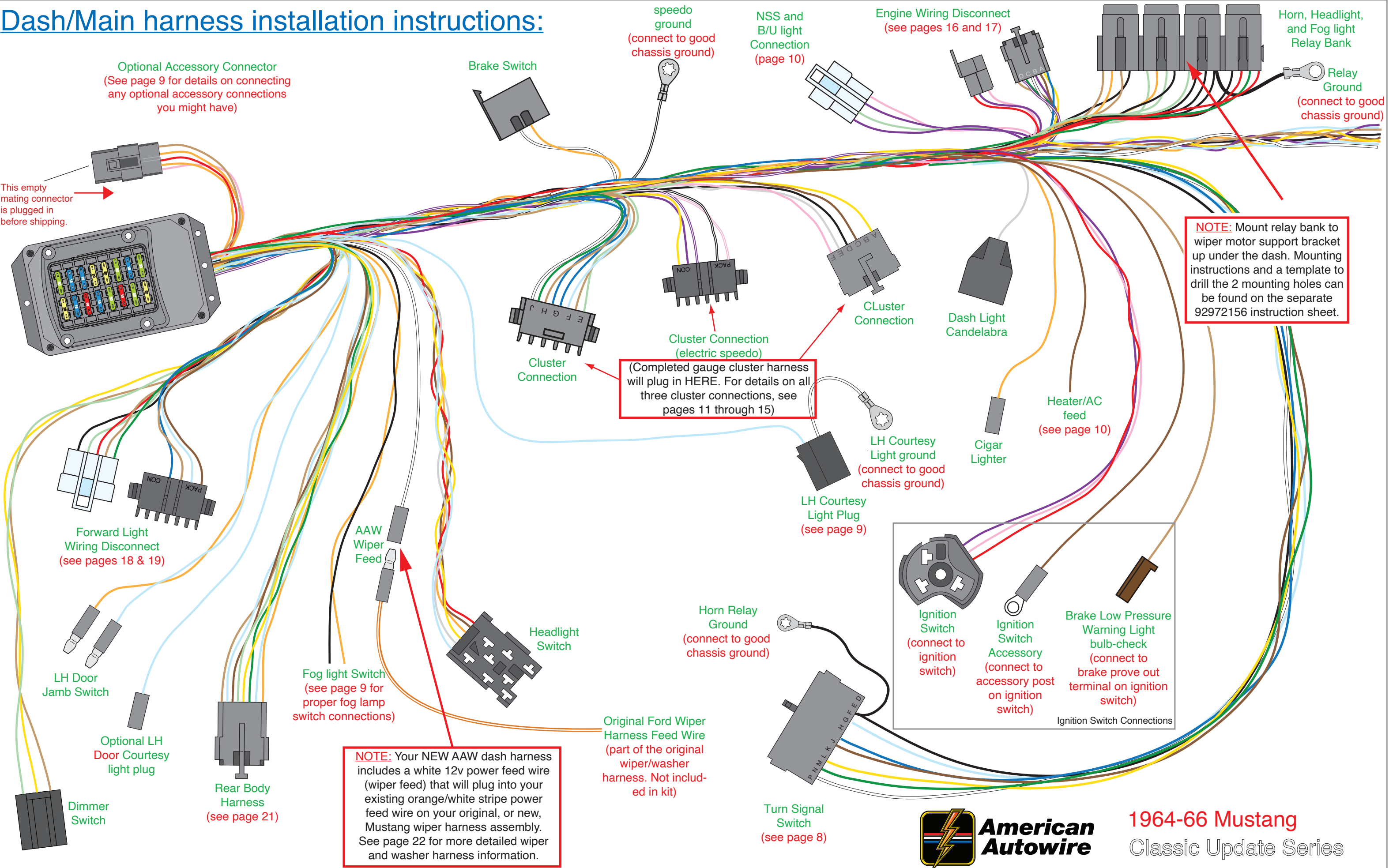


5. Install the two harness routing clips "N" into the original holes near the top of the two vertical dash supports as shown above.

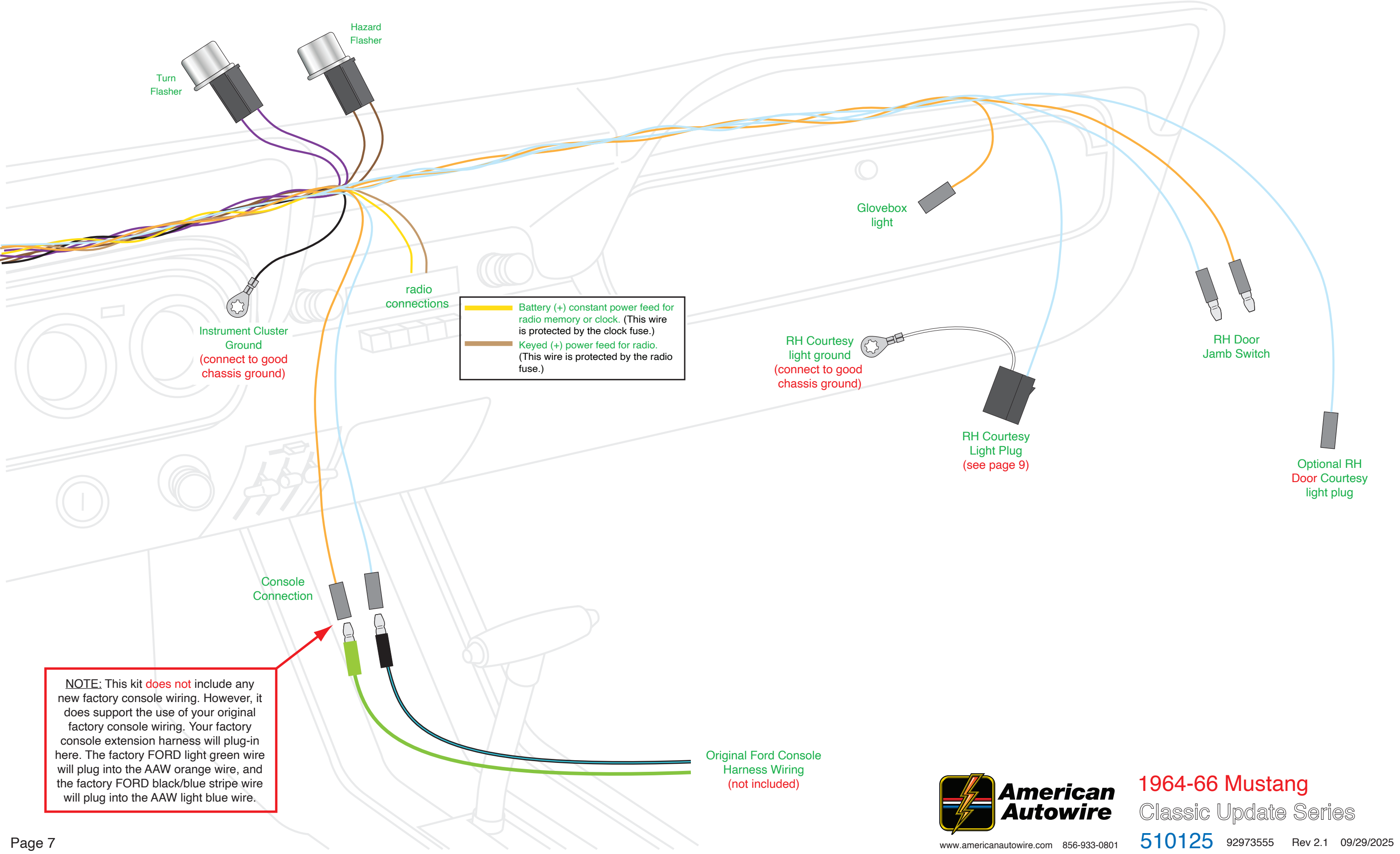


6. Snap the main harness into the two new harness routing clips "N" so that the harness routes over the cluster opening area as shown above. After you plug your wiper harness into the white AAW "wiper feed" wire from page 6, you can snap that harness into the two mounting clips as well.

Dash/Main harness installation instructions:



Dash/Main harness installation instructions:



Dash/Main harness installation instructions:

AMERICAN AUTOWIRE DASH HARNESS CONNECTION

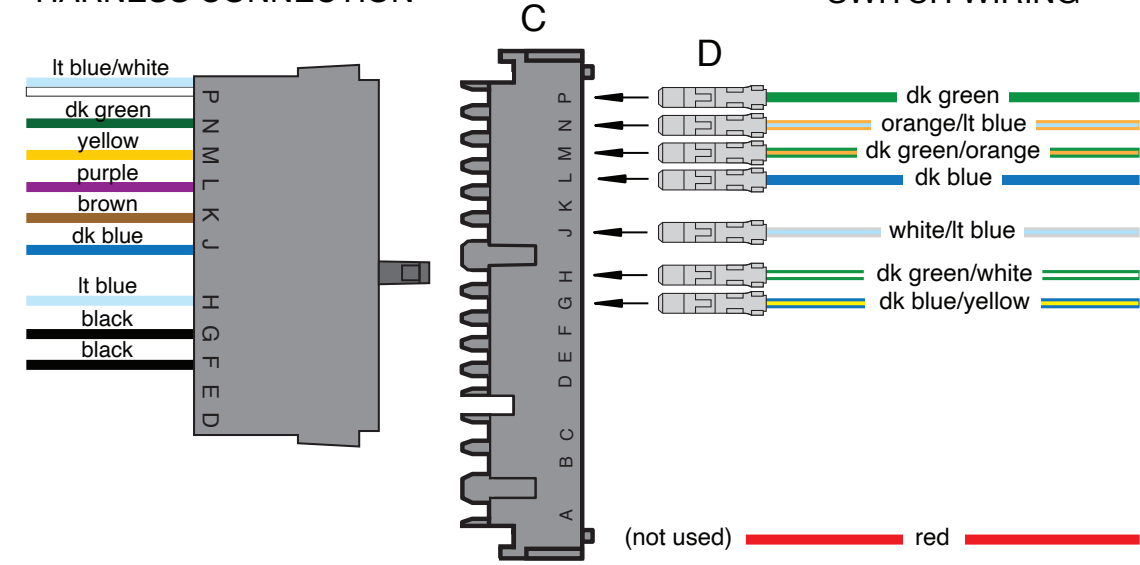


DIAGRAM 'A' - AAW Turn Signal Switch Wires to Stock 1964 Steering Columns.

Table A

AAW Turn Signal Switch wires to stock 1964 Ford Mustang Turn Signal Switch			
AAW Wire Color	AAW Wire Function	AAW Connector Cavity	FORD Wire Color
Lt Blue/White	Third Brake Light/Brake SW	P	Dark Green
Dark Green	Right Rear Brake & Turn	N	Orange/Lt. Blue
Yellow	Left Rear Brake & Turn	M	Dk. Green/Orange
Purple	Turn Switch Feed	L	Dark Blue
Brown	Turn SW – Hazard	K	Not Used
Dark Blue	Right Front Turn	J	White/Lt. Bue
Light Blue	Left Front Turn	H	Dk. Green/White
Black	Horn Relay Ground	G	Dk. Blue/Yellow
Black	Horn Relay Ground	F	Not used for 64 application
None	None	E	
None	None	D	
None	None	A	Red - Not Used)

Remove the original Turn Signal Switch Connector and replace it with the AAW 14-way connector "C". Crimp on terminal "D" to each of the original Turn Signal Switch wires and plug them into connector "C" (see Parts Kit 92973539). (NOTE: Some replacement turn signal switches have a red wire in them that will not be used in this application)

Use "Table A" above to align the wires. Also, for all of the 64 vehicles, the Steering Column Horn Button switches ground for the Horn Relay, which then switches power to the horns, exactly as original.

Table B

AMERICAN AUTOWIRE DASH HARNESS CONNECTION

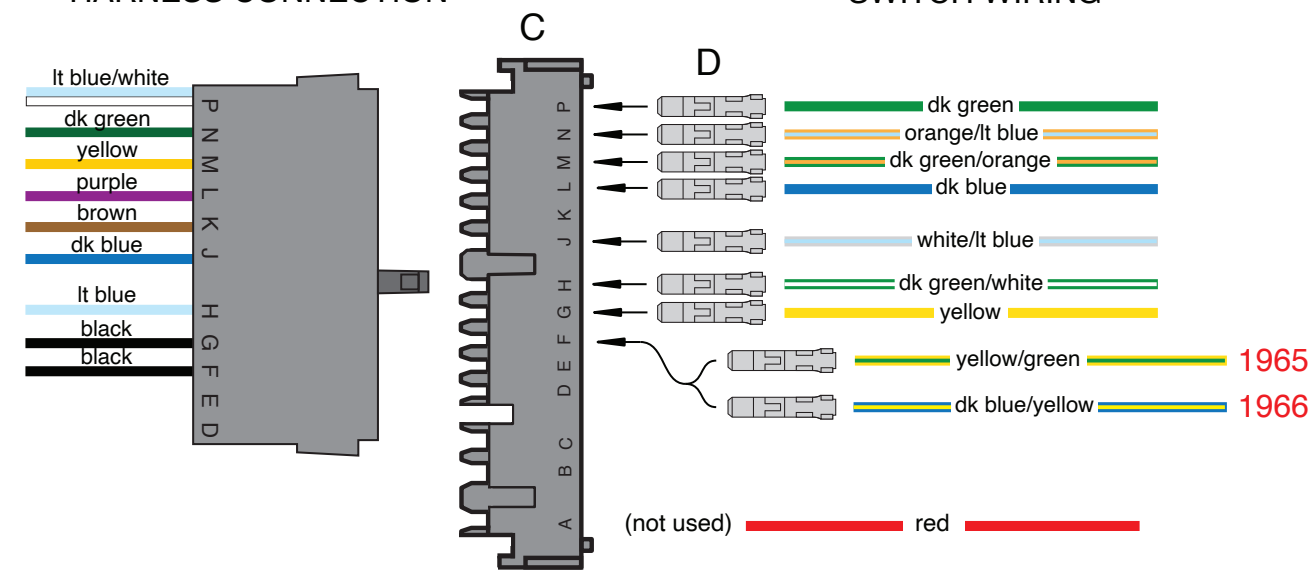


DIAGRAM 'B' - AAW Turn Signal Switch Wires to Stock 1965-66 Steering Columns.

AAW Turn Signal Switch wires to stock 1965-66 Ford Mustang Turn Signal Switch			
AAW Wire Color	AAW Wire Function	AAW Connector Cavity	FORD Wire Color
Lt Blue/White	Third Brake Light/Brake SW	P	Dark Green
Dark Green	Right Rear Brake & Turn	N	Orange/Lt. Blue
Yellow	Left Rear Brake & Turn	M	Dk. Green/Orange
Purple	Turn Switch Feed	L	Dark Blue
Brown	Turn SW – Hazard	K	Not Used
Dark Blue	Right Front Turn	J	White/Lt. Blue
Light Blue	Left Front Turn	H	Dk. Green/White
Black	Horn Relay Ground	G	Yellow
Black	Horn Relay Ground	F	Yel./Green '65; Blue/Yel. '66
None	None	E	
None	None	D	
None	None	A	(Red - Not Used)

Remove the original Turn Signal Switch Connector and replace it with the AAW 14-way connector "C". Crimp on terminal "D" to each of the original Turn Signal Switch wires and plug them into connector "C" (see Parts Kit 92973539). (NOTE: Some replacement turn signal switches have a red wire in them that will not be used in this application)

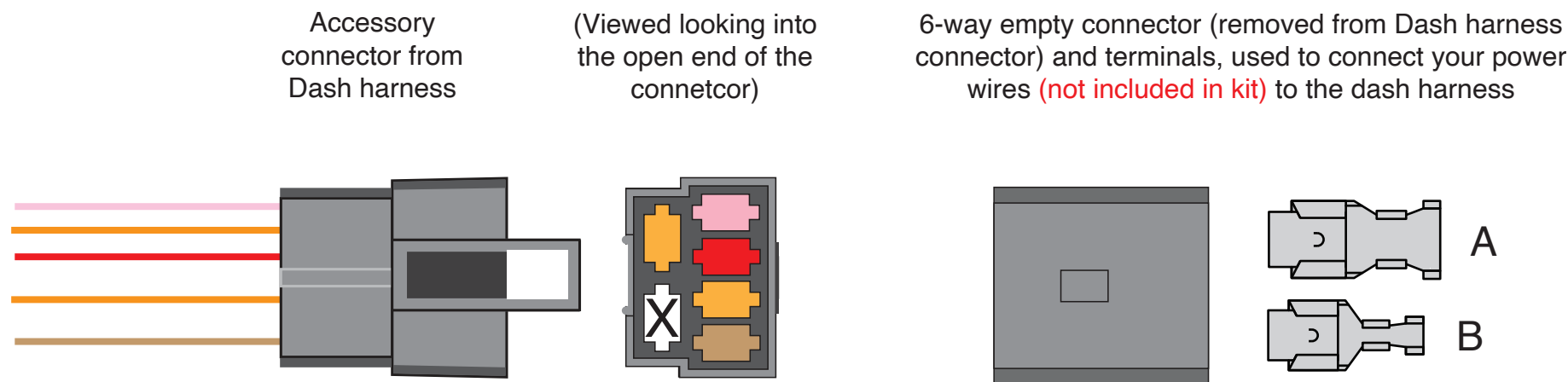
"Table B" above to align the wires. Also, for all of the '65-'66 vehicles, the Steering Column Horn Button switches ground for the Horn Relay, which then switches power to the Horns.

Dash/Main harness installation instructions:

Accessory connector wiring:

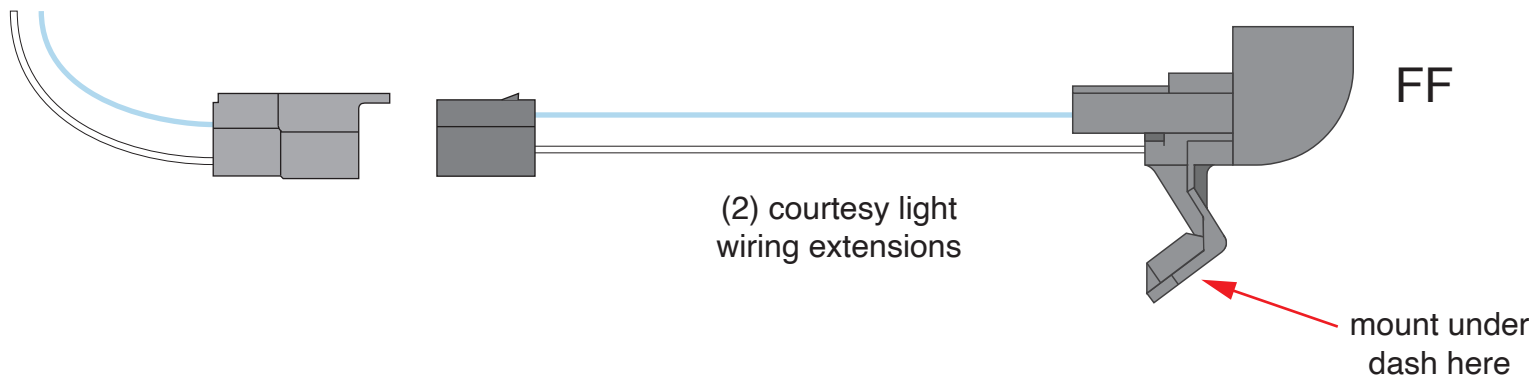
Use the provided 6-way empty connector, which is attached to the 6-way Accessory connector on the Dash Harness, and terminals "A" or "B" to add power wires (not included in kit) for the following optional systems:

Wire Color	Printing	Fuse #	Fuse Block Cover	Fuse rating	Description
Tan	FUEL PUMP	16	Fuel Pump	20A	Fused 12 volt IGNITION feed for fuel pump (may also be used to feed power to another ignition circuit).
Orange	POWER SEATS	3	Pwr Seats	30A	Fused 12 volt BATTERY feed for power seats (may also be used to feed power to another battery circuit).
Red	POWER LOCKS	5	Pwr Locks	20A	Fused 12 volt BATTERY feed for power door locks (may also be used to feed power to another battery circuit).
Pink	POWER WINDOWS	8	Pwr Window	30A	Fused 12 volt ACCESSORY feed for power windows (may also be used to feed power to another accessory circuit).
Orange	(No Printing)	1	Batt - Spare	30A	Fused 12 volt BATTERY feed (may also be used to feed power to a battery circuit).

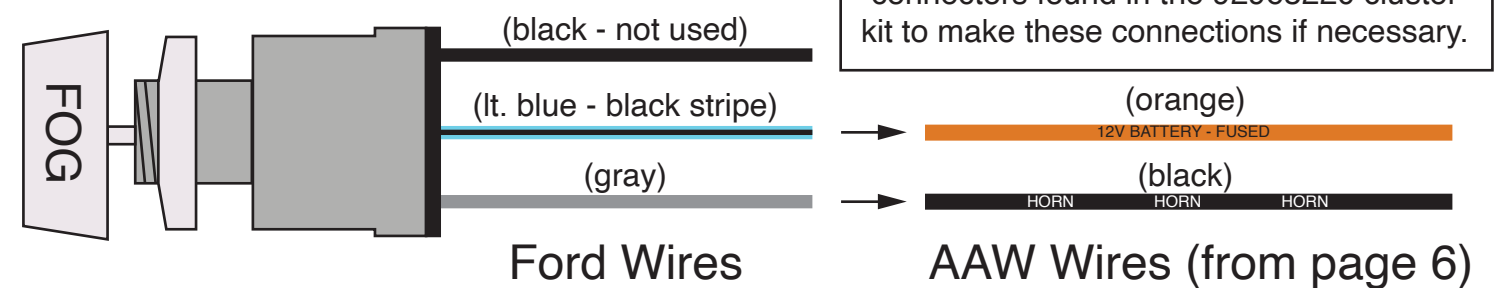


Courtesy light wiring:

Connect the (2) courtesy light wiring extensions "FF" to the courtesy light plugs from the dash harness: The left-hand courtesy plug is at the same branch as the headlight switch, and will mount to the right of the steering column along the bottom of the dash. The right-hand courtesy plug is at the far end of the dash harness, near the glovebox lamp connection and RH door jamb switch connection, and will mount along the bottom of the dash. The (2) courtesy light wiring extensions are found in the dash loose piece bag, part number 92972061.



Fog light switch wiring:



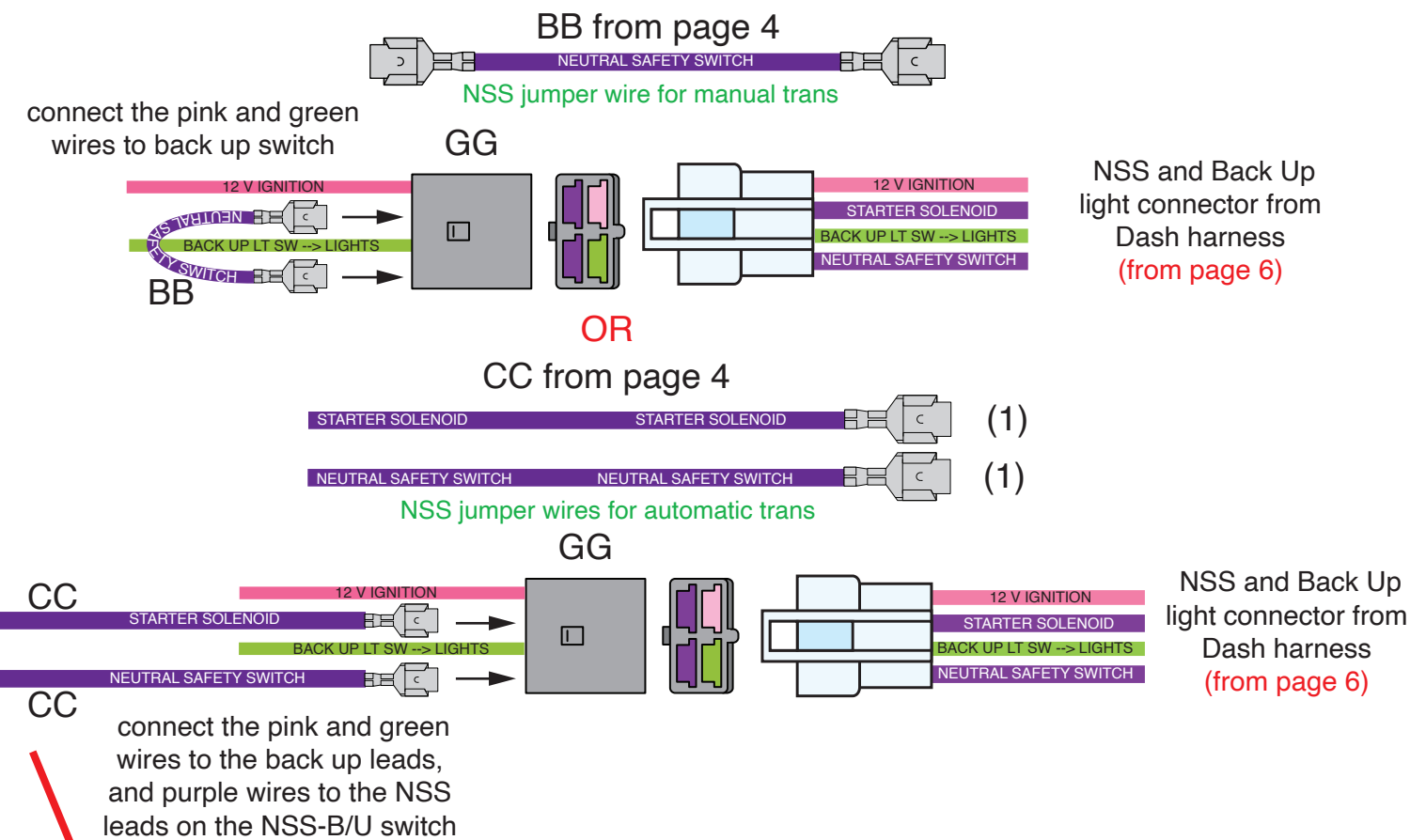
NOTE: The factory Ford fog lamp switch utilized 3 wires: blue with a black stripe, gray, and black. For this application, the AAW orange wire will be connected to the original Ford blue with black stripe wire, and the AAW black wire will be connected to the original Ford gray wire. The original Ford black wire will not be used in this application and should be capped off.



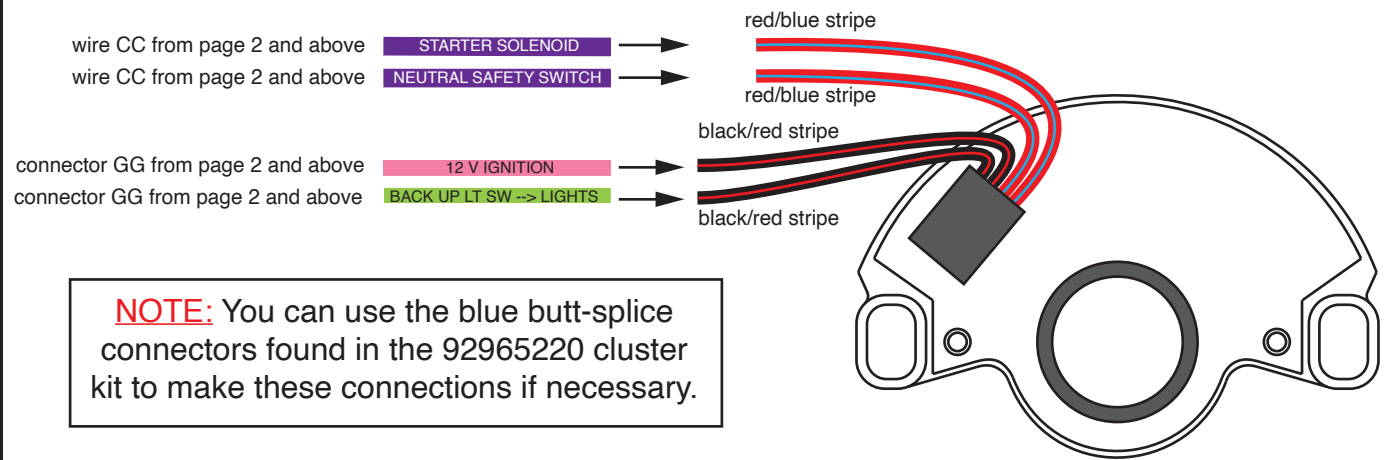
1964-66 Mustang
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Dash/Main harness installation instructions:

Neutral Safety Switch and Backup Switch wiring:



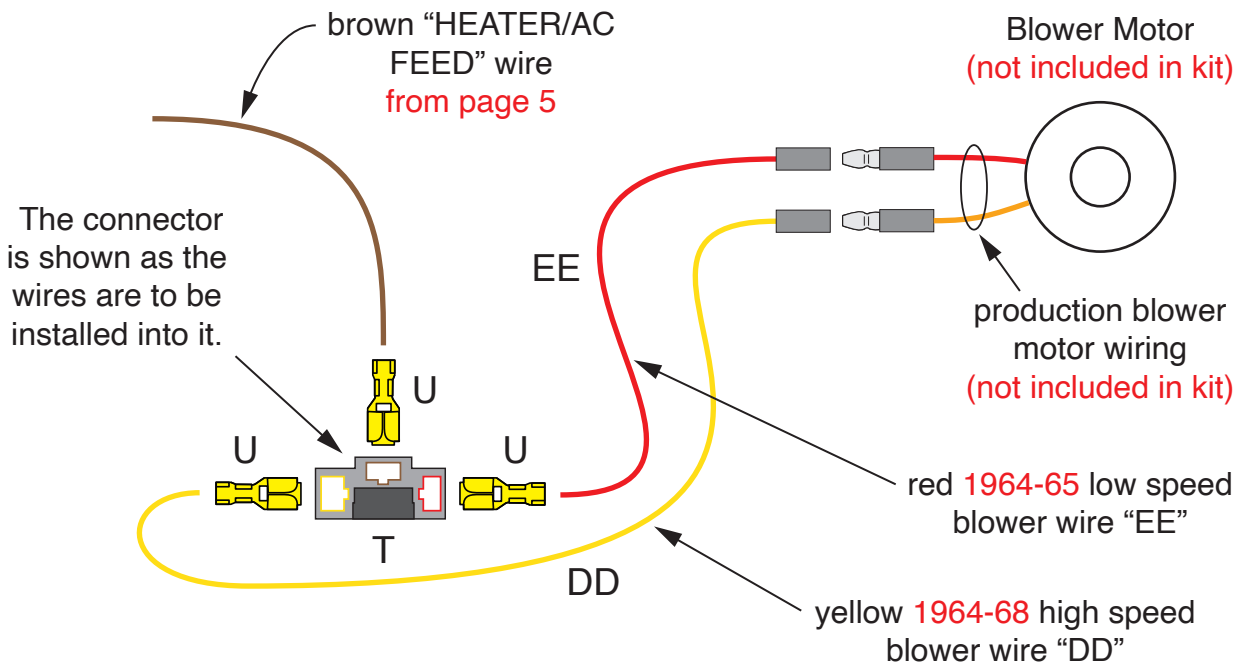
Shown is a typical Ford NSS and Back Up Switch.



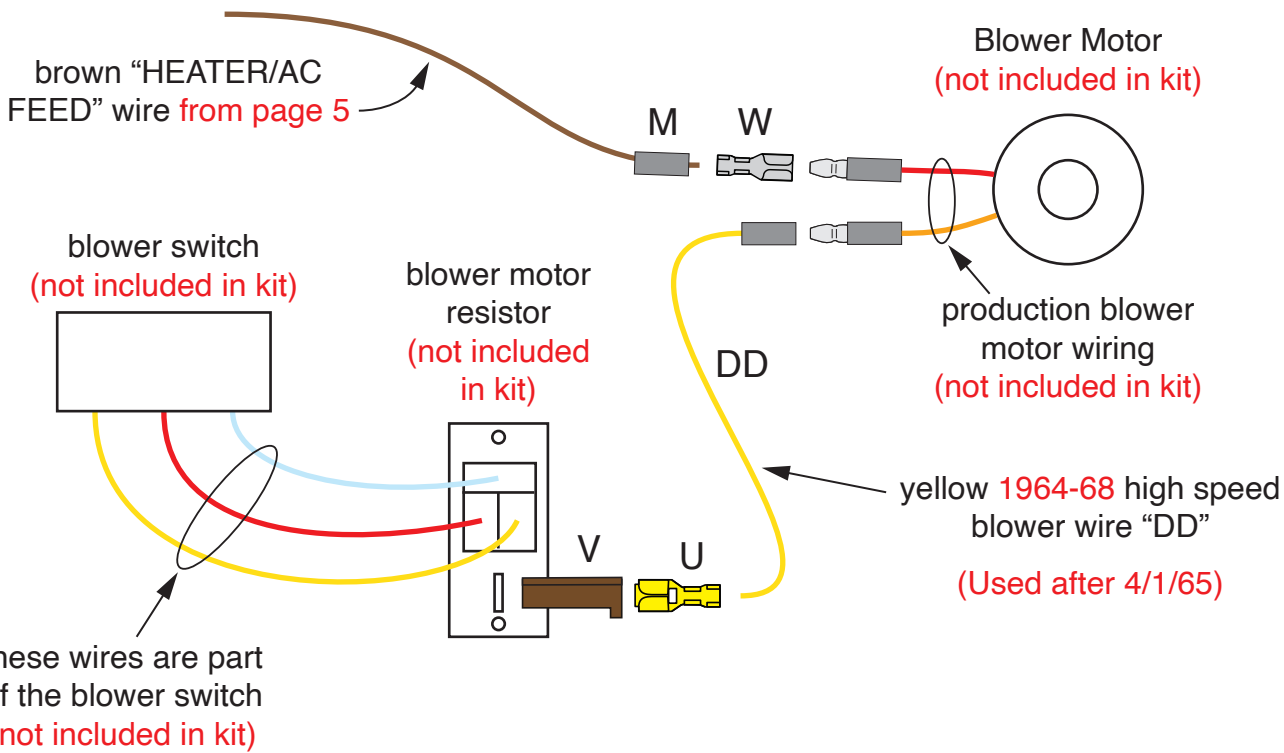
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Heater wiring:



'64 1/2 & early production '65, 2 speed Heater motor connections



'65 & '66, 3 Speed Heater motor connections with resistor

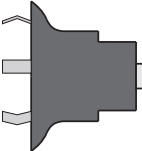
Gauge Cluster harness installation instructions:

Shown below, are the supplied misc. terminals, plastic connector bodies, light sockets and hardware that will be used to complete your Gauge Cluster harness connections. They are itemized and referred to on this page, just as they are on the following pages of this Gauge Cluster instruction set.

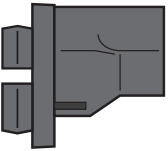
- A



(58 series single female conn, 1 pc.)
- B



(light socket, 10 pcs.)
- C



(plastic light socket, 2 pcs.)
- D



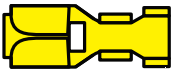
(spring, plastic light socket, 3 pcs.)
- E



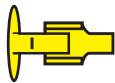
(rubber sleeve, 1 pc.)
- F



(splice clip, 3 pcs.)
- G



(58 series double female terminal, 2 pcs.)
- H



(terminal rivet, 15 pcs.)
- J



(.25 male terminal, 2 pcs.)
- K



(terminal, plastic light socket ground, 3 pcs.)
- L



(shrink tubing, 1 pc.)

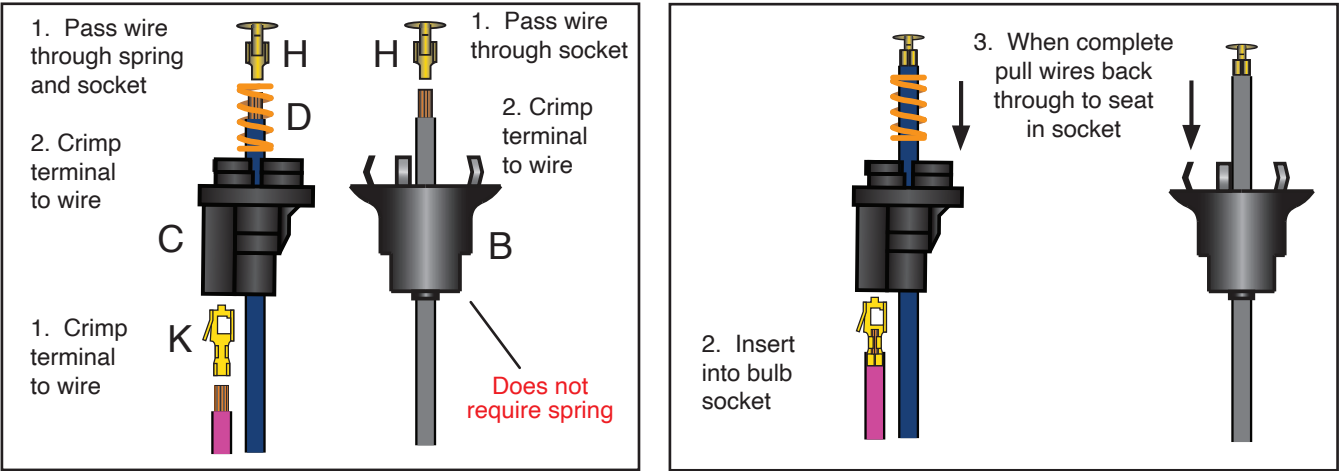


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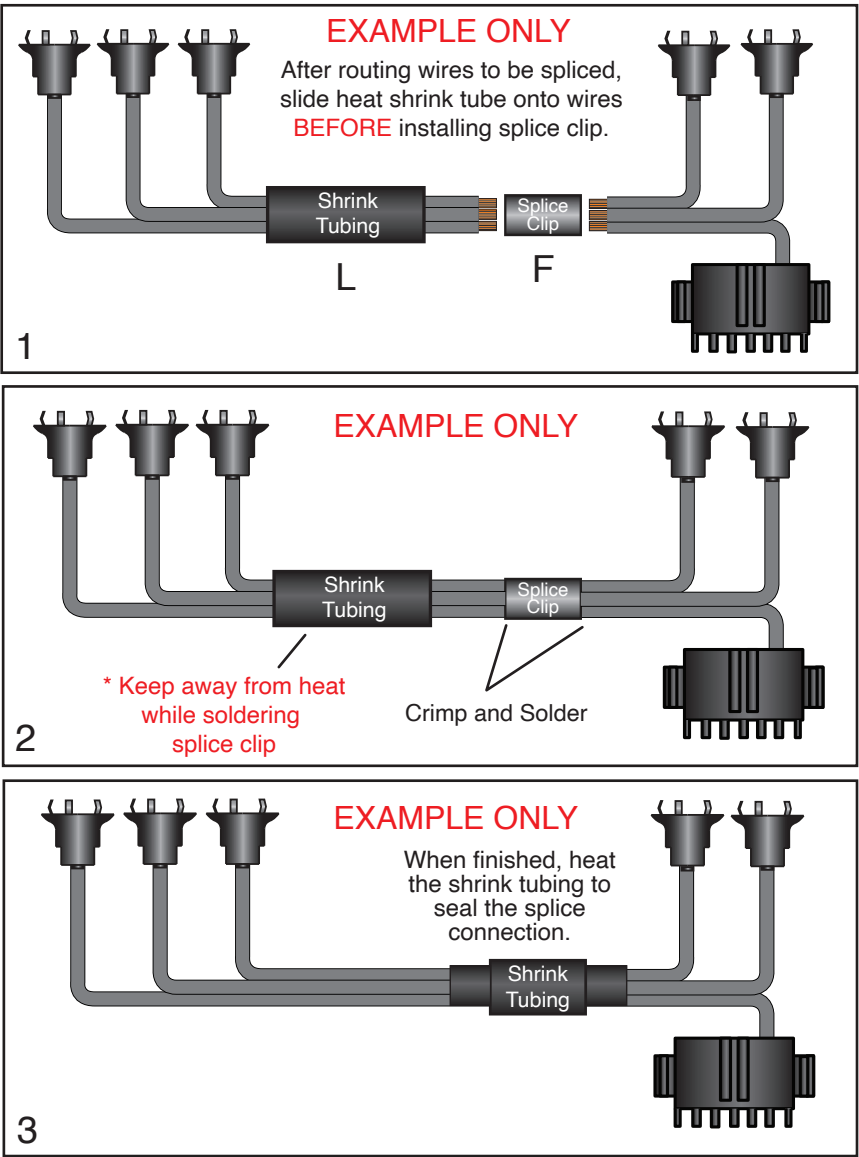
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How to install light sockets and light socket terminals.

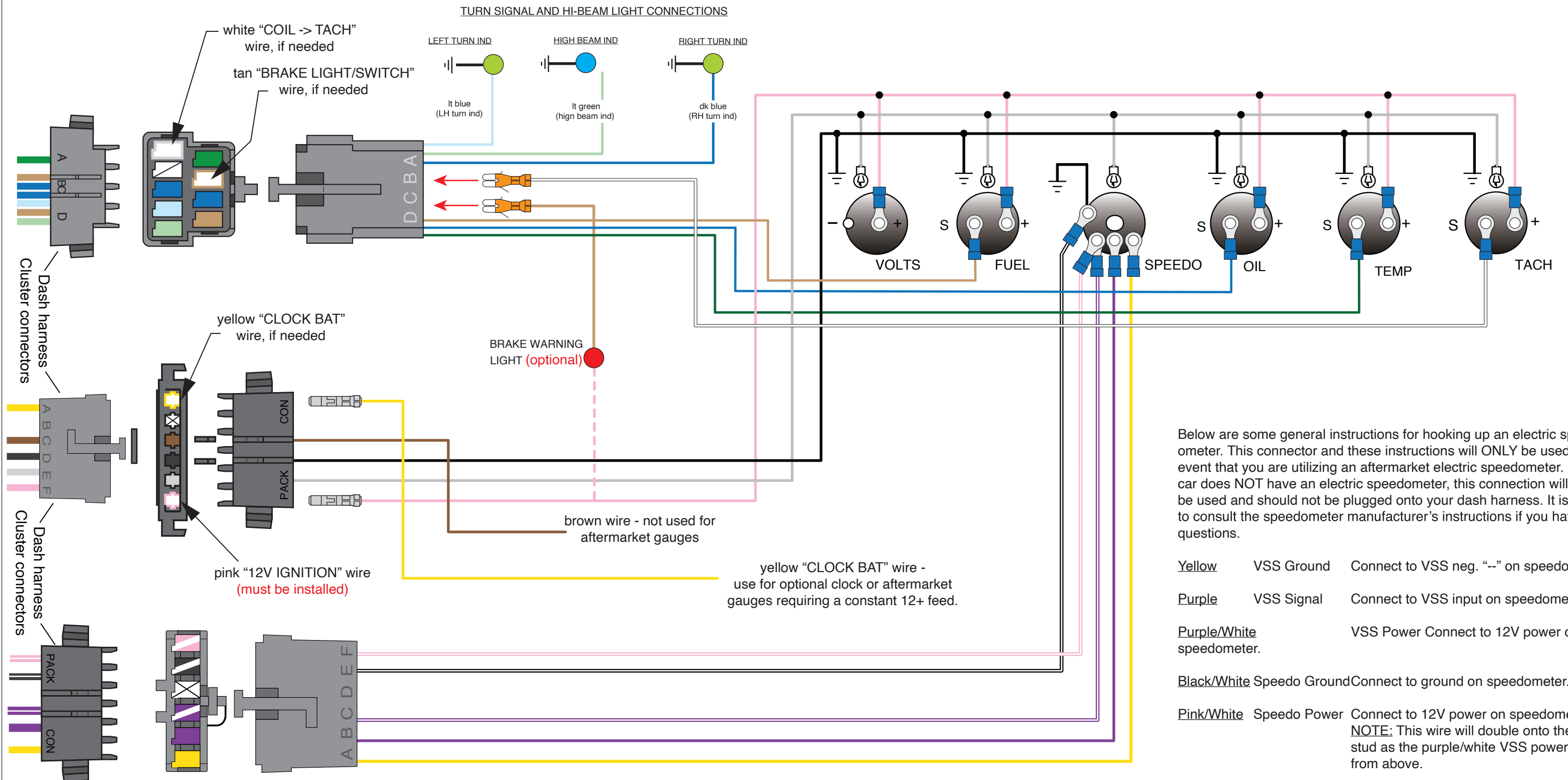


How to use the splice clip to join multiple wires.

Below is just an **EXAMPLE** of how to use the splice clip and shrink tubing; see your specific application on the following pages for actual splice information.



Gauge Cluster harness (aftermarket gauges) installation instructions:



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.

Yellow VSS Ground Connect to VSS neg. "--" on speedometer.

<u>Purple</u>	VSS Signal	Connect to VSS input on speedometer.
---------------	------------	--------------------------------------

Purple/White VSS Power Connect to 12V power on
speedometer.

Black/White Speedo Ground Connect to ground on speedometer.

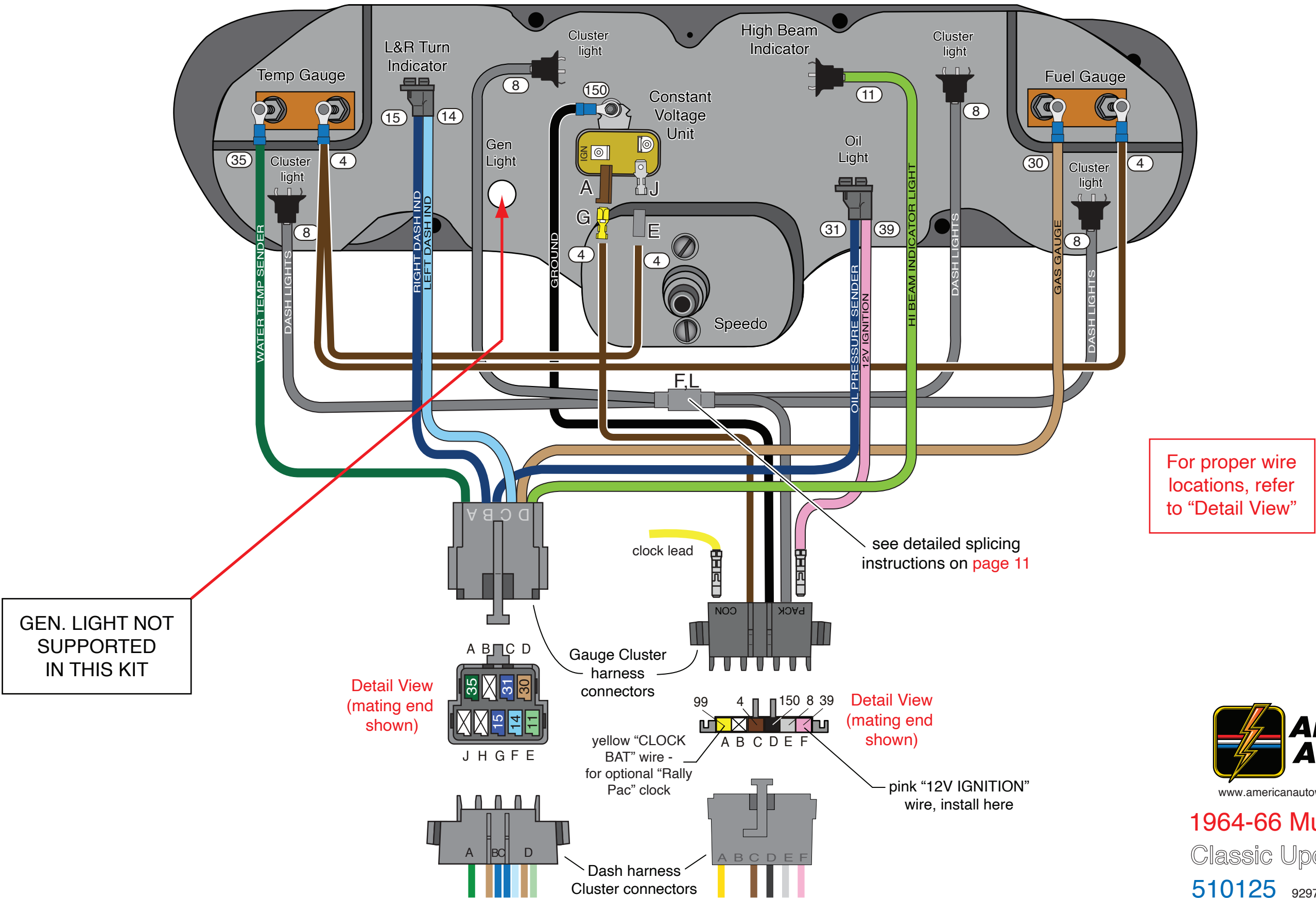
Pink/White Speedo Power Connect to 12V power on speedometer.
NOTE: This wire will double onto the same stud as the purple/white VSS power wire from above.

See pages 13-15 for stock dash cluster applications



Gauge Cluster harness installation instructions:

1964 1/2 & 1965 Mustang with fuel and temp gauge, oil and gen lights & generator

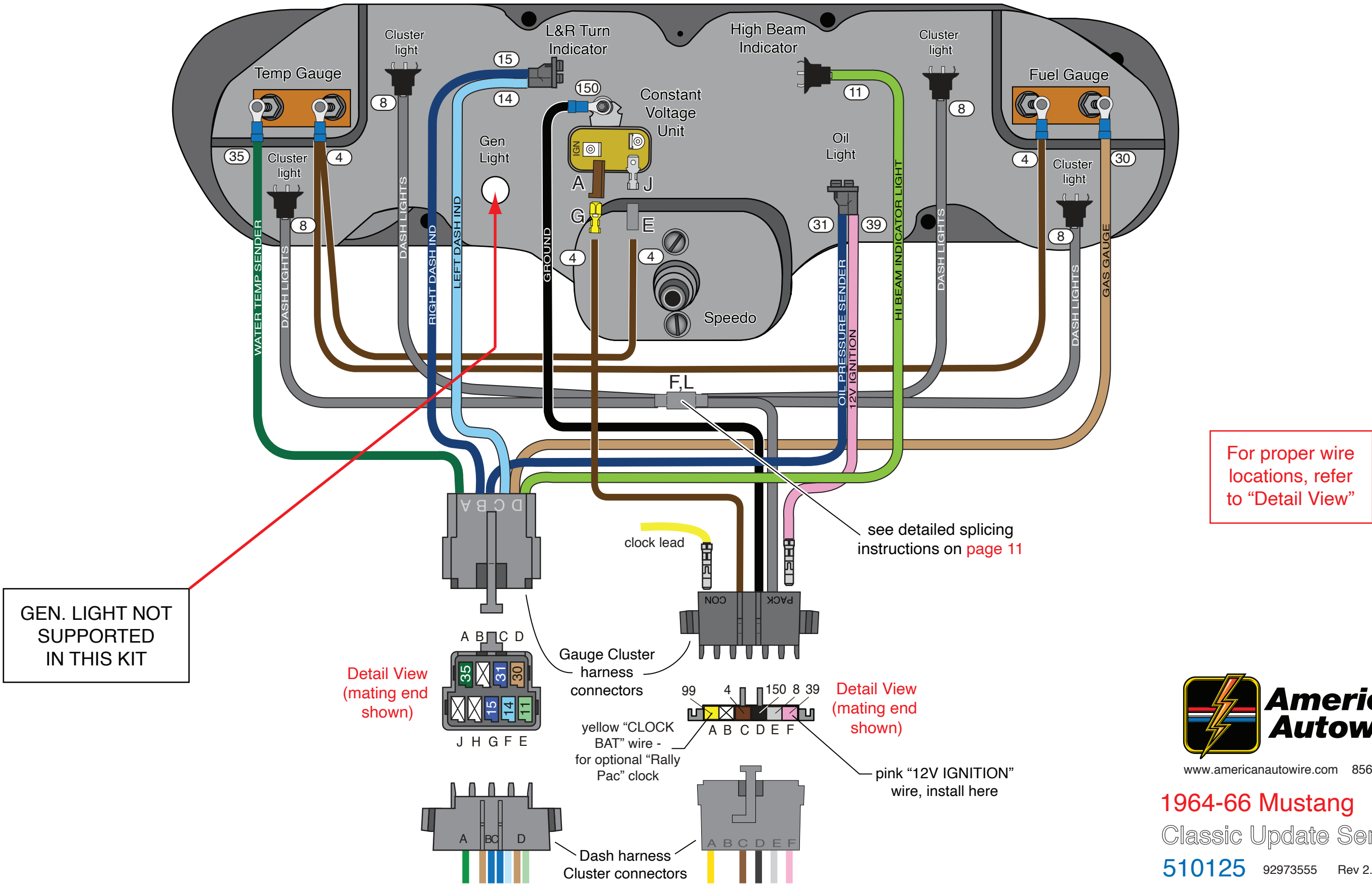


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Gauge Cluster harness installation instructions:

1965 Mustang with fuel and temp gauge, oil and gen lights & alternator



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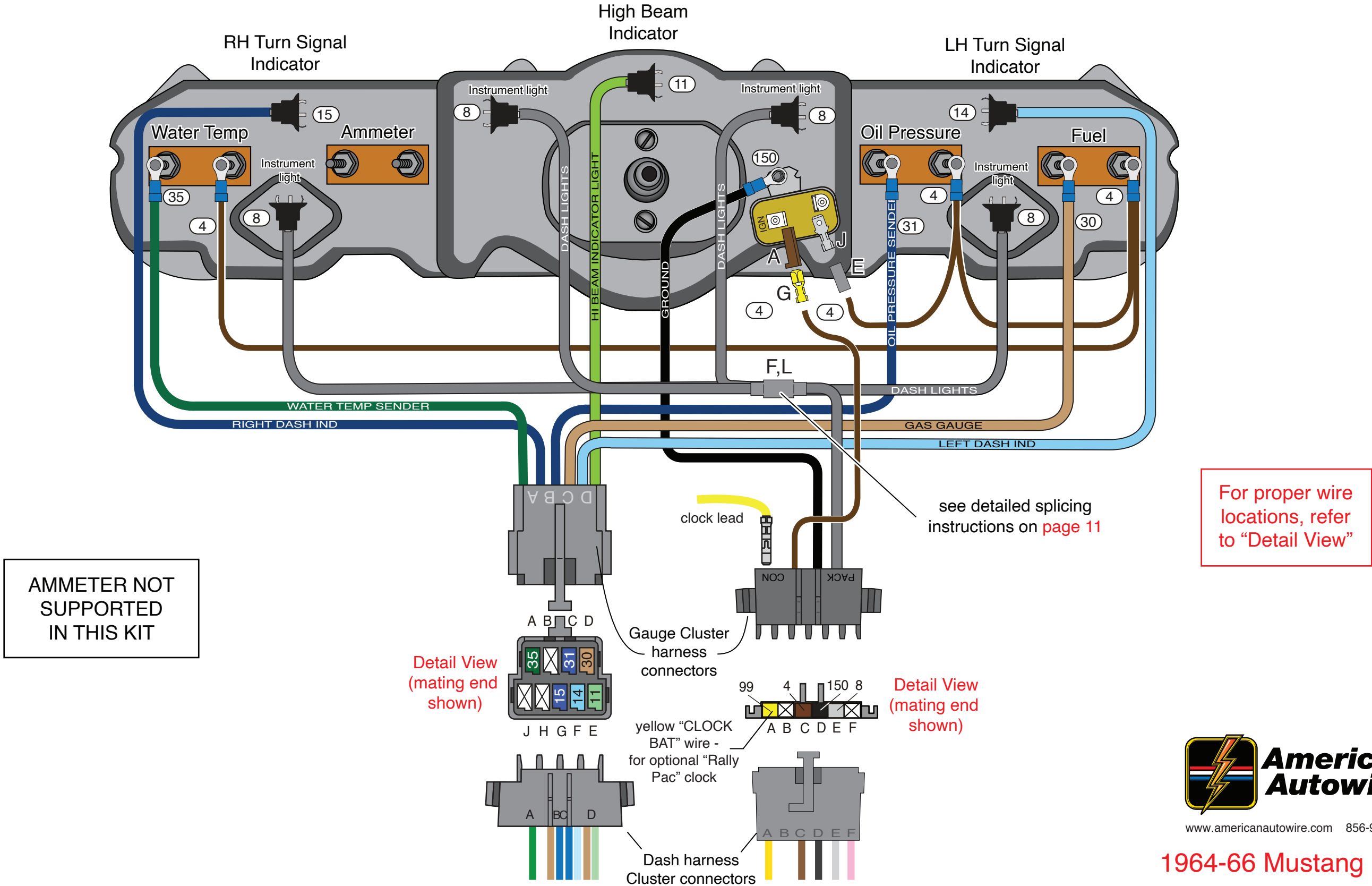
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Gauge Cluster harness installation instructions:

1965 Mustang with factory gauges; 1966 Mustang all



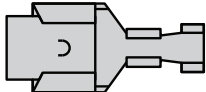
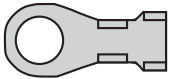
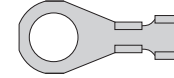
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Classic Update Series

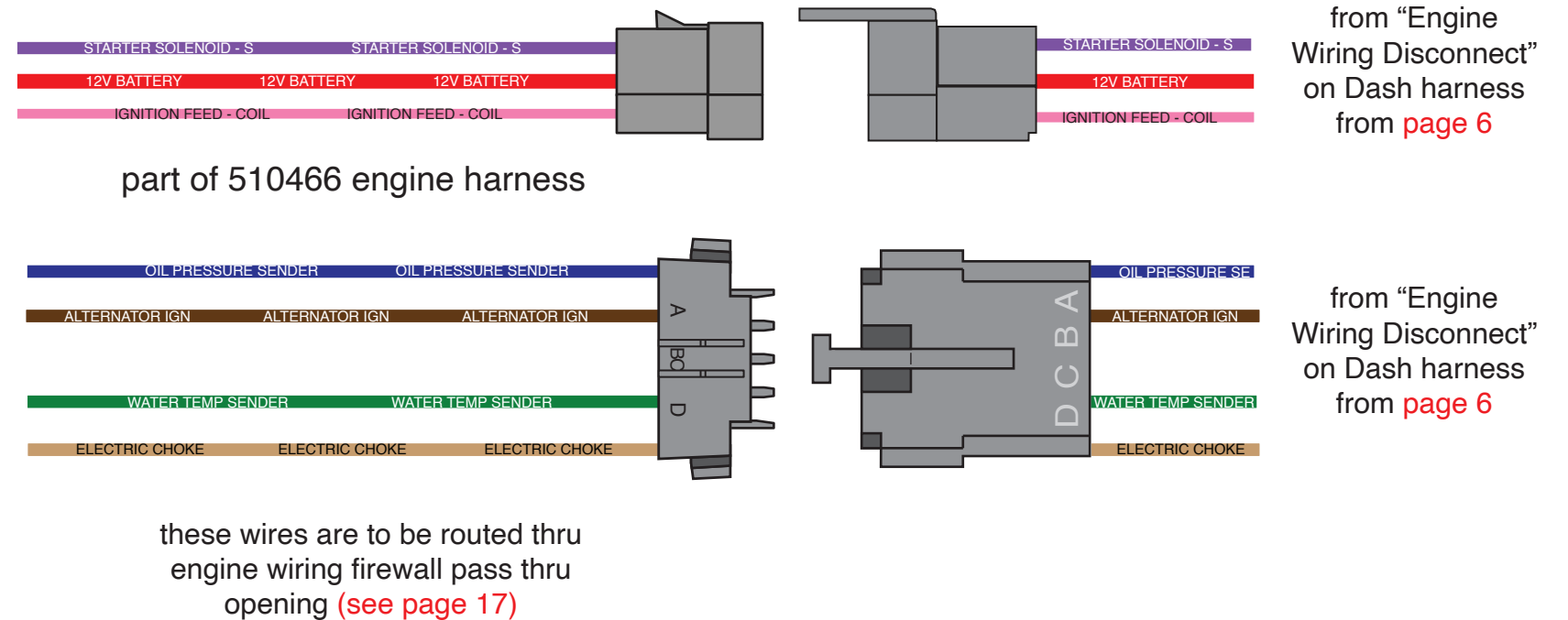
510125 92973555 Rev 2.1 09/29/2025

Engine harness installation instructions:

Shown below, are the supplied misc. terminals, sleeves, plastic connector bodies and wires, included in the Engine Harness and Loose Piece bags, that will be used to complete your Engine harness connections. They are itemized and referred to on this page, just as they are on the following pages of this Engine instruction set.

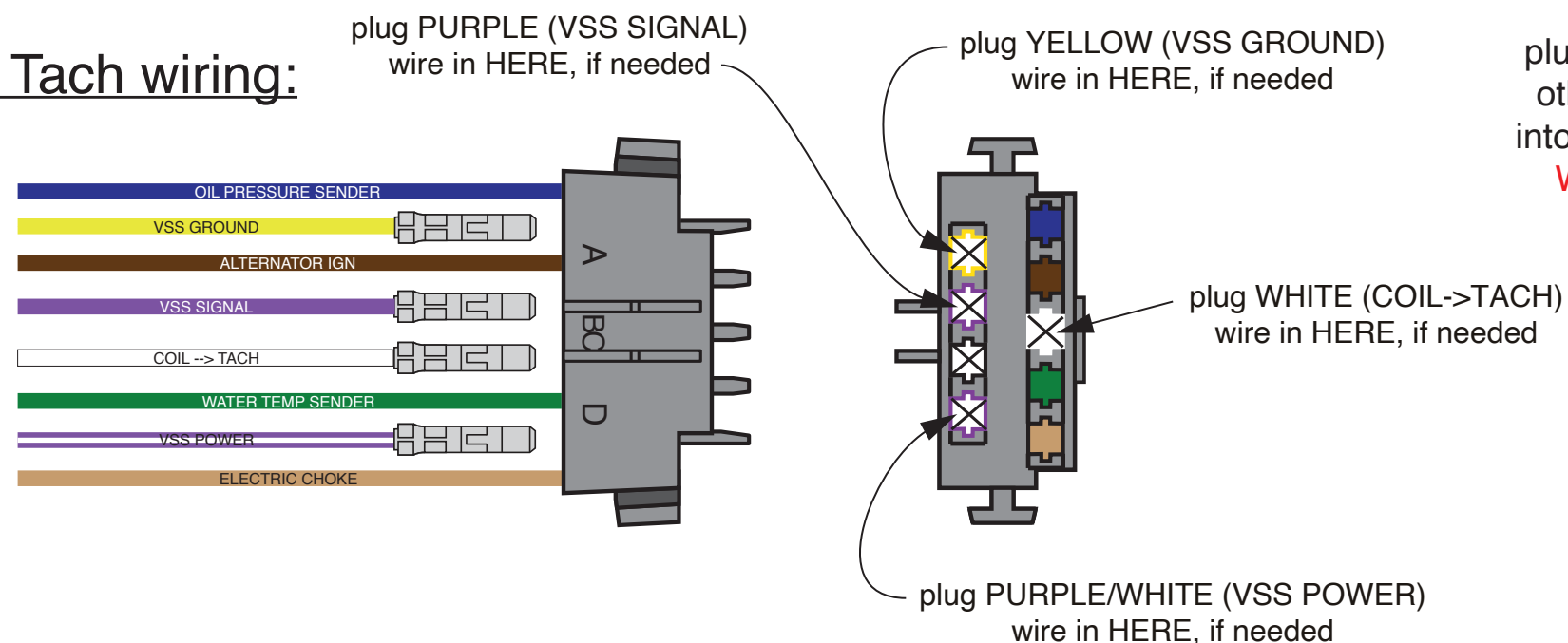
- A  (56 Series single female connector, 2 pcs)
- B  (56 Series single female terminal, 4 pcs)
- C  (ring terminal, 3 pcs)
- D  (large rubber sleeve, 2 pcs)
- E  (ring terminal, 4 pcs)
- F  (small rubber sleeve, 2 pcs)

Engine harness Connections:



Vehicle Speed Sensor and Tach wiring:

route these wires (along with the other Engine harness wires) thru the engine wiring, firewall pass thru opening (see page 17)



plug this connector (along with the other Engine harness connector) into the Dash harness (see "Engine Wiring Disconnect" on page 6)

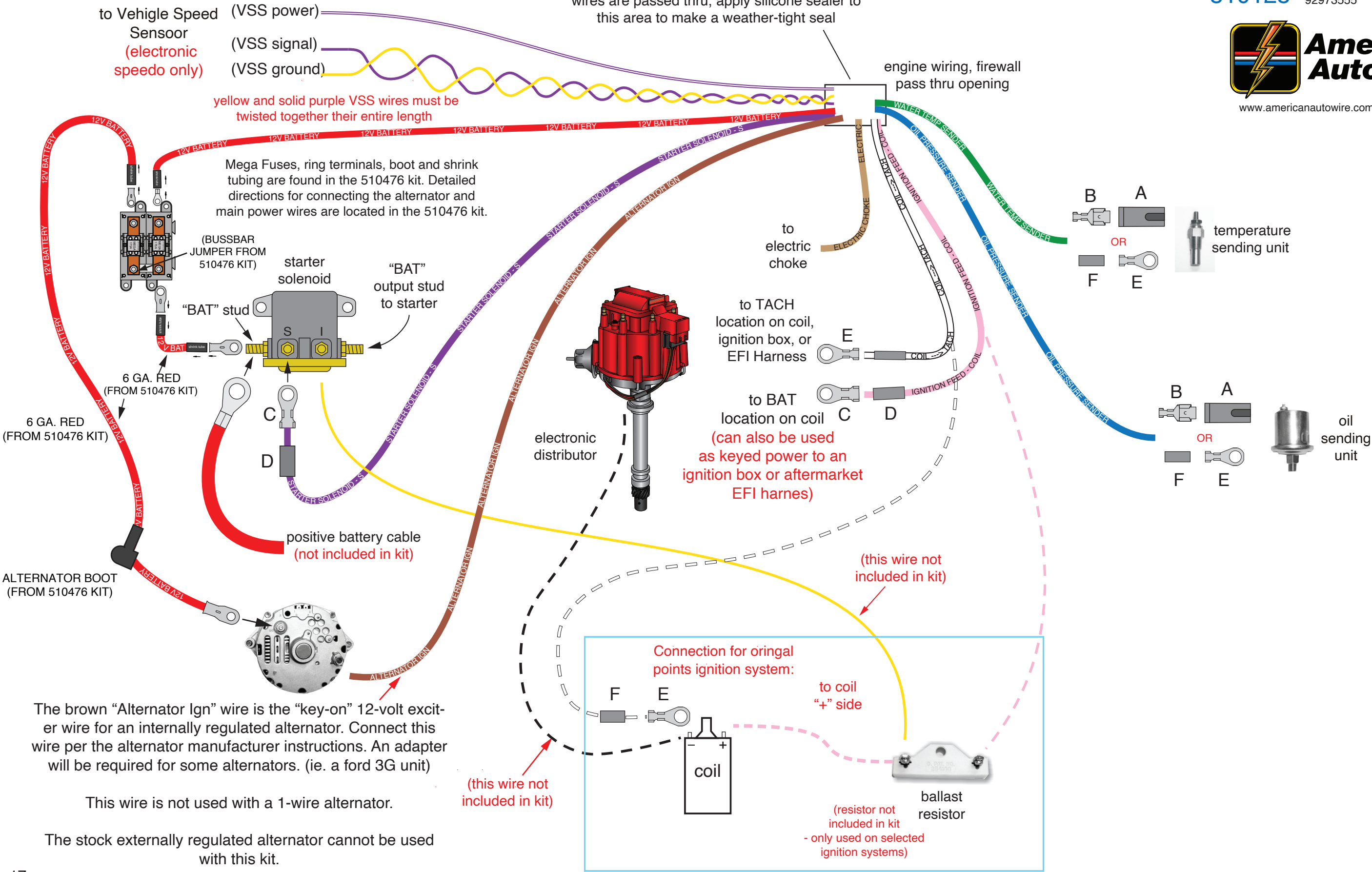


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Engine harness installation instructions:

Install grommet (see item "P" on [page 4](#) of Dash harness loose piece kit) into the firewall pass thru opening, then pass the engine wiring thru the grommet (not including relay blocks). After wires are passed thru, apply silicone sealer to this area to make a weather-tight seal

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Front Light harness installation instructions:

Shown below, are the supplied misc. terminals, plastic connector bodies, and pigtails, included in the Front Light Harness and Loose Piece bags, that will be used to complete your Front Light harness connections. They are itemized and referred to on this page, just as they are on the following pages of this Front Light instruction set.

A

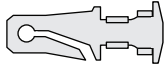
(56 Series double female connector, 2 pcs)

B

(56 Series double male connector, 2 pcs)

C

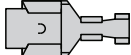
(56 Series single female connector, 2 pcs)

D

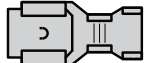
(56 Series single male terminal, 5 pcs)

E

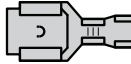
(56 Series double male terminal, 3 pcs)

F

(56 Series single female terminal, 7 pcs)

G

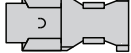
(59 Series double female terminal, 4 pcs)

H

(59 Series single female terminal, 4 pcs)

J

(56 Series single female connector, 1 pc)

K

(56 Series double female terminal, 2 pcs)

L

(BCAT assy - Brake pressure differential warning switch, 1 pc)

M

(67-68 hood mounted directional lights pigtail [not used on 64-66], 1 pc)

N

(headlight connector assy, 2 pcs)

Front light harness (and 1967-68 hood mounted directional light wiring only):

to 67-68 hood mounted directional lights (not used on 64-66)

RIGHT FRONT TURN
LEFT FRONT TURN
BRAKE LIGHT/SWITCH
PARK LIGHTS

part of 510465 front light harness

HORN HORN HORN HORN HORN HORN
HEADLIGHT - LOW BEAM HEADLIGHT - LOW BEAM HEADLIGHT - LOW BEAM
ELECTRIC FAN ELECTRIC FAN ELECTRIC FAN ELECTRIC FAN
HEADLIGHT - HIGH BEAM HEADLIGHT - HIGH BEAM HEADLIGHT - HIGH BEAM
FOG LAMPS FOG LAMPS FOG LAMPS FOG LAMPS

from "Forward Light Wiring Disconnect" on Dash harness from page 6

from "Forward Light Wiring Disconnect" on Dash harness from page 6

these wires are to be routed thru forward lamp wiring firewall pass thru opening (see page 19)



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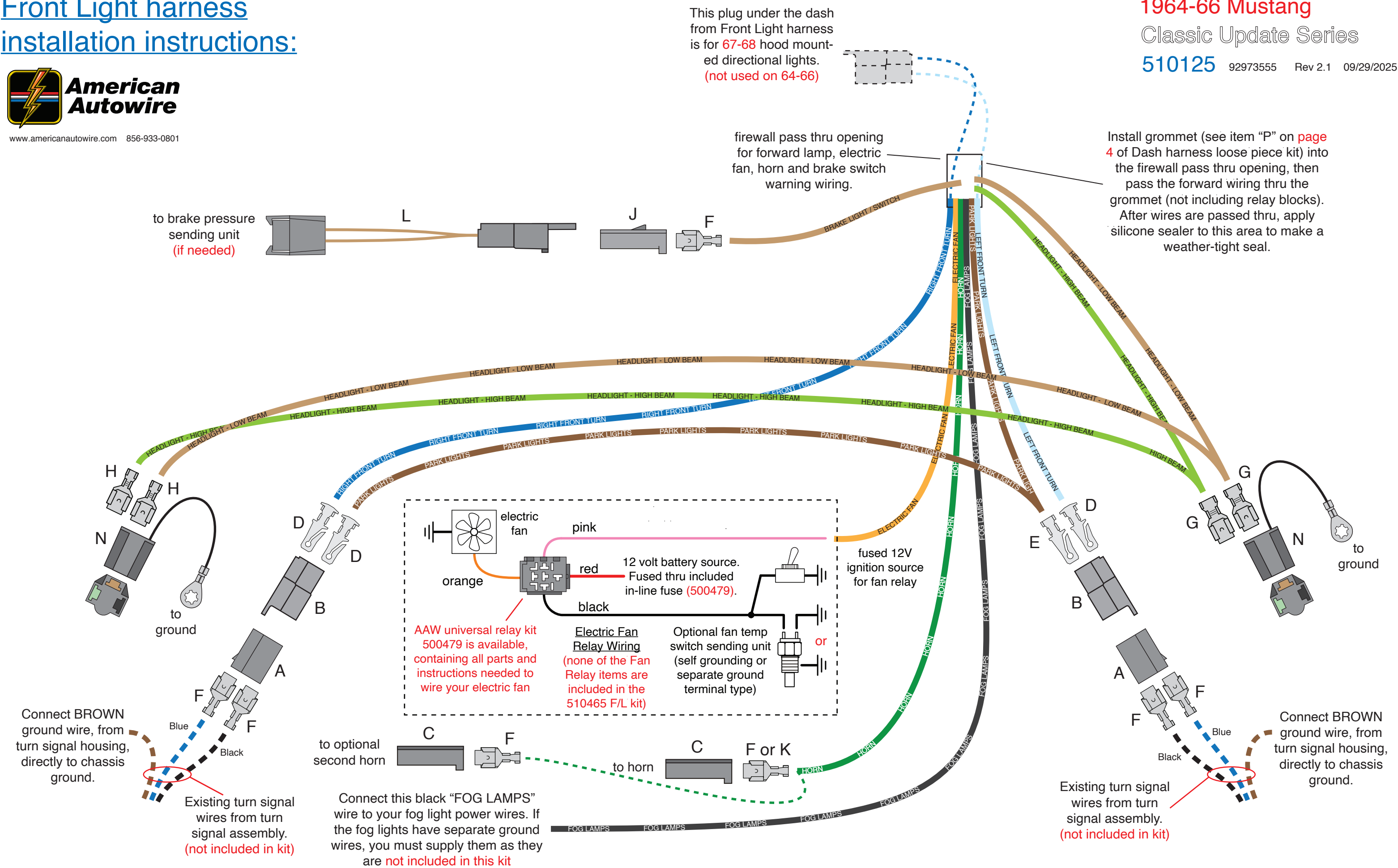
92973555 Rev 2.1 09/29/2025

Page 18

Front Light harness
installation instructions:



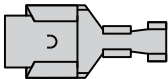
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Rear Body harness installation instructions:

Shown below, are the supplied misc. terminals, plastic connector bodies, clamps and wire extensions, included in the Rear Body Harness and Loose Piece bags, that will be used to complete your Rear Body harness connections. They are itemized and referred to on this page, just as they are on the following pages of this Rear Body instruction set.

- A



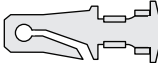
(56 Series single female terminal, 6 pcs)
- B



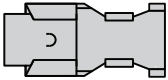
(56 Series double female connector, 2 pcs)
- C



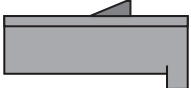
(56 Series single male connector, 2 pcs)
- D



(56 Series single male terminal, 8 pcs)
- E



(56 Series double female terminal, 3 pcs)
- F



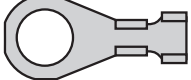
(56 Series single female connector, 2 pcs)
- G



(single female terminal, 7 pcs)
- H



(male bullet terminal, 3 pcs)
- J



(ring terminal, 2 pcs)
- K

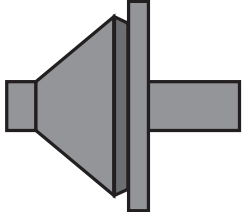


(large rubber sleeve, 5 pcs)
- L



(small rubber sleeve, 2 pcs)

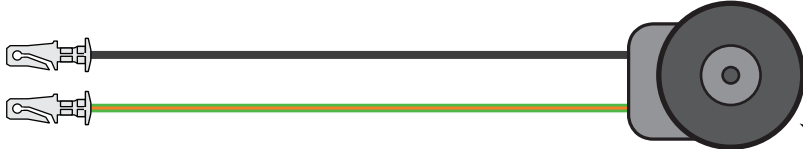
- M



(rubber grommet, 1 pc)
- N



(56 Series double male connector, 2 pcs)
- P



(left tail light extension, 1 pc)

Wires on actual mold-on connector, may be in either position; either way is acceptable.
- R



(right tail light extension, 1 pc)
- T



(12V CTSY SW wire, 1 pc)
- U



(12V CTSY SW wire, 1 pc)
- V



(THIRD BRAKE LIGHT wire, 1 pc)
- W



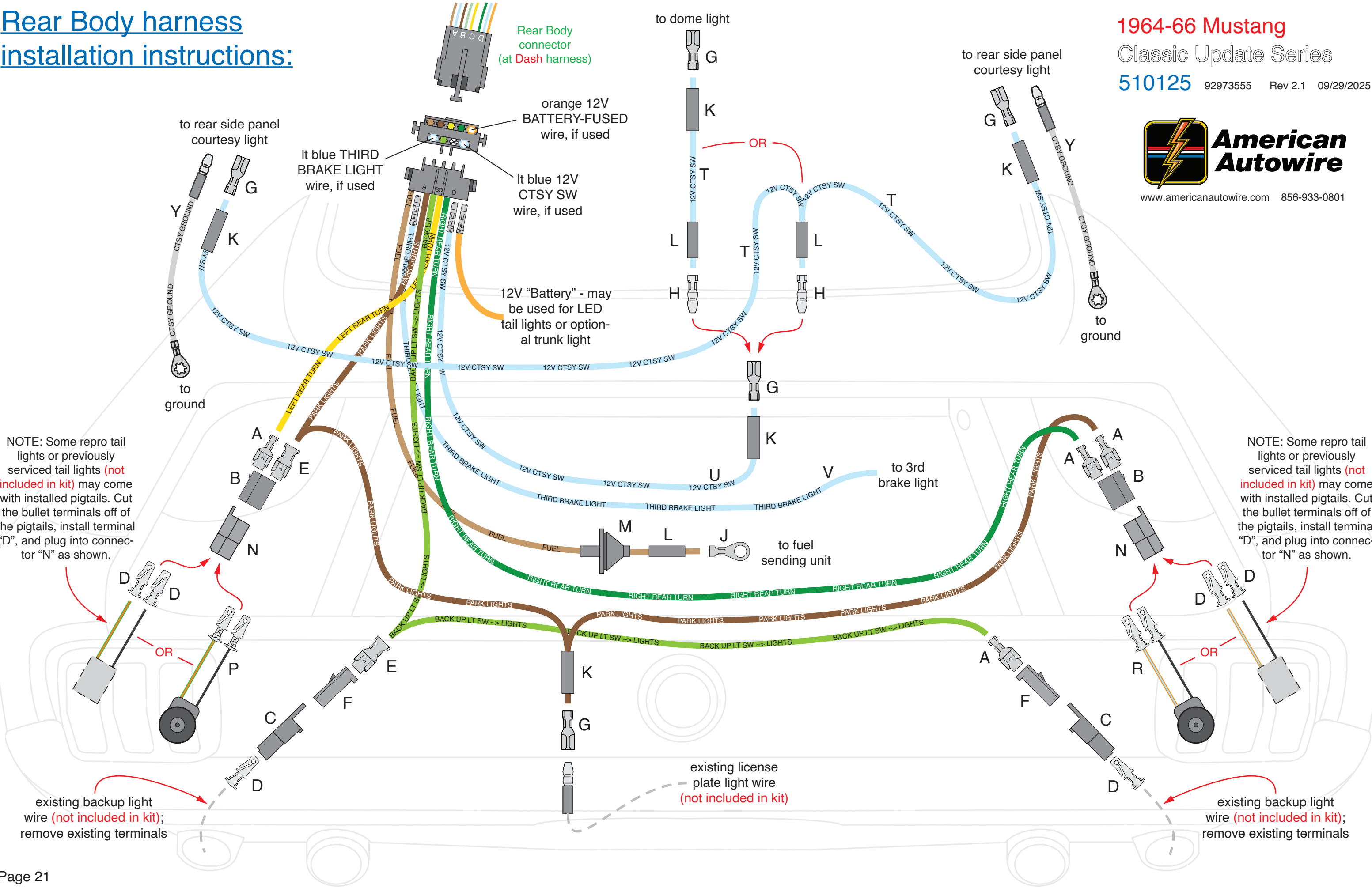
(12V BATTERY-FUSED wire, 1 pc)
- Y



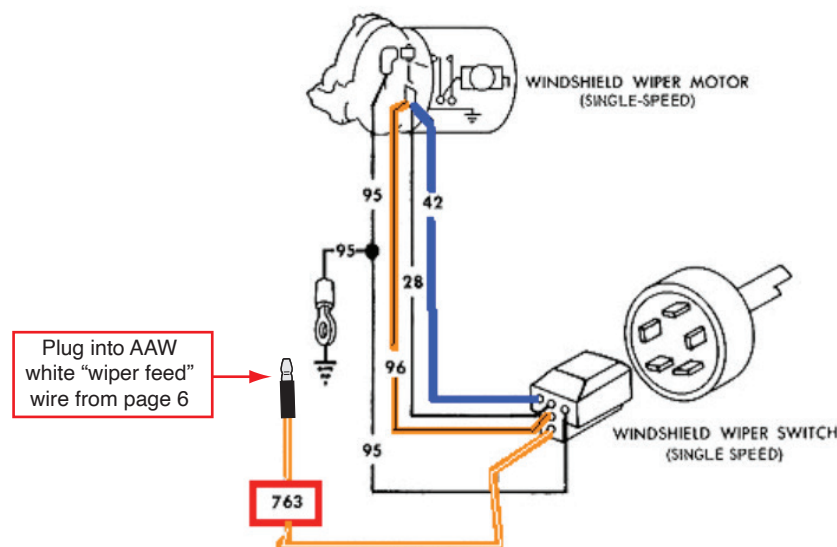
(CTSY GROUND wire, 2 pcs)

Rear Body harness
installation instructions:

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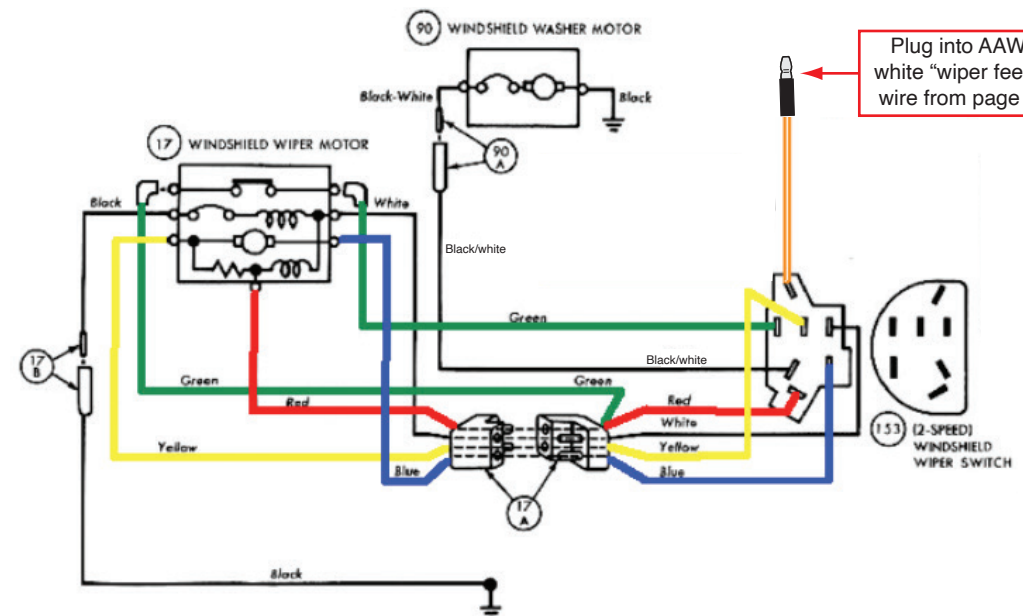


1965-6 SINGLE SPEED



19	BLUE-RED
61	21 YELLOW
25	BLACK-ORANGE
234	57 28 BLACK
29	YELLOW-WHITE
297	30 BLACK-GREEN
31	WHITE-RED
37	BLACK-YELLOW
39	RED-WHITE
56	42 BLUE
53	BLACK-BLUE
54	GREEN-YELLOW
95	58 WHITE
63	RED
65	GREEN
96	ORANGE-BLACK
763	ORANGE-WHITE
941	BLACK-WHITE

1964-6 TWO SPEED WITH WASHER



WIPER HARNESS DETAILS:

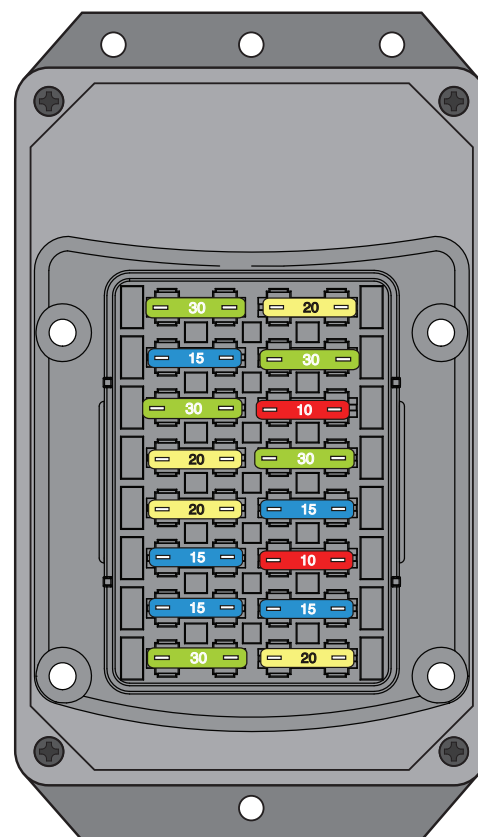
NOTE 1: For the 1966 2 speed with washer application, there was a second wire going out to the pump that is not shown at the left. That wire was black in color, and was a ground wire.

NOTE 2: This new AAW kit **DOES NOT** include any wiper or washer harnesses, only the 12v power feed to connect them to. That white "wiper feed" wire can be found on page 6 of this instruction set.

There are three different wiper switch/motor configurations that were used from 1964 through 1966. Your NEW AAW dash harness includes a white 12v power feed wire ("wiper feed" as found on page 6) that will plug into the existing orange/white stripe power feed wire on your original, or new, Mustang wiper harness assembly. New wiper wire harnesses are available from most Mustang parts suppliers if your original is not in good condition.

Fuse Label, Values and Locations

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



Fuse/Circuit table

Fuse #	Fuse Block Cover Label	Fuse Rating	Description
1	Bat-Spare	30A	Battery feed for Headlight relays.
2	Clock - Bat	15A	Battery feed for a Clock and a Radio.
3	Power Seats	30A	Battery feed for optional Power Seats.
4	Cigar Lighter	20A	Battery feed for the Cigarette Lighter.
5	Pwr Locks	20A	Battery feed to Power Locks. Fog sw.
6	Stop / Courtesy	15A	Battery feed for Brake Lights, Dash Lights, Courtesy and Dome Lights, to Rear Body Harness for options and the Glove Box Light.
7	Hazard	15A	Battery feed for optional Hazard Lights and optional battery feed.
8	Power Window	30A	Ignition feed for optional Power Windows.
9	Wiper	20A	12V Accessory feed for Wiper/Washer system.
10	Heat / AC	30A	12V Accessory feed for Heater/AC System.
11	Radio	10A	12V Accessory "on-off" feed to Radio.
12	Engine Fan	30A	12V Accessory for an optional Electric Fan System, Relay key-on trigger
13	Turn	15A	Ignition feed for the Turn Signals.
14	Gauges, B/U	10A	Ignition feed for Dash Gauges/Warning Lights and Back-up Lights.
15	Electric Choke	15A	Ignition feed for an Electric Choke,
16	Fuel Pump	20A	Ignition feed for an Electric Fuel Pump and optional Electronic Speedometer System.

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
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Classic Update Series

510125

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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:

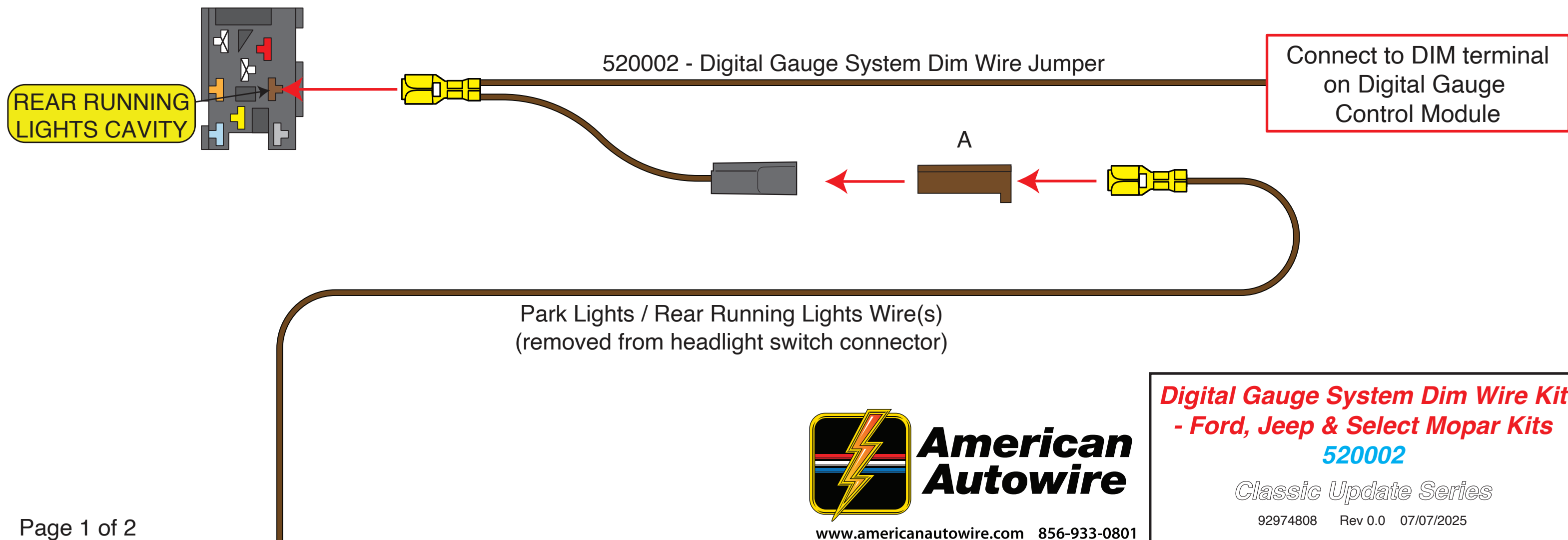
Take the pre-terminated end of the dim wire jumper, which includes two wires in one terminal, and insert it into the now vacant cavity of the headlight switch connector (where the “PARK LIGHTS” / “REAR RUNNING LIGHTS” wire(s) have been removed).

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.

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

2. Insert the Dimmer Jumper Wire:

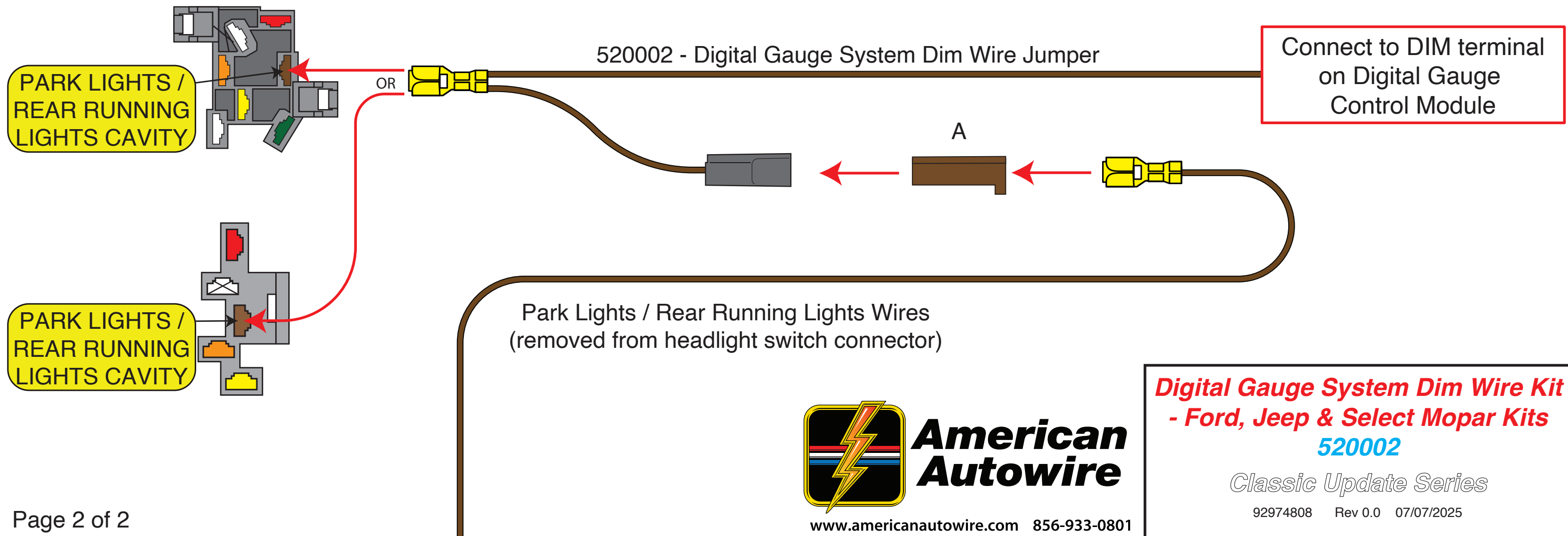
Take the pre-terminated end of the dim wire jumper, which includes two wires in one terminal, and insert it into the now vacant cavity of the headlight switch connector (where the “PARK LIGHTS” / “REAR RUNNING LIGHTS” wire(s) have been removed).

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.



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:

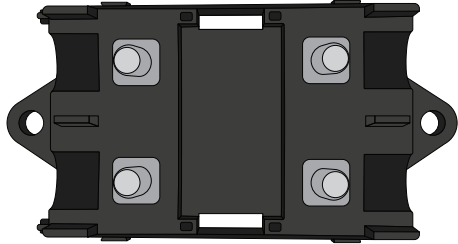
Locate the 10Ga. “12V Battery Feed” wire from the engine or panel subkit, route it to the Megafuse block, cut to length, and slide a piece of the cut shrink tubing (Item “F”) over the cut end. Crimp and solder a 10 GA. megafuse ring terminal (Item “K”) on the end and insulate the crimp with the shrink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

Parts Legend:

- A



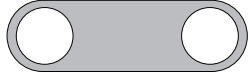
6 Gauge Charge Wire - QTY (1)
(144.0” Length)
- B



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



175A Megafuse - QTY (2)
- D



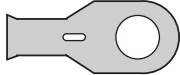
Megafuse Block Busbar - QTY (1)
- E



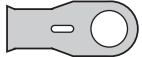
Alternator Boot - QTY (1)
- F



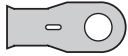
3/8” Shrink Tubing - QTY (1)
(8.0” Length)
- G



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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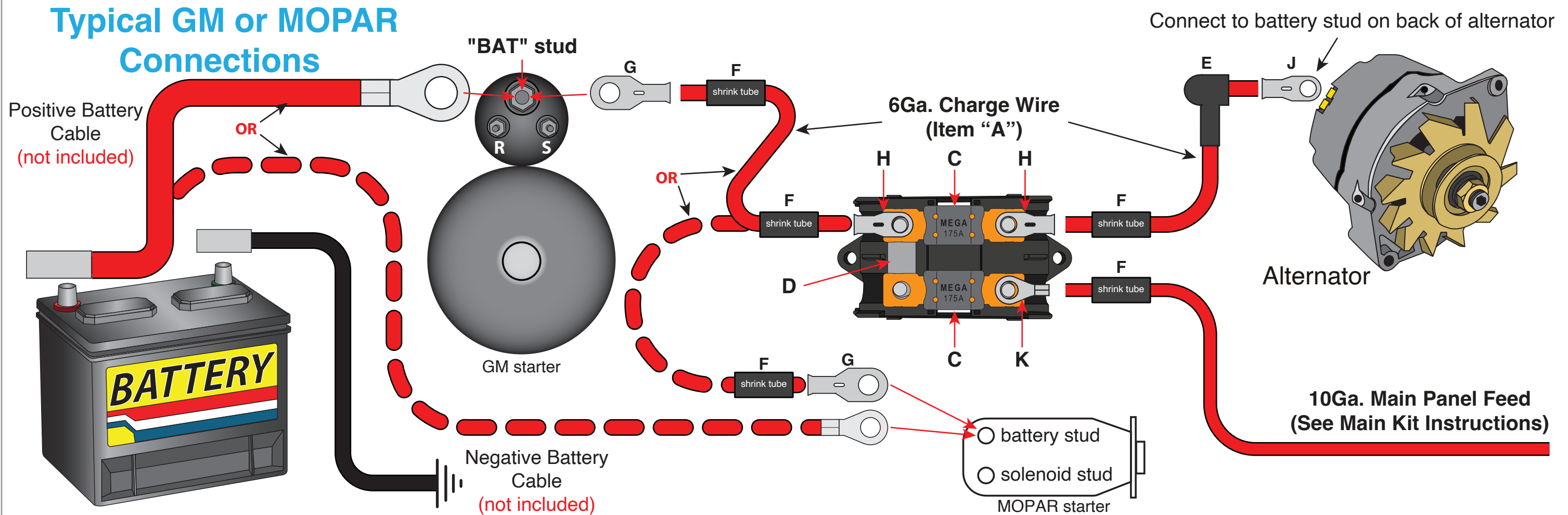
Alternator and Main Power
Connection Kit

510476

Classic Update Series

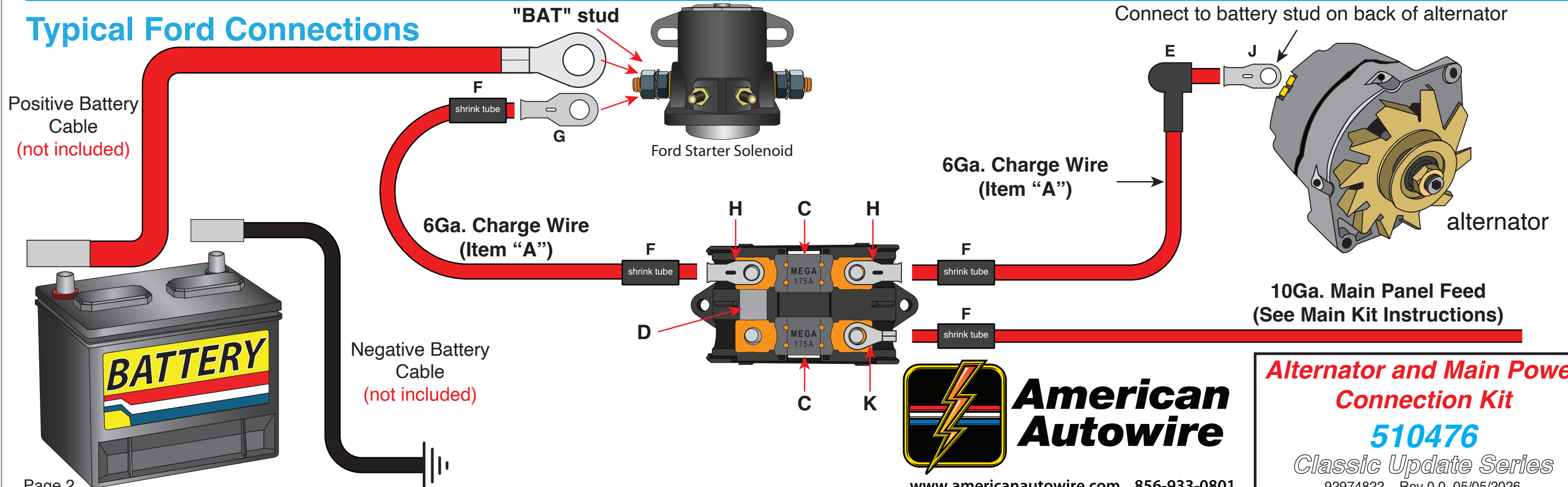
92974822 Rev 0.0 05/05/2026

Typical GM or MOPAR Connections



bag
Z

Typical Ford Connections



**American
Autowire**

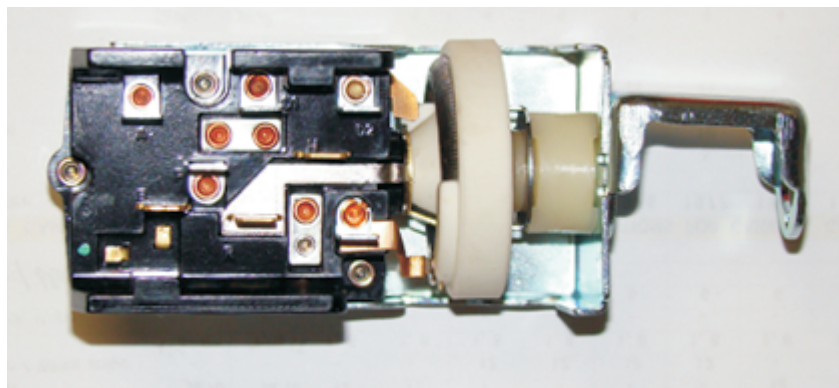
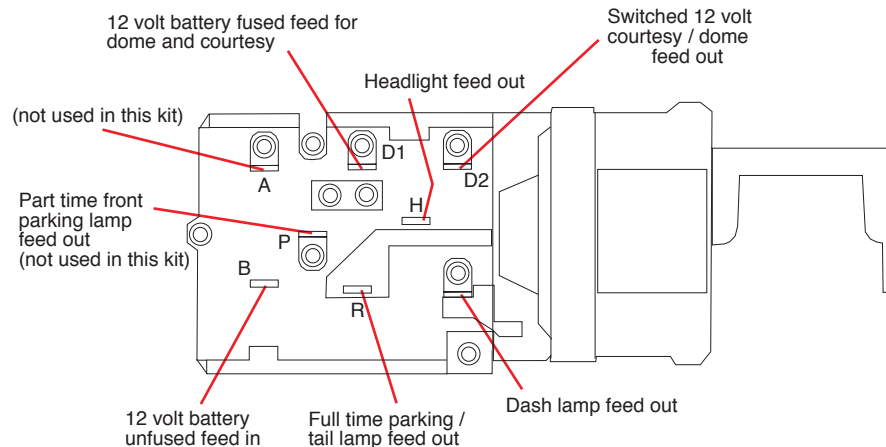
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**Alternator and Main Power
Connection Kit**

510476

Classic Update Series

92974822 Rev 0.0 05/05/2026



NOTE: Some early production 1964 1/2 Mustangs used a unique headlight switch assembly that utilized a shorter knob and shaft assembly than the later production 65 - 66 Mustang and 1965 Falcons used (3.63" vs. 3.90"). Your new AAW switch needs the later production style knob and shaft in order to operate. If you are using this switch on an early production 1964 1/2 Mustang, you will need to purchase the newer long style knob and shaft assembly from your favorite Mustang parts supplier as your original will be too short to operate this new switch.



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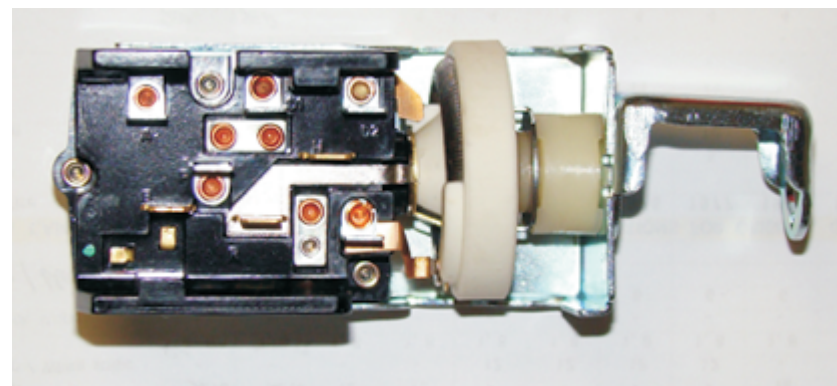
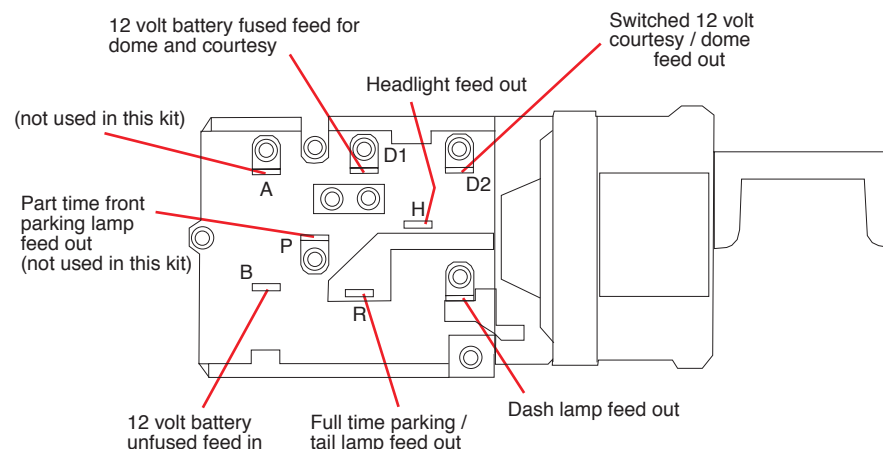
PART #

510054

DESCRIPTION:

Headlight Switch
Various Ford Models
Classic Update Series

92968933 instruction sheet rev 3.0 2/12/2014



NOTE: Some early production 1964 1/2 Mustangs used a unique headlight switch assembly that utilized a shorter knob and shaft assembly than the later production 65 - 66 Mustang and 1965 Falcons used (3.63" vs. 3.90"). Your new AAW switch needs the later production style knob and shaft in order to operate. If you are using this switch on an early production 1964 1/2 Mustang, you will need to purchase the newer long style knob and shaft assembly from your favorite Mustang parts supplier as your original will be too short to operate this new switch.



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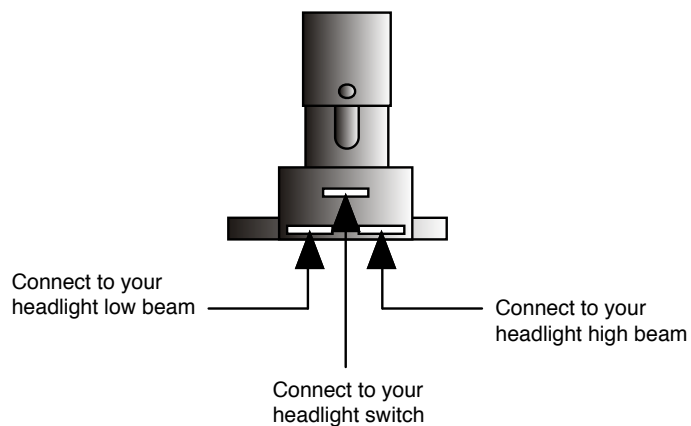
PART #

510054

DESCRIPTION:

Headlight Switch
Various Ford Models
Classic Update Series

92968933 instruction sheet rev 3.0 2/12/2014



Connect the Dimmer Switch wires as shown above.

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



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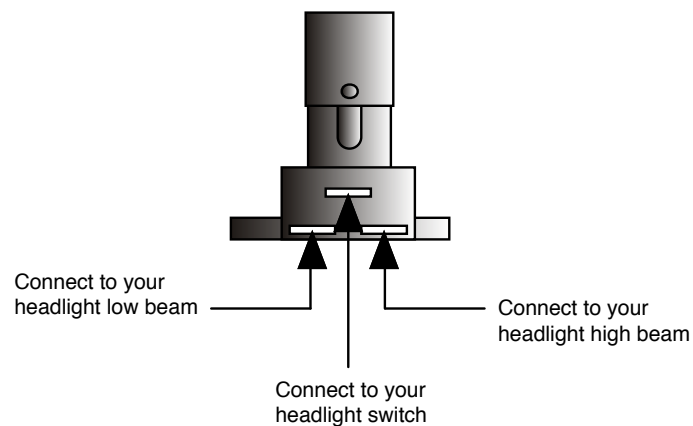
PART #

500042

DESCRIPTION:

DIMMER SWITCH

92964573 Rev 3.1 12/5/2014



Connect the Dimmer Switch wires as shown above.

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



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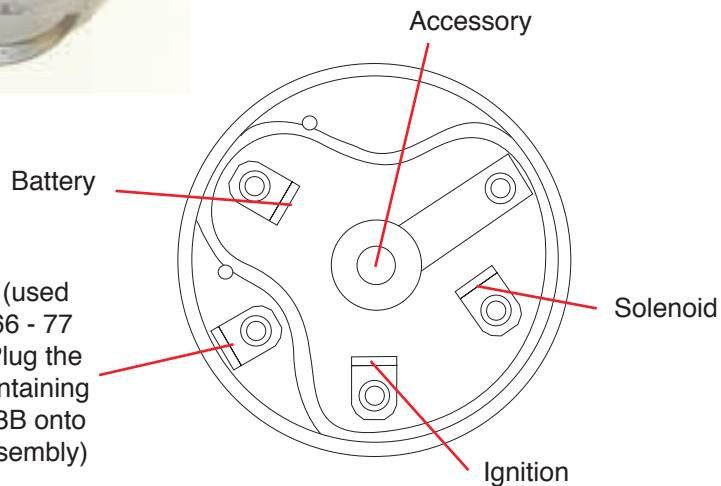
PART #

500042

DESCRIPTION:

DIMMER SWITCH

92964573 Rev 3.1 12/5/2014



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

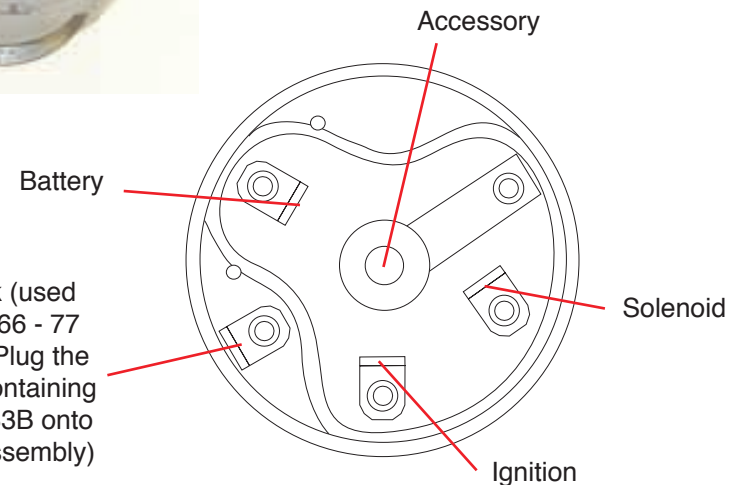
PART #

510128

DESCRIPTION:

Ignition Switch
Various Ford Applications
Classic Update Series

92969235 instruction sheet rev 2.0 2/4/2014



**American
Autowire**

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

PART #

510128

DESCRIPTION:

Ignition Switch
Various Ford Applications
Classic Update Series

92969235 instruction sheet rev 2.0 2/4/2014