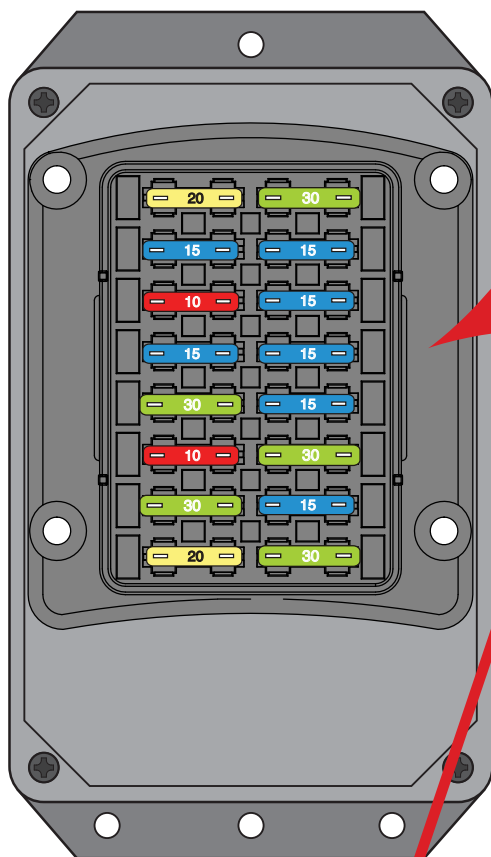
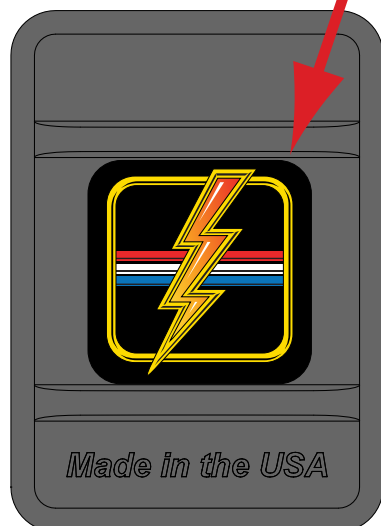


Fuse Box



Fuse Box Lid



NOTE:

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

KIT BOX CONTENTS:

Number	Description
510476	Alternator & Main Power Connection Kit
510885	Main Dash Harness Kit w/ AAW Fuse Panel
510593	Instrument Cluster Wiring Kit
520002	Digital Gauge System Dim Wire
510594	Rear Body Wiring Kit
510595	Front Light Extension
510730	Vehicle Speed Sensor, VSS, Lead Wires
510913	LH Engine Compartment Wiring Kit
510914	RH Engine Compartment Wiring Kit
500042	Dimmer Switch
510128	Ignition Switch
510264	Headlight Switch
510557	Fuse, Relay & Flasher Kit
510596	60-64 Ford Galaxie & 61-64 Mercury Parts Kit
500919	Practice Terminal Kit
92973560	Kit Instruction Sheets
92971155	Firewall Template
92973599	Warning Page



**American
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Classic Update Kit
1960-64 Galaxie
196-64 Mercury Fullsize
510591

92973803 Rev. 1.0 10/21/2025



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

1. This kit should be used in a **MODIFIED** application only, and is **NOT** intended as an OEM replacement.
2. This kit **Does Not** include any factory original A/C Wiring, but will support the original Heater System and any After Market Heat or A/C System.
3. This kit **Does Not** include any factory type computer controlled ECU Systems, but does support the use of After Market or Standalone type Fuel Injection Systems.
4. This kit **Does** support the use of a self-exciting 1-wire Alternator or other style internally regulated Alternator. An adapter may necessary in some applications.
5. This kit **WILL NOT** support the use of a factory Tachometer in its original connection application as those Tachometers wired the primary Ignition circuit directly in series with the Tachometer and then out to the positive side of the coil. Any addition of a High Energy Ignition, or some After Market Ignition Systems, may cause the Ignition System to become non-functional. **HOWEVER**, if your original factory Tachometer has been upgraded or retrofitted to a later style movement where the pulse post on the Tachometer connects to the negative side of the Ignition Coil, or to the Tachometer output of an After Market Control Module, and the feed post of the Tachometer uses a conventional 12 volt ignition connection, **you will be able to use this harness system.**
6. 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 or other electronic Ignition Systems as well as computerized Fuel Injection Systems. If you wish to run a "Points-Type" system, a ballast resistor will be required (**not included in this kit**). There are illustrations on the Engine connection pages, to do so.



510591 - Classic Update Series Kit 1960-64 Ford Galaxie & 1961-64 Mercury Full-size

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
	510128	Ignition Switch	1
	510264	Headlight Switch	1
	510557	Fuse, Relay, and Flasher Kit	1
	510596	Grommet and Parts Kit	1
G	510885	Dash/Main Harness Kit	1
H	510593	Instrument Cluster Kit	1
J	510913	LH Engine Bay Kit	1
K	510914	RH Engine Bay Kit	1
M	510594	Rear Body Kit	1
N	510595	Headlight Extension 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
	92973560	Introduction Instruction Sheet	1
	92973599	Warning Sheet	1
	92971155	Fuse Block Installation Sheet	1

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

1960-62 Ford Galaxie & 1961-62 Mercury Full-size Fuse Block Mounting Instructions

Remove your original Instrument Panel Harness and Fuse Block from your under dash area.

For the **1960-1962 vehicles**, obtain the two grommet **F's** from the **510596 Parts Kit** and install the two **grommet F's** in each of the two rectangular holes in the Firewall. Pass all of the wiring from **Circuit Branch #1** through the **lower grommet** and all of the wiring from **Circuit Branch #2** through the **upper grommet**. You may want to remove the zip ties from the wiring, to help the wiring pass through the grommets easier.

Carefully pull all of the wiring from Circuit Branches #1 and #2 through the grommets in the Firewall, leaving enough wire length inside the passenger compartment, to mount the Fuse Block (see photograph).

Be sure to check for clearances to any accessories that you might be adding. Pay particular attention to the Clutch and Brake Pedal Assembly when routing your Dash Harness.

There are (4) mounting holes, on the mounting tabs of the fuse block case: (3) on the upper tab and (1) on the lower tab. Using the fuse block as a template (be sure to locate the fuse block, so that you will be able to access the fuses, after it is mounted) mark and drill (3) new 1/8" (.125) dia holes, in your Firewall. You do not need to use the center mounting hole, in the upper tab. (3) new attaching screws have been provided, for you to mount the fuse block vertically, to the Firewall; they can be found in the **92971137 Loose Piece Kit, for the 510592 Dash Harness**. You will need to cut back some of the sound deadener and carpet, to mount the fuse block. If the fresh air vent interferes with the installation of the Fuse Block, remove it and reinstall it, after the Fuse Block is mounted in position.

Be sure to attach the Fuse Block Cover, to the Fuse Block. The round end of the Fuse Block Cover Tether, will fit in an opening in the Fuse Block, near the fuses. **Note: the Fuse Block Cover Label, has all of the fuses identified and their function.**

After all of the wires are routed and the grommets are seated, apply silicone sealer to the grommets in the Firewall, to make a weather tight seal.



Photograph, is of a
1960-62 Ford Galaxie

Parking Brake
pedal

**As Viewed From
Under The Dash**



www.americanautowire.com 856-933-0801

92971155

92971155 Rev 0.0 3/31/2015

1963-64 Ford Galaxie & 1963-64 Mercury Full-size Fuse Block Mounting Instructions

Remove your original Instrument Panel Harness and Fuse Block from your under dash area.

For the **1960-1962 vehicles**, obtain the two grommet **F's** from the **510596 Parts Kit** and install the two **grommet F's** in each of the two rectangular holes in the Firewall. Pass all of the wiring from **Circuit Branch #1** through the **lower grommet** and all of the wiring from **Circuit Branch #2** through the **upper grommet**. You may want to remove the zip ties from the wiring, to help the wiring pass through the grommets easier.

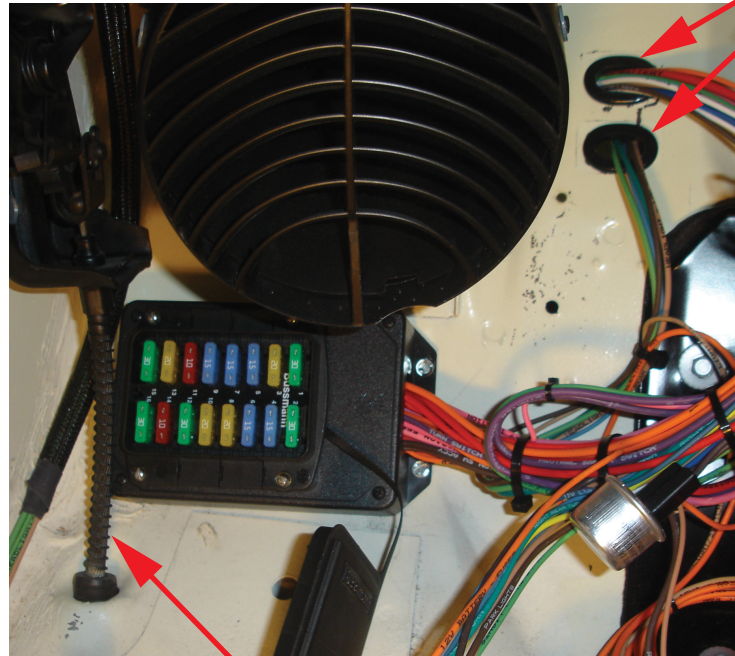
Carefully pull all of the wiring from Circuit Branches #1 and #2 through the grommets in the Firewall, leaving enough wire length inside the passenger compartment, to mount the Fuse Block (see photograph).

Be sure to check for clearances to any accessories that you might be adding. Pay particular attention to the Clutch and Brake Pedal Assembly when routing your Dash Harness.

There are (4) mounting holes, on the mounting tabs of the fuse block case: (3) on the upper tab and (1) on the lower tab. Using the fuse block as a template (be sure to locate the fuse block, so that you will be able to access the fuses, after it is mounted) mark and drill (3) new 1/8" (.125) dia holes, in your Firewall. You do not need to use the center mounting hole, in the upper tab. (3) new attaching screws have been provided, for you to mount the Fuse Block horizontally, to the Firewall; they can be found in the **92971137 Loose Piece Kit, for the 510592 Dash Harness**. You may need to cut back some of the sound deadener and carpet, to mount the fuse block. If the fresh air vent interferes with the installation of the Fuse Block, remove it and reinstall it, after the Fuse Block is mounted in position.

Be sure to attach the Fuse Block Cover, to the Fuse Block. The round end of the Fuse Block Cover Tether, will fit in an opening in the Fuse Block, near the fuses. **Note: the Fuse Block Cover Label, has all of the fuses identified and their function.**

After all of the wires are routed and the grommets are seated, apply silicone sealer to the grommets in the Firewall, to make a weather tight seal.



Grommet F, in upper rectangular, Firewall holes

Photograph, is of a 1964 Ford Galaxie

Parking Brake cable

As Viewed From Under The Dash



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92971155

92971155 Rev 0.0 3/31/2015

Classic Update Series

60-64 Ford Galaxie and 61-64 Mercury Full-size

START HERE !

PLEASE READ THIS BEFORE STARTING INSTALLATION !

This wiring kit is designed for ease of installation. Please read the guidelines below, BEFORE STARTING your installation to guarantee a successful job. Use an appropriate crimping tool which folds the wings of the open barrel terminals down into the wire as shown below. ALL TERMINALS THAT YOU INSTALL SHOULD BE PROPERLY SOLDERED. Our factory crimped terminations are installed by GM approved five ton presses, and soldering these terminations is not necessary. AAW offers a great terminal crimping video entitled "Proper Crimping Video". It can be viewed by visting YouTube. Type the following address into your web browser to go directly to the video: www.youtube.com/watch?v=8u_EkMsioMy.



PLEASE READ THESE HELPFUL INSTALLATION TIPS BEFORE GOING ANY FURTHER!

Prior to installing the Dash/Main harness in your vehicle, plug all of the fuses (see a detailed picture, on page 18, of the fuse installation locations) and Horn Relay (see page 9), into this harness.

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

STEP 1: DISCONNECT YOUR BATTERY:

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

STEP 2: START INSTALLING KIT (see page 3):

This kit is broken down into individual steps that are identified by a letter printed on the instruction sheets visible through each bag. These letters are the order of operation for installing your kit. Start with bag letter G, then H, etc. The order of installation is shown below. You will use this main instruction sheet, 92973560, to complete the installation process of bag G. See page five of this instruction set and Fuse Block Mounting instruction sheet 92971155 to begin.

G - 510885 Dash Harness Kit
H - 510593 Gauge Cluster Kit
J - 510913 LH Engine Bay Kit
K - 510914 RH Engine bay Kit
M - 510594 Rear Body Kit
N - 510595 Headlight Harness Kit
V - 510730 VSS Connection Kit
Z - 510476 Alternator and main Power Connection Kit

STEP 3: RECONNECT YOUR BATTERY:

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

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

STEP 4: CHECK ALL ELECTRICAL FUNCTIONS:

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

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

AMERICAN AUTOWIRE MAKES IT EASY !!

We carry many accessories for your 60-64 Ford Galaxie and 61-64 Mercury Full-size

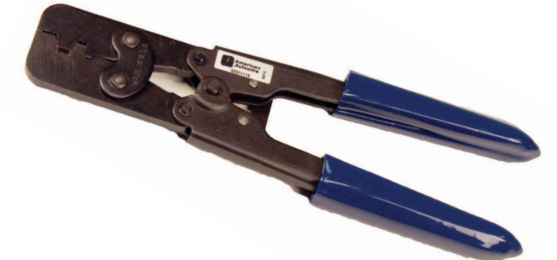
p/n 510585

OEM small terminal crimping tool (18-14 gauge)



p/n 510586

OEM large terminal crimping tool (12-8 gauge)



p/n 500918

Ford Duraspark Ignition Harness



p/n 500802

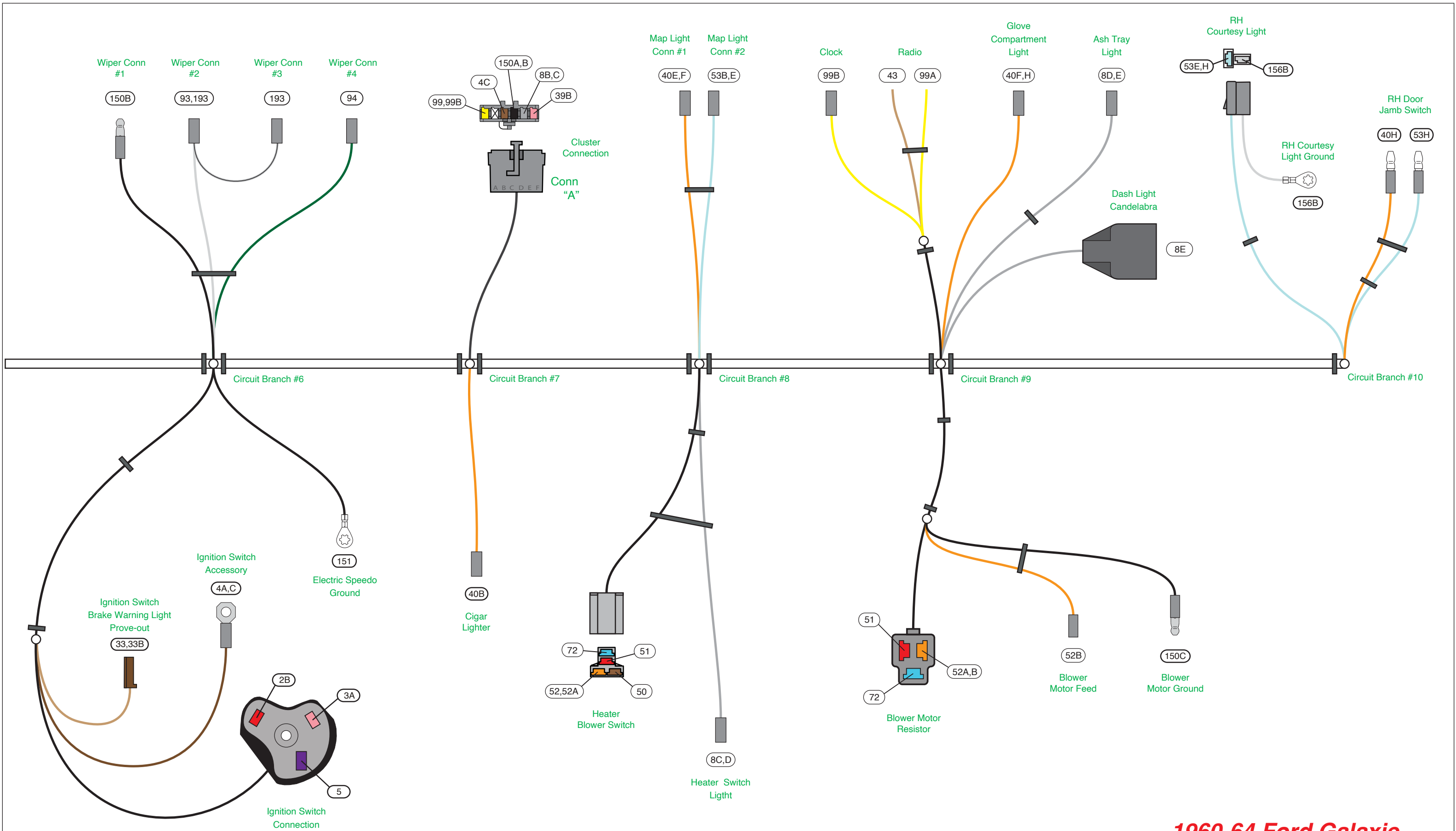
GM "SI" series to Ford "3G" int. regulated alternator

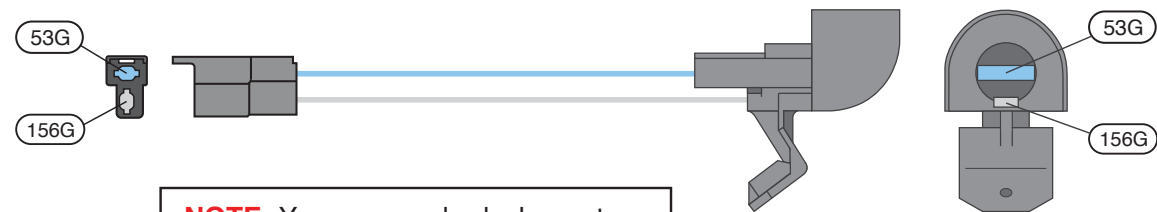
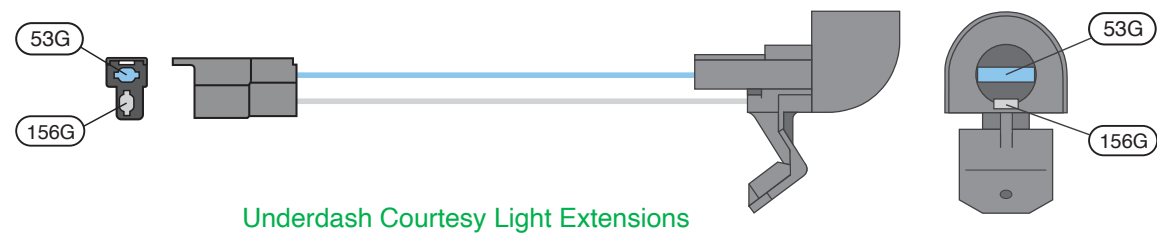


1960-64 Ford Galaxie 1961-64 Mercury Full-size Classic Update Series

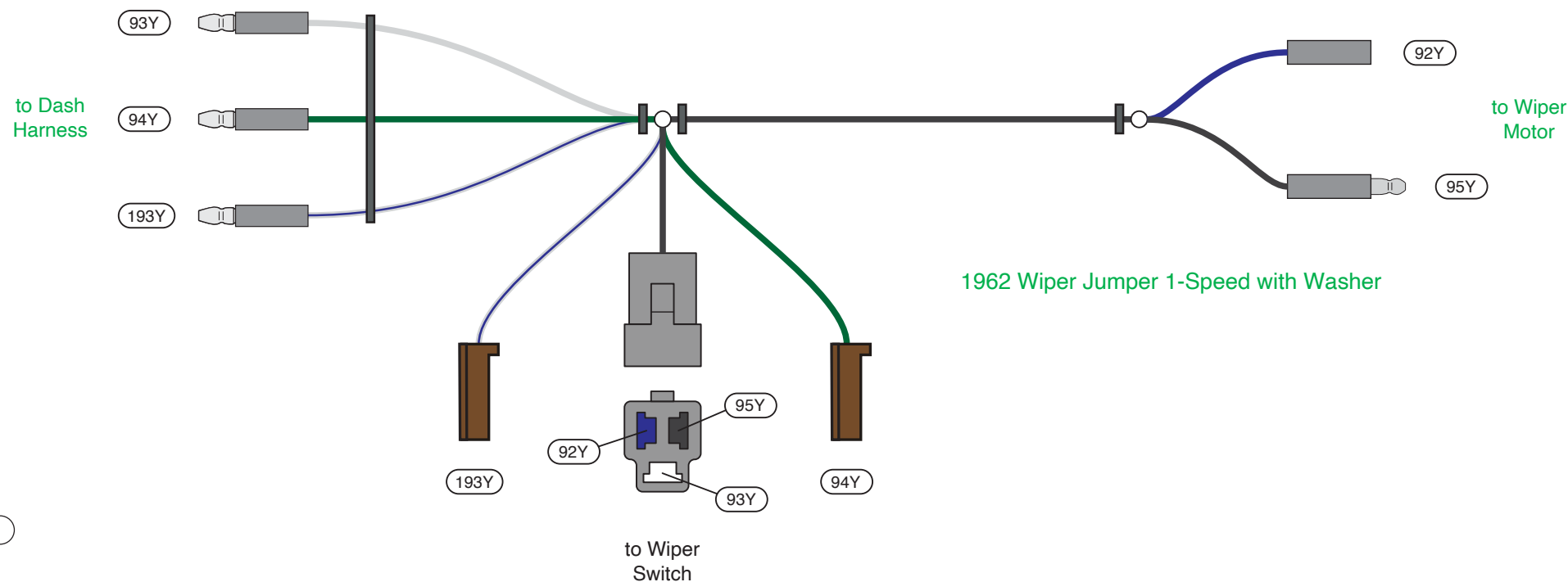
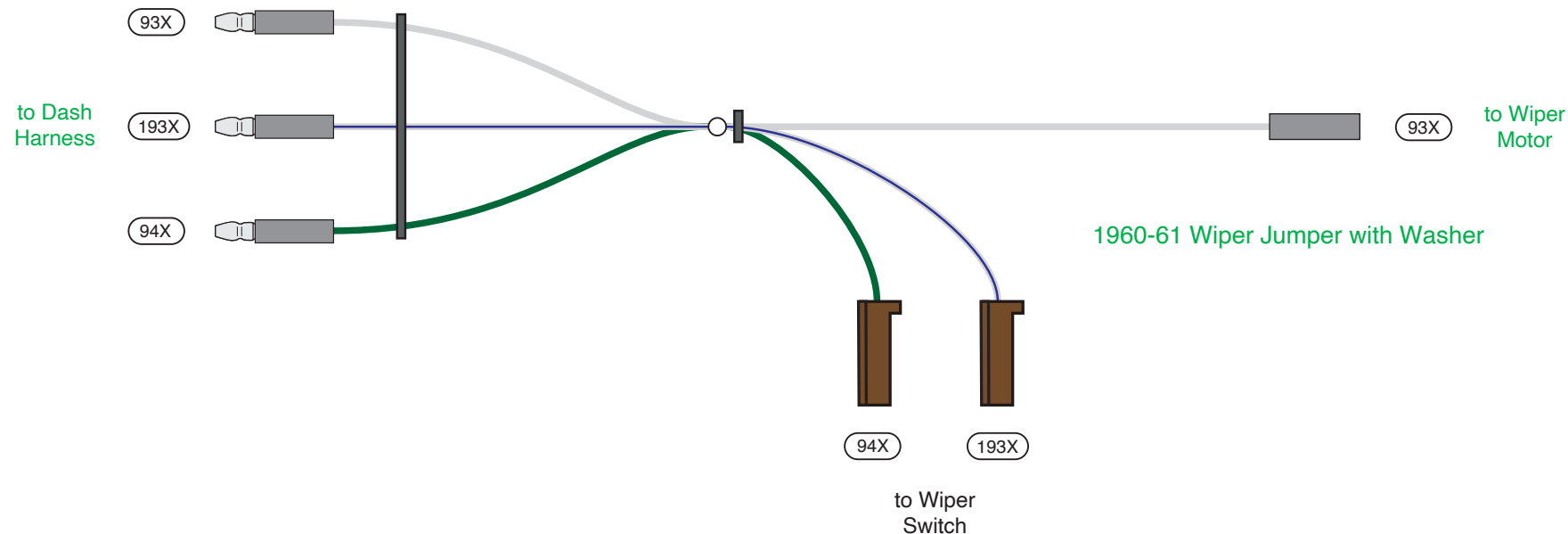
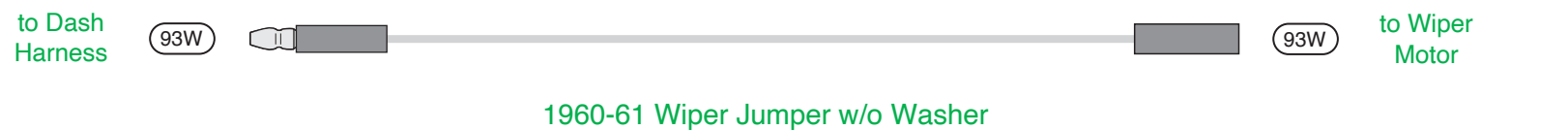
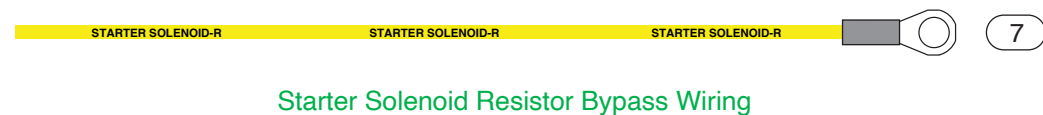
510591

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American Autowire / Factory-Fit
92973560 Rev 1.0 12/2/2022





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



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**1960-64 Ford Galaxie
1961-64 Mercury Full-size
Classic Update Series
510591** 92973560 Rev 1.0 12/2/2022

Prior to installing the Main Dash Harness, obtain the **Fuse and Flasher Kit 510557**. Plug all of the fuses in the Fuse Block (see page 18 for the location of the fuses). Install the Horn Relay to the Dash Harness 510592 (see circuit Branch #3, page 9 for the Horn Relay location).

Main Dash Harness Installation Instructions

Mount the Fuse Block to the Firewall as shown in the **Fuse Block Mounting Instructions 92971155**. Install a round grommet (item “F”) found in **Parts Kit 510596** in each original rectangular Firewall Wiring pass-through hole located above the Fuse Block. Install two J-Clamps (item “S”), found in the **510596 Parts Kit**, to the Steering Column Support Bracket (see the “S” Clamp location photograph on this page). Use the Bolt, Nut and Washer (item “R”) from the **510596 Parts Kit** to attach the J-Clamps. The Dash Harness routing will be similar to the original Instrument Panel Wiring Harness routing, except the Dash Harness will attach to the Steering Column Support Bracket instead of the Instrument Cluster. Now proceed to the Circuit Branch #1 instructions.

NOTE: Plug the 510913 LH Engine Bay Extension harnesses onto the dash at this location and bring the wires through the firewall as shown on page 16. See page 16, “Figure A” for typical connections. For loose piece terminals and connectors, see kit # 510596.

Circuit Branch #1 – LH Engine Compartment Connections

Route the Left Hand Engine Compartment wiring through the lower rectangular hole in the Firewall that already has grommet “F” installed.

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

The Brake Pressure Differential Warning Switch **NOTE:** if you have a Ford style twin post switch and wish to use it, simply cut the wires about 6 inches back from your old original connector, double them together, and splice them into wire assembly 33 (from page 5 of this instruction sheet) to complete your brake warning circuit. If you have an aftermarket single post switch splice it into wire assembly 33 (from page 5 of this instruction sheet) to complete your brake warning circuit (also see Figure A on page 16).

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

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

LH FRONT LIGHTING

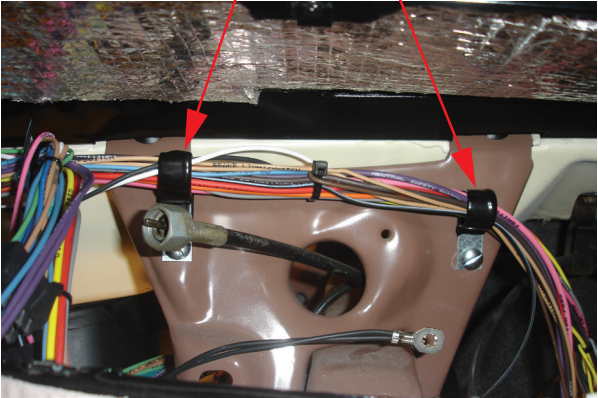
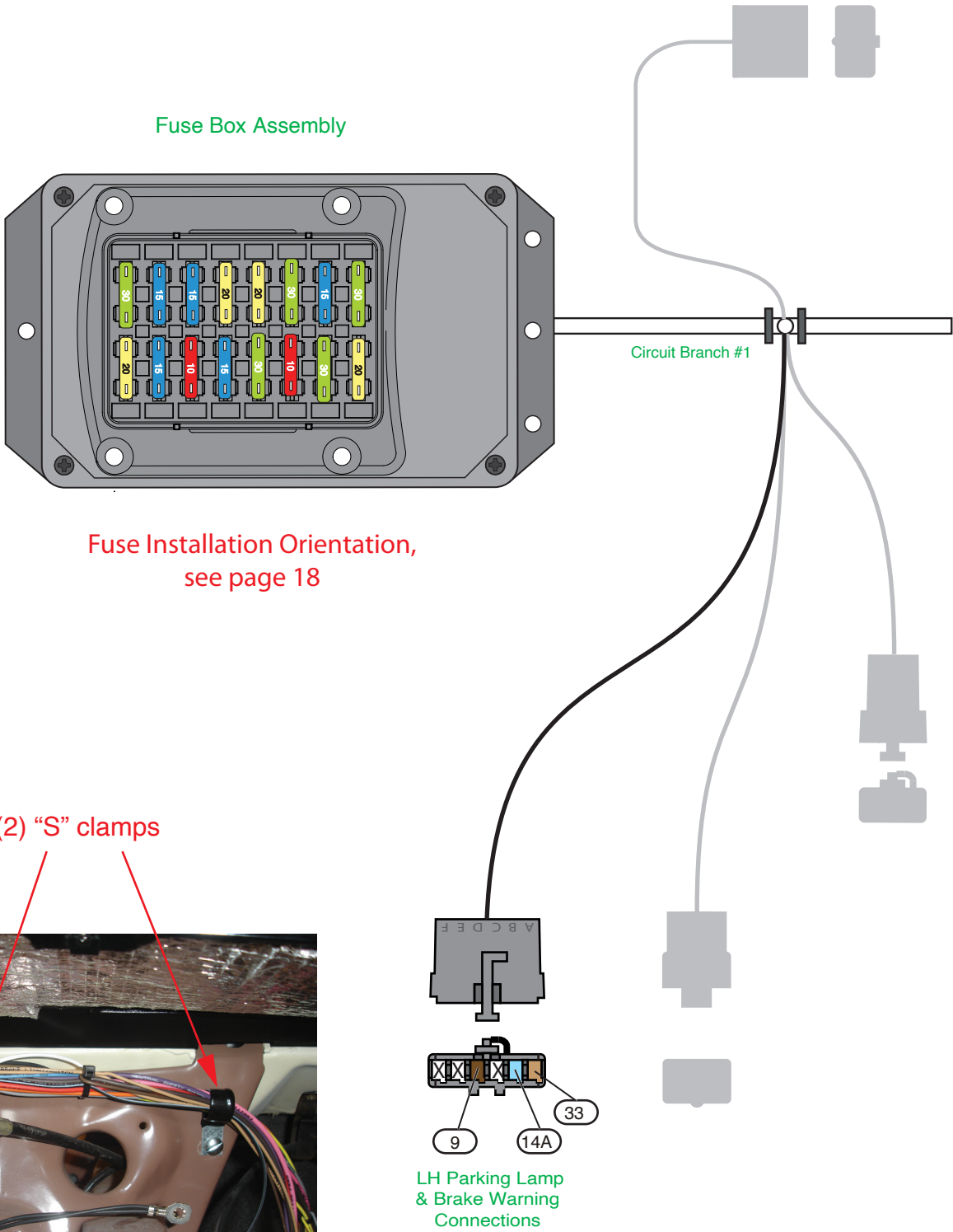
NOTE: The original factory Front Lighting wiring routed from the left side of the vehicle to the right side of the vehicle below the Radiator. This kit does not route any wiring across the front end of the vehicle. There are separate Left and Right wiring branches to the Front Park/Turn Signal Lights and HeadLights.

Park/Turn Signal – Light & Socket Assemblies **NOTE:** You will need to reuse the original Front Park/Turn Signal Light & Socket Assemblies, but will have to replace each 2-way bullet connector with a 2-way American Autowire (AAW) connector (see Figure A, on page 16 and Figure B, on page 17). Be sure that the Park/Turn Signal pigtail is routed and retained, per the original factory routing, before replacing the connectors. For both LH and RH Park/Turn Light & Socket Assemblies, remove the old 2-way molded bullet connectors, and install terminals “W” to each wire and install the wires in the 2-way connector “V” (all supplied in kit 510596) as shown in Figure A, on page 16 and Figure B, on page 17. The original Ford Left Front Turn wire is green/white and the Park Light wire is black/yellow. The original Ford Right Front Turn wire is white/blue and the Park Light wire is black/yellow.

Left Hand Park/Turn Light Connector Select the brown Park Light wire (circuit 9), route the wire to the 2-way connector “V” that was just added, cut to length, crimp on terminal “B”, and install into connector “T” (see Figure A, on page 16). Be sure to align the AAW brown Park Light wire with the original Park Light wire.

Select the light blue Left Front Turn wire (circuit 14A), route this wire to the same connector “T” where wire 9 is located. Crimp on terminal “B”, and install into connector “T” (see Figure A, on page 16). Now make the connection to the LH Park/Turn Light & Socket Assembly pigtail.

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



“S” clamp location photograph

CONT'D: Plug the 510913 LH Engine Bay Extension harnesses onto the dash at this location and bring the wires through the firewall as shown on page 16. See page 16, "Figure A" for typical connections. For loose piece terminals and connectors, see kit # 510596.

LH and RH Headlight Extension Harnesses Obtain the **Headlight Extension Harnesses 510595 (Bag N)** and connect to your LH and RH Headlights (*see pages 16 and 17*).

LH Headlights Select the light green Headlight High Beam wire (circuit 11A) and the tan Headlight Low Beam wire (circuit 12) and route them to the **Headlight Extension Harness**, cut to length, and crimp on a terminal **"W"** to each wire, and plug the two wires into connector **"U"**. Be sure to align the light green wire with the light green wire of the **Headlight Extension Harness** and the tan wire with the tan wire. Now make the connection to the **Headlight Extension Harness**. Attach the ground ring terminal of the **Headlight Extension Harness** to a good ground on the Radiator Core Support.

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

Horn Connection Route the dark green Horn wire (circuit 29) to the LH Horn and cut to length, double with the wire that was just cut, crimp on terminal **"C"** and insert into connector **"N"** and attach to the LH Horn (*see Figure A on page 16*). Route the loose wire to the RH Horn and crimp on terminal **"B"** and insert into connector **"N"** and attach to the RH Horn. *All of the connectors and terminals will be found in kit 510596.*

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

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

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

The Back-up and Neutral Safety Switches **Note: These wires are coiled up.** For both a Manual Transmission and an Automatic Transmission, route the light green Back-up Switch/Light wire (circuit 24) and the pink 12 Volt Ignition wire (circuit 39C) to the Back-up Light Switch and connect.

If you have a Manual Transmission, you will need to connect the purple Neutral Safety Switch wire (circuit 5) and the purple Starter Solenoid wire (circuit 6) together.

If you have an Automatic Transmission, route the purple Neutral Safety Switch wire (circuit 5) and the purple Starter Solenoid wire (circuit 6) to the Neutral Safety Switch and connect. A typical connection for the Neutral Safety/Back-up Switch can be found on [page 16, Figure D](#).

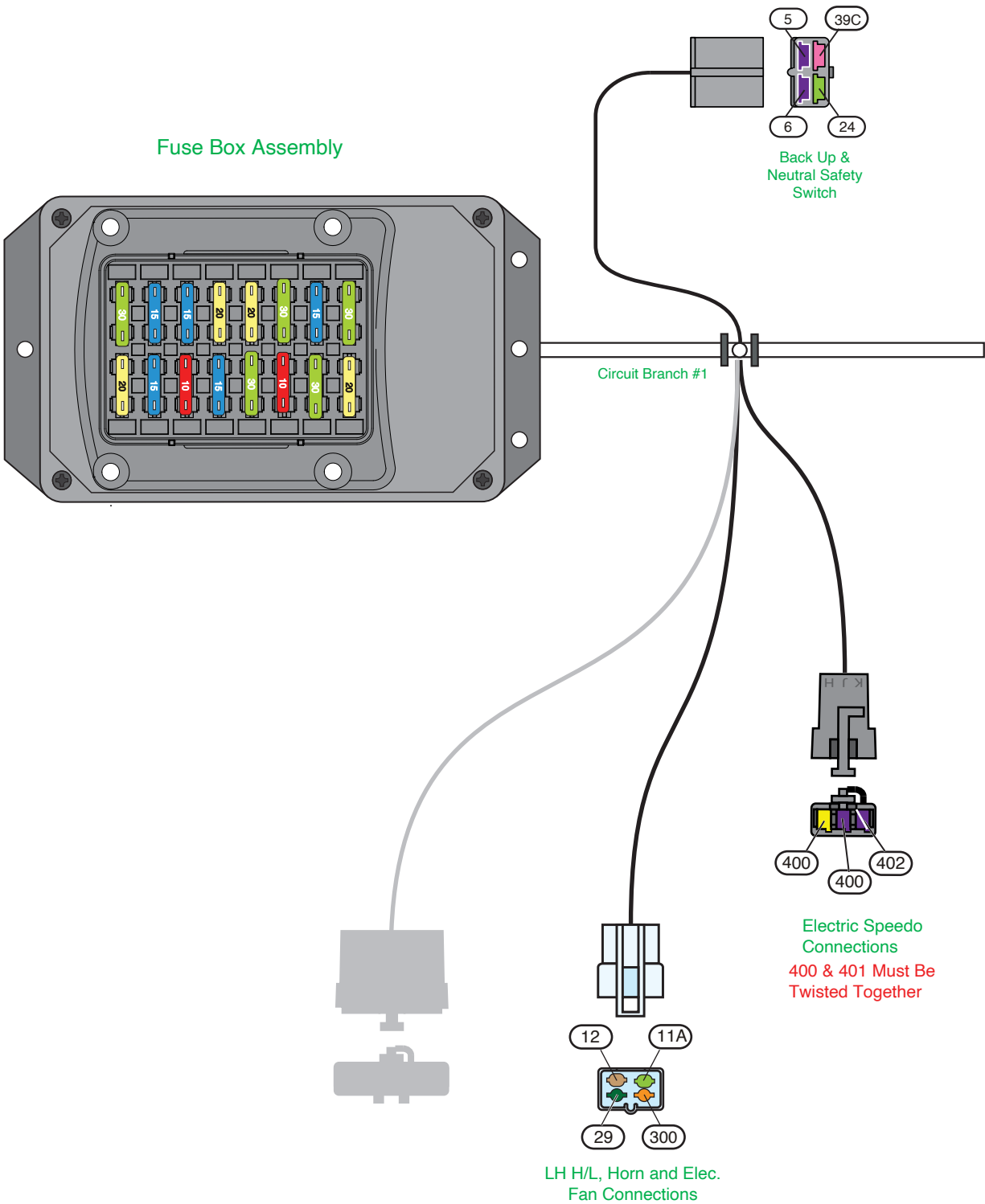
Note: If circuit 5 and circuit 6 are not connected, your Starter Solenoid will not engage, and your Engine will not crank.

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

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

Note that wires 400 and 401 must remain twisted together.

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



Circuit Branch #2 – Under Dash Connections

Rear Body Harness Connector This connector will plug to the **Rear Body Harness 510594 (Bag M)**. Specific connections are addressed in that kit. The Rear Body Harness will route across the Firewall and rearward along the Floor tunnel the same as the original Ford Body Harness routing. Be sure to attach the wiring in the original wiring clips.

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

Circuit Branch #2 – RH Engine Compartment Connections

NOTE: Plug the 510914 RH Engine Bay Extension harnesses onto the dash at this location and bring the wires through the firewall as shown on page 17. See page 17, “Figure B” for typical connections. For loose piece terminals and connectors, see kit # 510596.

Route the Right Hand Engine Compartment wiring through the upper rectangular hole in the Firewall that already has grommet “F” installed.

Stop Light Switch This Stop Light Switch is located on the Brake Master Cylinder. Route wires 17A and 40D to the switch. Cut to length, and install sleeve “D” on each wire (see Figure B on page 17). Crimp on terminal “X” and slide “D” over the terminal. Now connect to the switch, polarity doesn’t matter. **Note: If you upgrade your Brake System, and the Stop Light Switch is now part of the Brake Pedal Assembly, these are the two circuits that should be connected to the Stop Light Switch.**

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

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

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

Engine Sensors Route the dark blue wire (circuit 31) to the Oil Pressure Sending Unit and the dark green wire (circuit 35) to the Water Temperature Sending Unit, cut to length, install terminals “B” or “M” (install sleeve “J” first if using “M”). If you are using terminal “B”, plug it into connector “N” (see Figure B on page 17). See Parts Kit 510596 for connectors and terminals.

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

Tachometer **Note: This Kit will not support the use of an original factory tachometer (see the Warning Page).** However, the white Tachometer wire (circuit 121) can be connected directly to the Tachometer terminal on a typical HEI Distributor, to the negative side of the Ignition Coil, or to the Tachometer connection in an Aftermarket Ignition Module such as an MSD module.

If you are using a GM style HEI Distributor, terminal “B” and connector “Q” (see Parts Kit 510596) have been provided to make that connection (see Figure B on page 17).

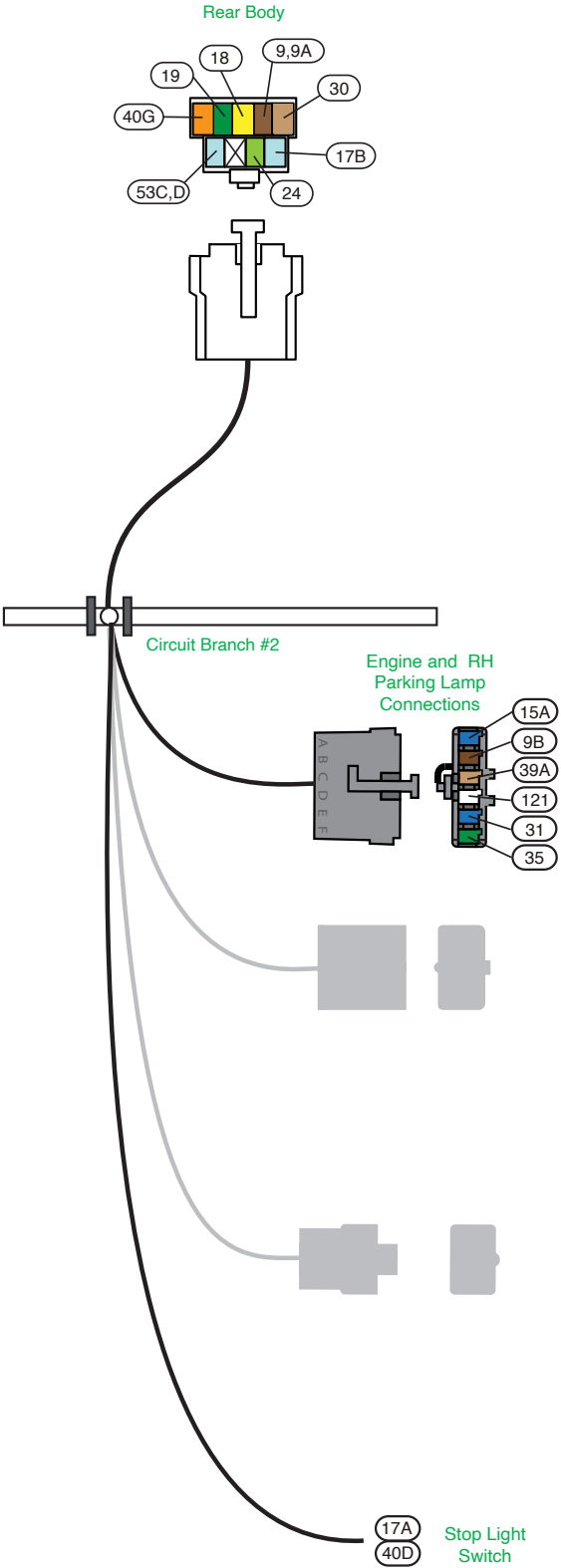
Wire#	Wire Color	Printing	Description
121	White	COIL ® TACH	Tachometer feed wire.

RH FRONT LIGHTING

Right Hand Park/Turn Light Connector Select the brown Park Light wire (circuit 9B), route the wire to the 2-way connector “V” that was added previously to the Park/Turn Light & Socket pigtail, cut to length, crimp on terminal “B”, and install into connector “T” (see page 17 Figure B). Be sure to align the AAW brown Park Light wire with the original Park Light wire.

Select the dark blue Right Front Turn wire (circuit 15A), route this wire to the same connector “T” where wire 9B is located. Crimp on terminal “B”, and install into connector “T” (see page 17 Figure B). Now make the connection to the RH Park/Turn Light & Socket Assembly pigtail.

Wire#	Wire Color	Printing	Description
9B	Brown	PARK LIGHTS	Park Light feed.
15A	Dark Blue	RIGHT FRONT TURN	Right Front Turn Signal feed.





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CONT'D: Plug the 510914 RH Engine Bay Extension harnesses onto the dash at this location and bring the wires through the firewall as shown on page 17. See page 17, “Figure B” for typical connections. For loose piece terminals and connectors, see kit # 510596.

Washer Pump

Route the dark green Washer Pump feed wire (circuit 94) to the Washer Pump, cut to length, crimp on terminal “B” and insert into connector “E”. Now connect to the Washer Pump.

Wire #	Wire Color	Printing	Description
94	Dark Green	no printing	Feed to the Washer Pump.

RH Headlights Select the light green Headlight High Beam wire (circuit 11C) and the tan Headlight Low Beam wire (circuit 12A) and route them to the **Headlight Extension Harness**, cut to length, and crimp on a terminal “W” to each wire, and plug the two wires into connector “U”. Be sure to align the light green wire with the light green wire of the **Headlight Extension Harness** and the tan wire with the tan wire. Now make the connection to the **Headlight Extension Harness**. Attach the ground ring terminal of the **Headlight Extension Harness** to a good Radiator Core Support ground.

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

Blower Motor (1960-61 vehicles) If you have a **1960-61 vehicle**, the Blower Motor is located in the Engine Compartment. The orange Blower Motor feed wire (circuit 52) is included in the Circuit Branch #2 wiring. **Note: If you have a 1962-64 vehicle, the Blower Motor is located in the Passenger Compartment and a separate wire has been provided for that connection in Circuit Branch #9.** For the 1960-61 vehicles, route the orange wire to the Blower Motor, cut to length, install sleeve “D” and crimp on a female bullet terminal “X”. Connect this orange wire to the orange wire of the Blower Motor. If the orange pigtail wire on the Blower Motor doesn’t have a male bullet terminal, we have provided sleeve “J” and a small male bullet terminal “H” which can be added to the Blower Motor pigtail.

Wire#	Wire Color	Printing	Description
52	Orange	HEAT/AIR	Feed to the Blower Motor (1960-61 vehicles).

STARTER RELAY CONNECTIONS

Main Power Feed to the Fuse Block Route the red 12V Battery wire (circuit 2A) which is in the Dash Harness, to the Megafuses (**see Figure C on page 15**) and cut to length. Use ring terminal, shrink tubing from 510476 kit. Connect as shown on page 15.

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

Ignition Feed This pink Ignition Feed wire (circuit 3B) is your 12V switched power source for the Distributor/Ignition Coil. This wire can be connected directly to the “Bat” terminal on a typical HEI Distributor, to a Ballast Resistor for a points type Distributor, or to be used as the ignition power source for an Aftermarket Ignition Module such as an MSD or a “Dura Spark” module. See the installation instructions for the type of Distributor you are using for specific connection requirements.

If you are using a GM style HEI Distributor, terminal “C” and connector “P” (**see Parts Kit 510596**) have been provided to make that connection (**see Figure B on page 17 for some examples**).

If you are using a Ballast Resistor, terminal “C” and connector “E” (**see Parts Kit 510596**) have been provided to make that connection (**see Figure B on page 17 for some examples**).

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

Start Circuit Wire Route the purple Start wire (circuit 6) to the Starter Solenoid and cut to length, install sleeve “D” and crimp on terminal “K” (**see parts kit 510596**). Connect to the Starter Solenoid S stud (**see Figure C on page 17**).

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

Start Circuit Resistor Bypass Wire The yellow **Starter Solenoid Resistor Bypass Wiring** (circuit 7, shown on page 4 and included in Bag G) is provided if you are using an Ignition System with a Ballast Resistor (**not included with this kit**). Obtain the **Starter Solenoid Resistor Bypass Wiring** and attach the ring terminal to the “I” terminal on your Starter Solenoid (**see Figure C on page 17**). Route the other end of the yellow wire to the Ballast Resistor and cut to length. Obtain the cutoff section of the large pink “Ignition Feed” wire (circuit 3B from the Ignition Feed step) and double it with the yellow wire, crimp on terminal “C” and insert into connector “E”. You can now connect to the Ballast Resistor. The other end of the large pink wire (circuit 3B) can be routed and connected to the (+) side of your Ignition Coil (**see Figure B on page 17**).

Wire#	Wire Color	Printing	Description
7	Yellow	STARTER SOLENOID-R	Resistor Bypass wire.

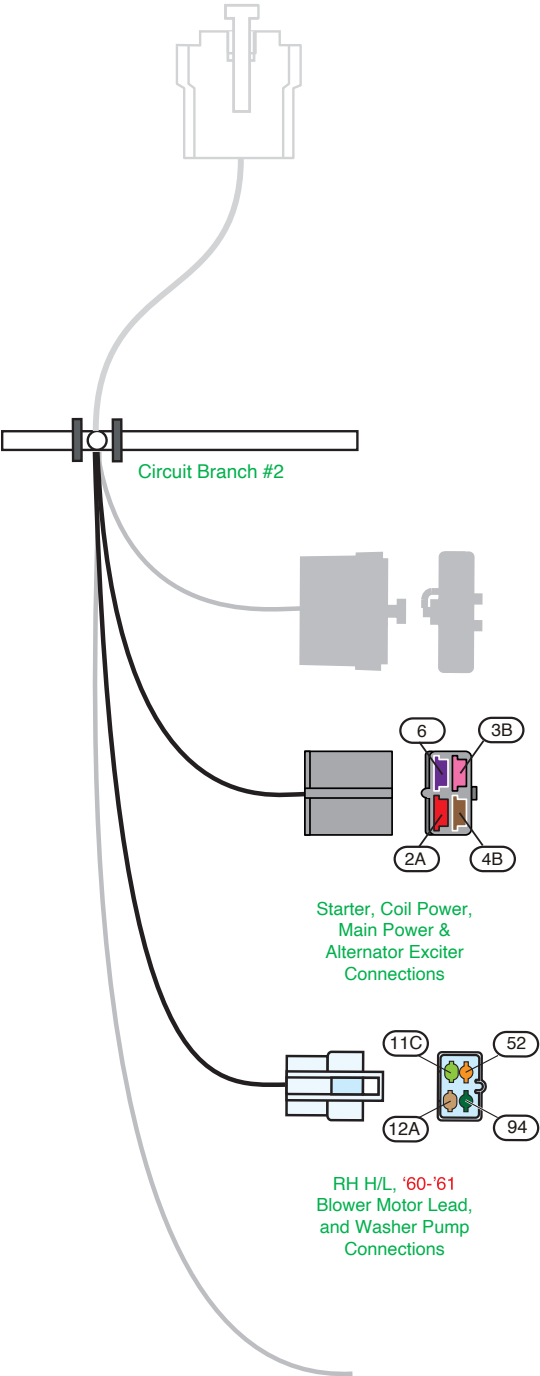
ALTERNATOR CONNECTIONS

Alternator Output Circuit Obtain the large red **Alternator Feed Wiring** from the 510476 kit and connect as shown on page 15 and on the instructions for the 510476 Alternator and Main Power Connection kit.

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

Alternator Exciter Wire The brown wire (circuit 4B) is the exciter wire for your Alternator/Voltage Regulator. If you are using a one wire Alternator, this wire will not be used and should be capped off as it is “hot” when the Ignition switch is in the “ON or ACC” position. If you are using an Alternator that requires an internal or external Voltage Regulator, this wire must be connected to the “switched or 12V ignition” terminal on your Voltage Regulator or Alternator according to the manufacturer’s specifications for the type of Alternator/Voltage Regulator that is being used. An inline diode or resistor may be necessary to eliminate “run on” after being switched off. AAW recommends a Ford Gen 3 Internally Regulated or a one wire Alternator. If you are using a GM “SI” Alternator, obtain the **GM “SI” Alternator Exciter Wiring Harness** (**see page 4, included in Bag G**). Attach the ring terminal end of wire 2G to the Battery stud on the Alternator (**see Figure C on page 15**). Route the brown 4B wire in the Dash Harness to the 2-way connector, which is part of this same Exciter Wiring harness. Crimp on terminal “B” to wire 4B and insert into the open cavity of the 2-way connector. Now plug the 2-way connector into the “SI” Alternator.

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



Circuit Branch #3 – Under Dash Connections

Accessory Connector Use the provided 6-way empty connector, which is attached to the 6-way Accessory Connector on the Dash Harness, and terminals “B” or “C” (see Parts Kit 510596) to add power leads (not provided) for the following systems:

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

Horn Relay Connector If you haven’t already, now plug the Horn Relay (found in the Fuse and Flasher Kit 510557) into this connector.

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

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

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

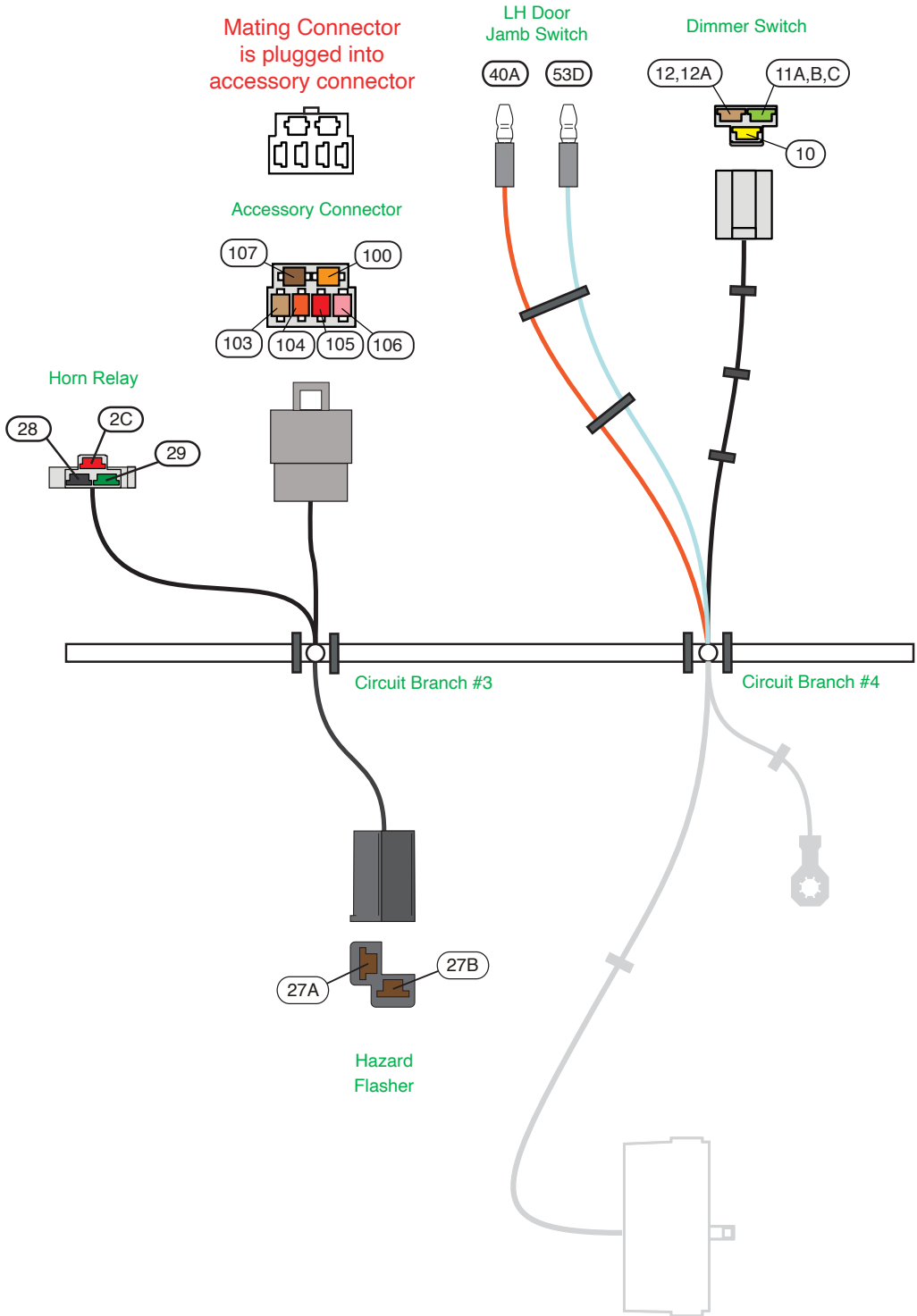
Circuit Branch #4 – Under Dash Connections

Dimmer Switch Route this wiring branch to the Dimmer Switch and connect. Plug this connector onto the Dimmer Switch 510042, and then attach the Dimmer Switch to the floor pan.

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

Left Hand Door Jamb Switch Connection Route the two bullet terminals through the LH Door Jamb Switch hole from behind, and connect to the Door Jamb Switch (item “Y”, which is included in kit 510596). Polarity does not matter. Attach the Door Jamb Switch in the original location.

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



Turn Signal Switch Connector Plug into the Steering Column Turn Signal Switch connector. If you are using a stock Ford Steering Column in your vehicle, **refer to Diagram ‘A’ and ‘Table A’ on page 15** for the proper mating directions. This Dash Harness is designed to function with a GM style Turn Signal Switch. Our connector mates to a 3 7/8 inch long connector 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 long connector. That connector is from the same family and uses the same terminals. By using the supplied mating connector and terminals (**located in the loose piece kit 92971137 inside Bag G**), it is easy to adapt any Steering Column to this Dash Harness. The different functions, of the wires, in the Dash Harness Connector are as follows:

Wire#	Wire Color	Printing	Description
8A	Gray	DASH LIGHTS	Feed to the Gear Shift Indicator Light (PRNDL).
14A	Light Blue	LEFT FRONT TURN	Feed to the LH Front Turn Signal Light.
14B	Light Blue	LEFT DASH IND	Feed to the LH Turn Signal Indicator Light.
15A	Dark Blue	RIGHT FRONT TURN	Feed to the RH Front Turn Signal Light.
15B	Dark Blue	RIGHT DASH IND	Feed to the RH Turn Signal Indicator Light.
16B	Purple	TURN SWITCH FEED	Turn Signal Feed from the Turn Signal Flasher.
17A	White	BRAKE SW	Brake Switch feed to the Turn Signal Switch.
17B	Light Blue	THIRD BRAKE LIGHT	12V feed to the optional Third Brake Light.
18	Yellow	LEFT REAR TURN	Feed to the LH Rear Turn Signal Light.
19	Dark Green	RIGHT REAR TURN	Feed to the RH Rear Turn Signal Light.
27B	Brown	TURN SW – HAZARD	Hazard feed to the Turn Signal Switch from the Hazard Flasher for a Steering Column with the Hazard function.
28	Black	HORN RELAY GROUND	Horn Relay ground to the Horn Switch.

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

Wire#	Wire Color	Printing	Description
150A	Black	GROUND	Cluster Ground.
150C	Black	GROUND	Blower Motor Ground.

Circuit Branch #5 – Under Dash Connections

Instrument Cluster Connections These connections will plug into the **Instrument Cluster Kit 510593 (Bag H)**. Instructions are included in that kit for the connections to the Instrument Cluster.

Cluster Connector “B”

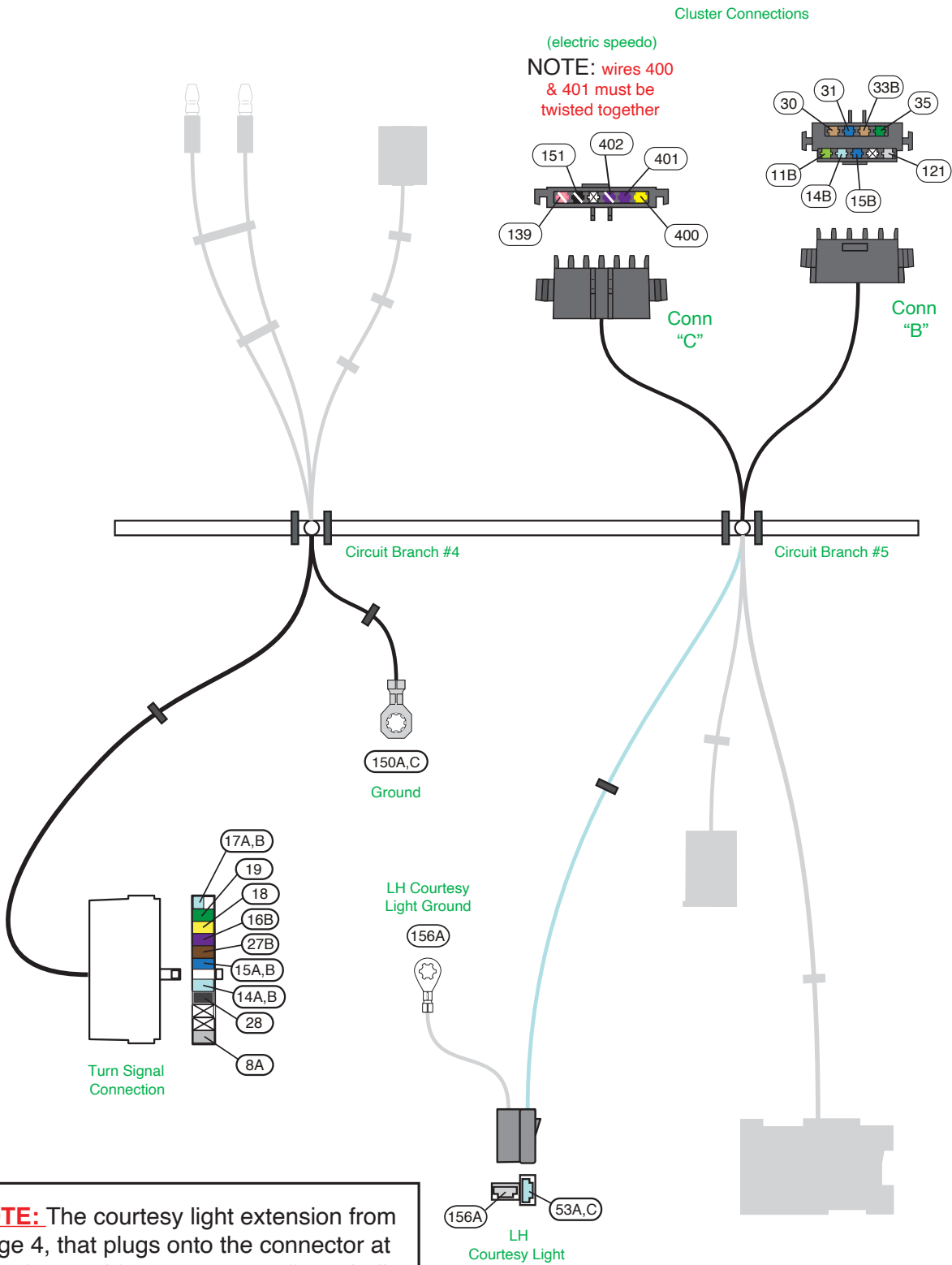
Wire#	Wire Color	Printing	Description
11B	Light Green	HI BEAM INDICATOR LIGHT	Feed to the High Beam Indicator Light.
14B	Light Blue	LEFT DASH IND	Feed for the Left Turn Signal Indicator Light.
15B	Dark Blue	RIGHT DASH IND	Feed for the Right Turn Signal Indicator Light.
30	Tan	GAS GAUGE	Fuel Gauge Signal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

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

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

Left Hand Courtesy Light Connecto Plug this connector into one **Under Dash Courtesy Light Wiring Harness (see page 4, obtain from Bag G)** and attach to the lower Instrument Panel. The Courtesy Light Socket requires a #631 Bulb (**not included in this kit**).

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



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

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

Headlight Switch Connector Plug this connector to the Headlight Switch **510264**.

Wire#	Wire Color	Printing	Description
2D	Red	12V BATTERY	Un-fused 12V Battery feed from the Fuse Block.
8A	Gray	DASH LIGHTS	Dash Light feed to the Turn Signal Switch.
8B	Gray	DASH LIGHTS	Dash Light feed to the Cluster.
9A	Brown	REAR RUNNING LIGHTS	Feed to the Rear Tail Lights and License Light.
9B	Brown	PARK LIGHTS	Feed to the Front Park Lights.
10	Yellow	DIMMER SW FEED	Feed to the Dimmer Switch for the Headlights.
40C	Orange	12V BATTERY – FUSED	Fused 12V Battery feed from the Fuse Block.
40E	Orange	12V BATTERY – FUSED	Fused 12V Battery feed to the Map Light.
53A	Light Blue	12V CTSY SW	12V Switched feed to the LH Courtesy Light.
53B	Light Blue	12V CTSY SW	12V Switched feed to the Map Light.

Circuit Branch #6 – Under Dash Connections

Note: Circuit Branch #6, should be located in the center of the Steering Column Support Bracket, between the two J Clamps.

Wiper System Connections These connectors will connect to the various Wiper System Jumper Harnesses depending on model year of the vehicle. **The jumpers are shown on page 4, and are included in Bag G. See page 18** for some photographs of the various connections.

For the **1960-61** vehicles without a Washer Pump, connect the Wiper Connector #2 (with circuits 93 and 193) in the Dash Harness, to the **1960-61 Wiper Jumper w/o Washer** (with circuit 93W). Connect the other end of the Jumper Harness to the black Wiper Motor wire. You will not use Wiper Connectors #1, #3, and #4 in the Dash Harness.

For the **1960-61** vehicles with a Washer Pump, connect Wiper Connectors #2, #3, and #4 in the Dash Harness to the mating connectors in the **1960-61 Wiper Jumper with Washer**. Be sure to match the wire colors. You will not use Wiper Connector #1 in the Dash Harness. Connect the other end of the Jumper Harness, to the black Wiper Motor wire.

For the **1962** vehicles with a 1-speed Wiper System, connect Wiper Connectors #2, #3, and #4 in the Dash Harness to the mating connectors in the **1962 Wiper Jumper 1-Speed with Washer**. Be sure to match the wire colors. If you do not have a Washer Pump, you will not use Connectors #3 and #4. Connect the other end of the Jumper Harness to the Wiper Motor wires (blue to blue and black to black).

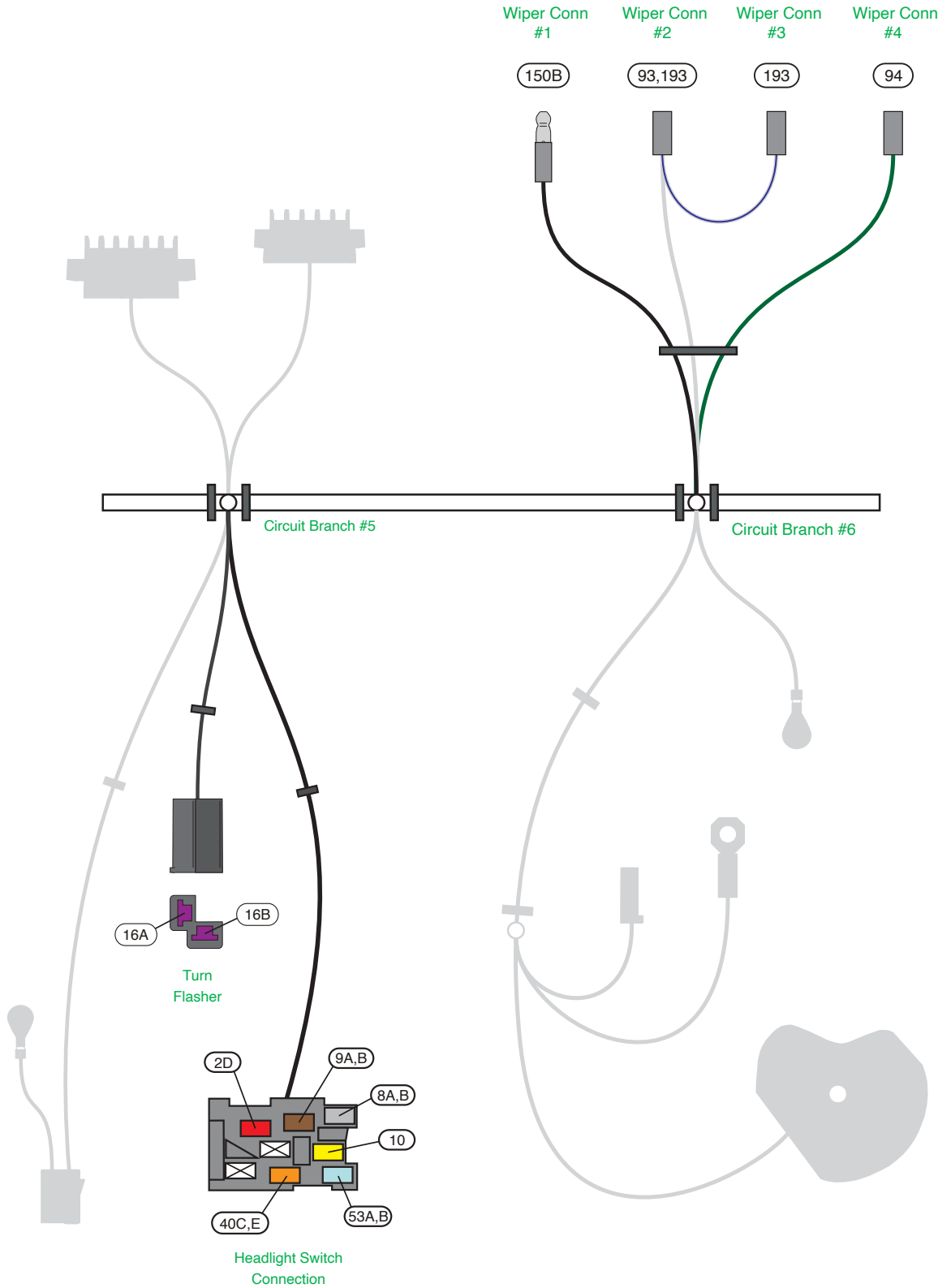
For the **1962** vehicles with a 2-speed wiper system, and all **1963** and **1964** vehicles, you will have to connect the **original factory Wiper Harness** to Wiper Connectors #1, #2, #3, and #4 in the Dash Harness. Connect the American Autowire (AAW) wires, to the original Ford Wiper Jumper Harnesss wires, as follows:

All 1962 with a 2-speed Wiper System and all 1963 Vehicles.

AAW Wire Color	Ford Wiper Harness Wire Color	Description
White	Yellow/Black	12V Accessory Feed.
Green	Green/Black	Washer Pump Feed.
Black	Black	Ground.
White/Blue	none	12V Feed to Wiper Switch for the Washer Pump.

All 1964 Vehicles.

AAW Wire Color	Ford Wiper Harness Wire Color	Description
White	Orange/White	12V Accessory Feed.
Green	Black/White	Washer Pump Feed.
Black	Black and/or White	Ground.
White/Blue	Tan	12V Feed to Wiper Switch for the Washer Pump.





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Wiper Jumpers

Wire#	Wire Color	Printing	Description
93W	White	WIPER FEED	Wiper feed for a 1960-61 vehicle without a Washer.
93X	White	WIPER FEED	Wiper feed for a 1960-61 vehicle with a Washer.
93Y	White	WIPER FEED	Wiper feed for a 1962 vehicle with a 1-speed Wiper System.
94X	Dark Green	no printing	Washer Pump feed for a 1960-61 vehicle.
94Y	Dark Green	no printing	Washer Pump feed for a 1962 vehicle.
193X	White/Dark Blue	no printing	12V feed to the Wiper Switch for the Washer Pump (1960-61 vehicles).
193Y	White/Dark Blue	no printing	12V feed to the Wiper Switch for the Washer Pump (1962 vehicles).

Wiper Connectors #1, #2, #3, and #4 in the Dash Harness.

Wire#	Wire Color	Printing	Description
93	White	WIPER FEED	Fused Wiper/Washer feed from the Fuse Block.
94	Dark Green	no printing	Feed to the Washer Pump.
150B	Black	GROUND	Ground for the 1963-64 Wiper Systems.
193	White/Dark Blue	no printing	Fused Washer feed from the Fuse Block.

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

Wire#	Wire Color	Printing	Description
2B	Red	12V BATTERY	12V Un-fused Battery feed from the Fuse Block.
3A	Pink	IGNITION FEED	Ignition feed to the Fuse Block.
5	Purple	NEUTRAL SAFETY SWITCH	Start feed to the Neutral Safety Switch or to the purple Starter Solenoid wire (circuit 6).

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

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

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

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

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

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

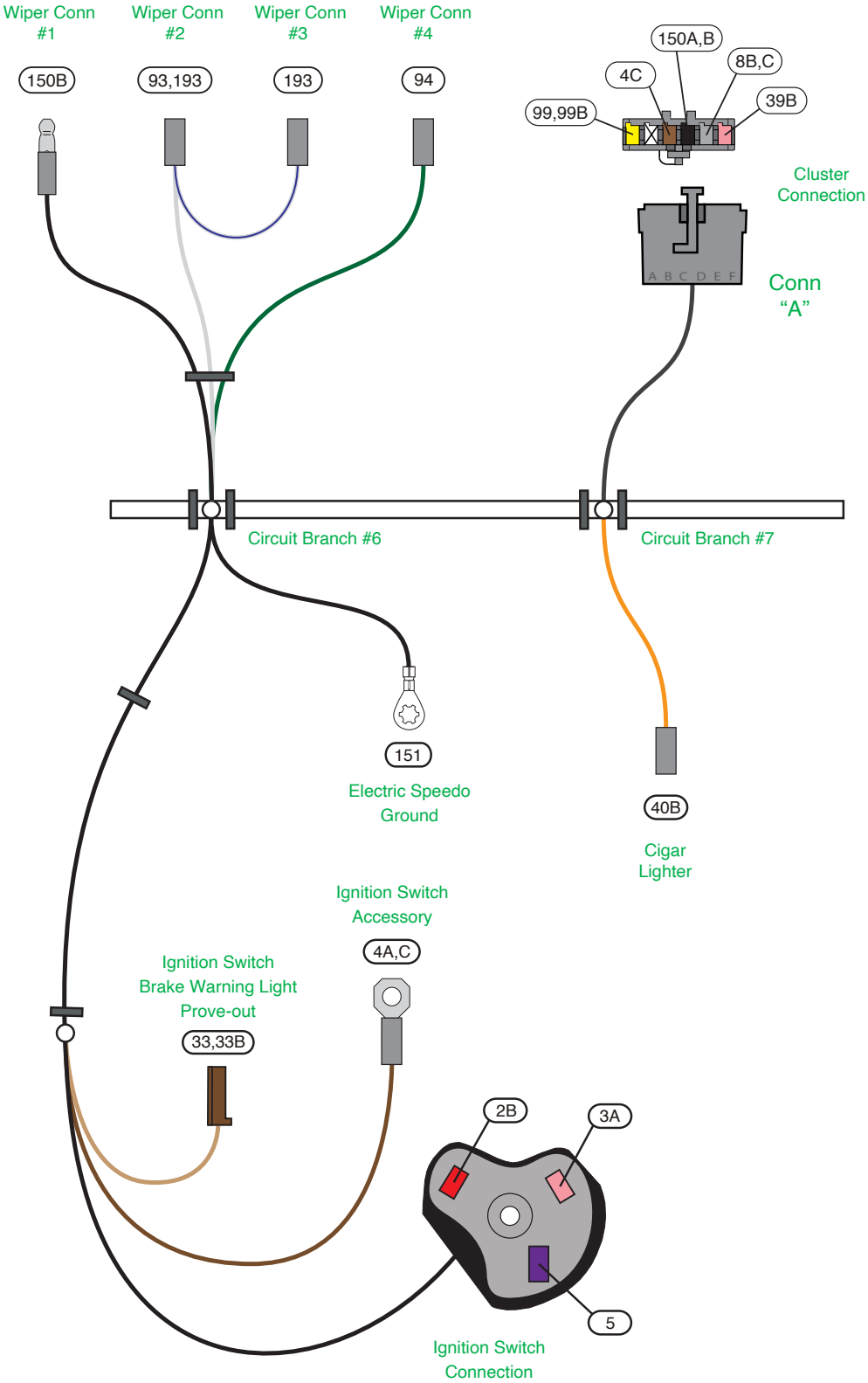
Circuit Branch #7 – Under Dash Connections

Cluster Connector “A”

Wire#	Wire Color	Printing	Description
4C	Brown	no printing	Cluster 12V Accessory feed.
8B	Gray	DASH LIGHTS	Headlight Switch feed for the Cluster Illumination Lights.
8C	Gray	DASH LIGHTS	Dash Light feed to the Heater Switch Light.
39B	Pink	12V IGNITION	Fused 12V Ignition feed to the Cluster.
99	Yellow	CLOCK BAT	Battery feed to the Clock for the 1960-62 vehicles.
99B	Yellow	CLOCK BAT	Battery feed to the Clock for the 1963-64 vehicles.
150A, 150B	Black	GROUND	Cluster ground.

Cigar Lighter Connector Plug this connector onto the Cigar Lighter.

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



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Circuit Branch #8 – Under Dash Connections

Map Light Connectors

Map Light Connector #1 This connector contains the Battery feed for the optional Map Light. It mates to the green/yellow stripe wire on the Map Light.

Wire#	Wire Color	Printing	Description
40E, 40F	Orange	12V BATTERY - FUSED	Fused Battery feed for the Map Light.

Map Light Connector #2 This connector contains the Switched Courtesy Light Feed for the optional Map Light. It mates to the black/blue stripe wire on the Map Light.

Wire#	Wire Color	Printing	Description
53B, 53E	Light Blue	12V CTSY SW	12V Switched feed for the Map Light.

Heater Blower Switch Connector Connect this 4-way connector to the Heater Blower Switch. **NOTE: The other end of the 52 wire is needed for the 1960-61 vehicles only, which have the Blower Motor in the Engine Compartment (see Circuit Branch #2). This 52 wire is not used on the 1962-64 vehicles and should be capped off.**

Wire#	Wire Color	Printing	Description
50	Brown	HEATER/AC FEED	Fused 12V Blower Motor Switch feed. This wire should be used, as the 12V power feed for an Aftermarket Heater A/C System.
51	Red	no printing	Blower Motor Low Speed.
52	Orange	HEAT/AIR	Blower Motor feed (1960-61 vehicles).
52A	Orange	no printing	Blower Motor High Speed.
72	Light Blue	no printing	Blower Motor Medium Speed.

Heater Switch Light Connect to the Heater Switch Light.

Wire#	Wire Color	Printing	Description
8C, 8D	Gray	DASH LIGHTS	Feed for the Heater Switch Illumination Light.

Circuit Branch #9 – Under Dash Connections

Dash Light Candelabra Connect the Radio Illumination Light, the Clock Light(s), the Compass Light, the 1963 Mercury Ignition Switch Illumination Light, or any other option that requires a Dash Light feed to this Candelabra connector. **NOTE: If needed, extra (large) male bullet terminals “A” and sleeves “D” have been provided to replace your original terminals (all supplied in kit 510596).**

Wire#	Wire Color	Printing	Description
8E	Gray	DASH LIGHTS	Various Dash Light feeds.

Ash Tray Light Connector Plug this connector to your Ash Tray Illumination Light.

Wire#	Wire Color	Printing	Description
8D, 8E	Gray	DASH LIGHTS	Feed to the Ash Tray Illumination Light.

Glove Compartment Light Connector Plug this connector to your Glove Compartment Light.

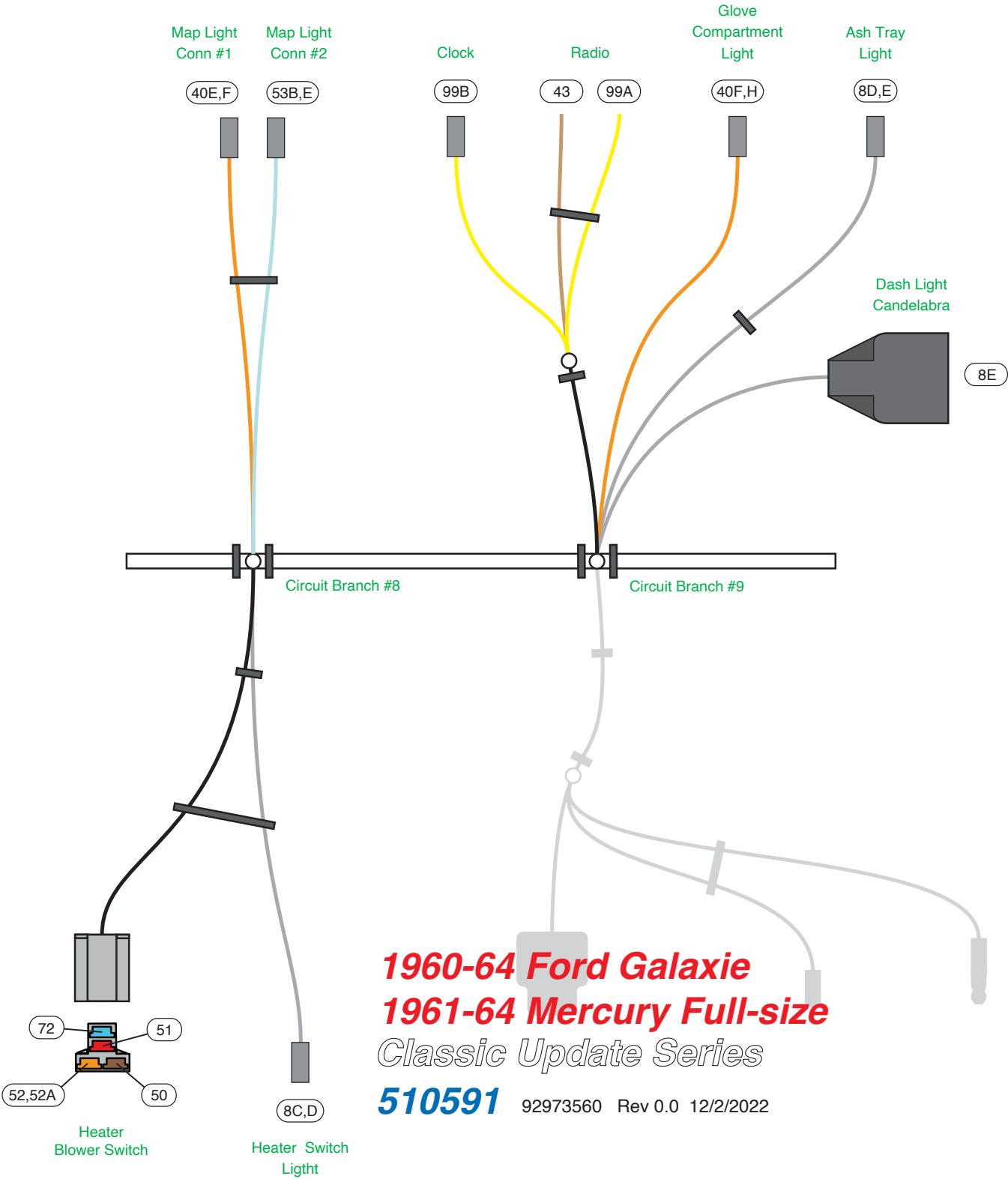
Wire#	Wire Color	Printing	Description
40F, 40H	Orange	12V BATTERY – FUSED	Feed to the Glove Compartment Light.

Radio These circuits are provided for your Radio.

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

Clock Connector This connector is the Battery feed for your optional Clock (1963-64 vehicles). For the (1960-62 vehicles), the Clock is in the Instrument Cluster and the Battery feed connector is in the Instrument Cluster Kit. **NOTE: the Illumination Light Socket(s) and wiring (circuit 8, DASH LIGHTS) for the Clock (for all vehicles), are included in the Instrument Cluster Kit.**

Wire#	Wire Color	Printing	Description
99B	Yellow	CLOCK BAT	Fused Battery feed to the Clock (1963-64 vehicles).



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Blower Motor Resistor Plug this 3-way connector onto your Blower Motor Resistor. For the 1962-64 vehicles you will not use the standalone fourth terminal on the Blower Motor Resistor.

Wire#	Wire Color	Printing	Description
51	Red	no printing	Blower Motor Low Speed.
52A	Orange	no printing	Blower Motor High Speed.
52B	Orange	no printing	Blower Motor feed (1962-64 vehicles).
72	Light Blue	no printing	Blower Motor Medium Speed.

Blower Motor Feed Connector Plug this orange wire onto the orange wire of your Blower Motor Pigtail (1962-64 vehicles). If you need to replace the connector on the Blower Motor pigtail, small male bullet terminal "H" and small sleeve "J", have been provided in kit 510596.

Wire#	Wire Color	Printing	Description
52B	Orange	no printing	Blower Motor feed (1962-64 vehicles).

Blower Motor Ground Connector Plug this black wire onto the black wire of your Blower Motor Pigtail (1962-64 vehicles). If you need to replace the connector on the Blower Motor pigtail, female bullet terminal "X" and large sleeve "D" have been provided in kit 510596.

Wire#	Wire Color	Printing	Description
150C	Black	GROUND	Blower Motor ground (1962-64 vehicles).

Circuit Branch #10 – Under Dash Connections

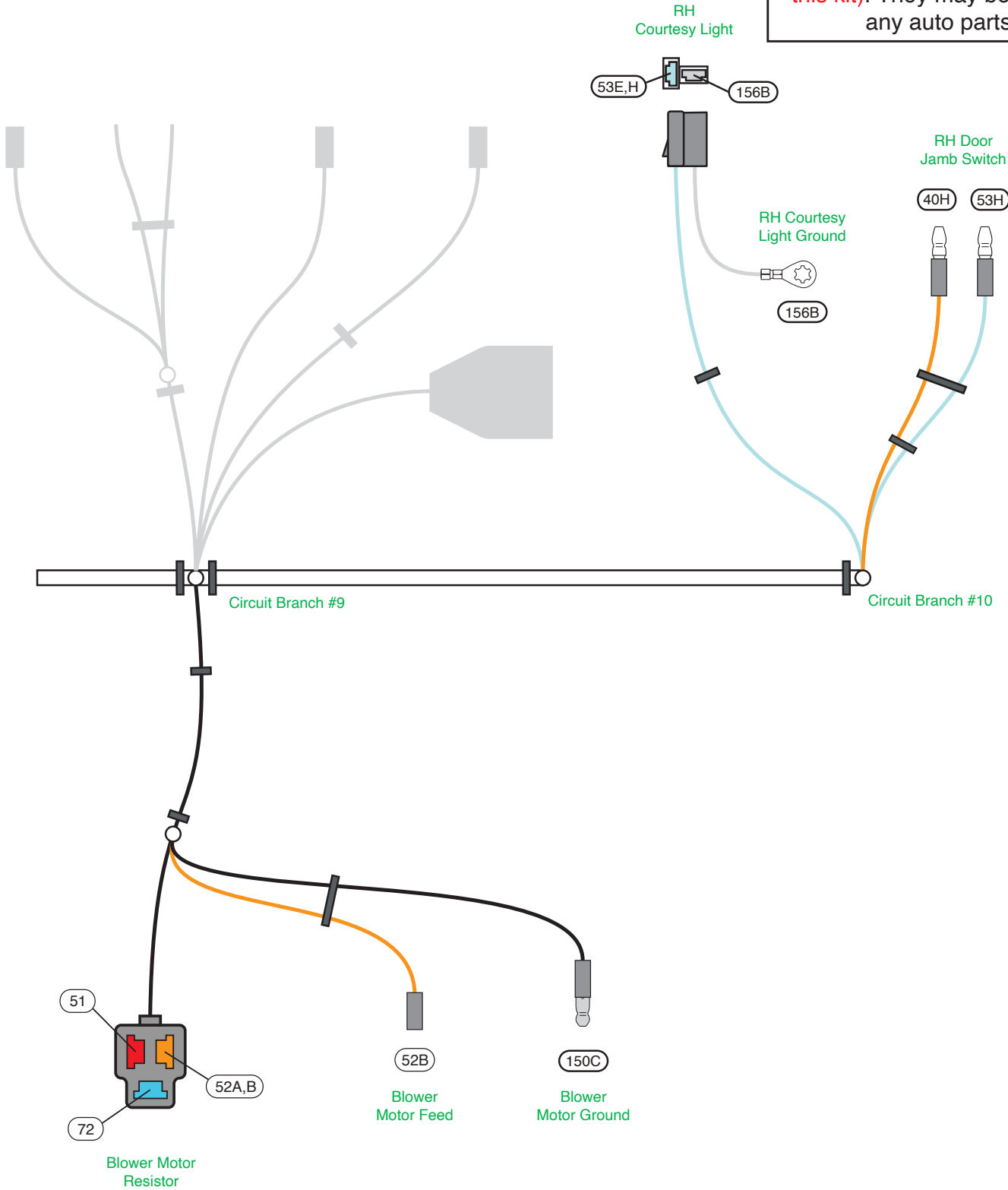
Right Hand Door Jamb Switch Connection Route the two bullet terminals through the RH Door Jamb Switch hole from behind, and connect to the Door Jamb Switch (item "Y", which is included in kit 510596). Polarity does not matter. Attach the Door Jamb Switch in the original location.

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

Right Hand Courtesy Light Connector Plug this connector into one Under Dash Courtesy Light Wiring Harness (see page 4, obtain from Bag G) and attach to the lower Instrument Panel. The Courtesy Light Socket requires a #631 Bulb (not Included in this kit).

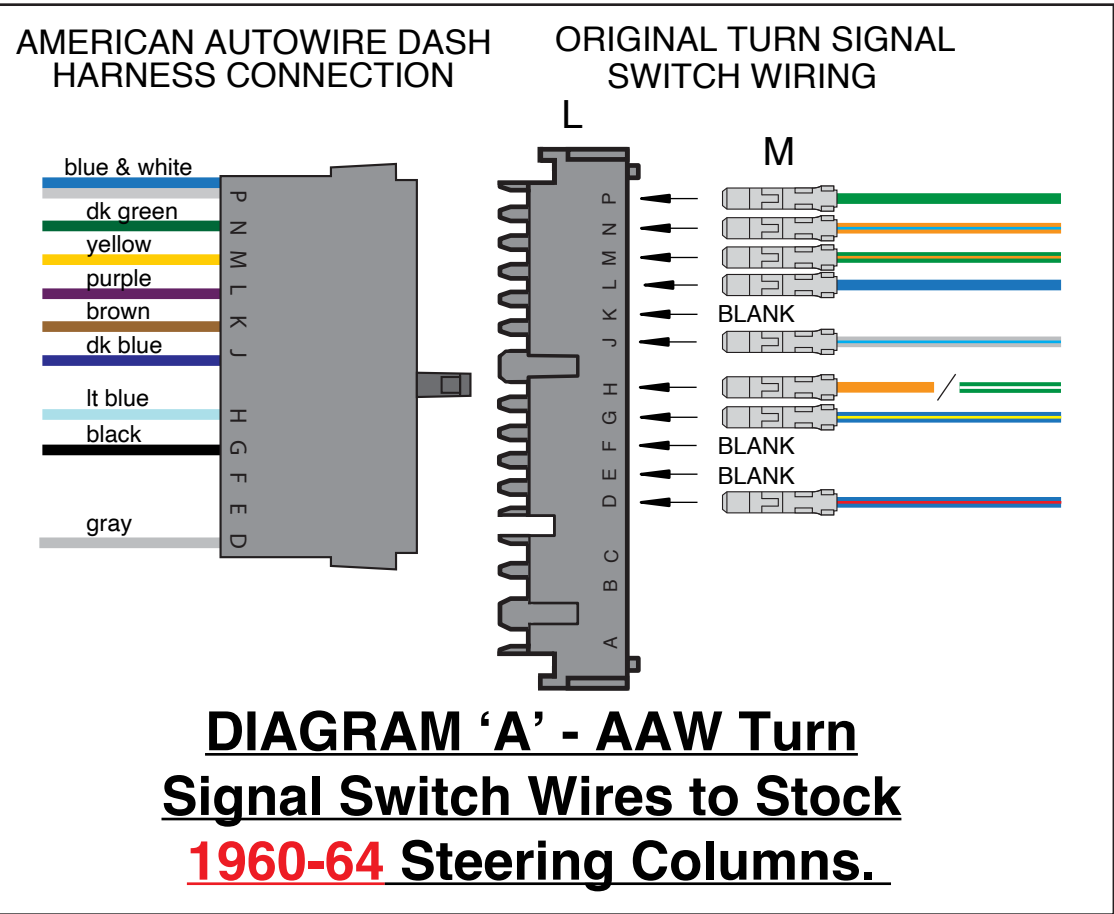
Wire#	Wire Color	Printing	Description
53E, 53H	Light Blue	12V CTSY SW	12V Switched feed to the Right Hand Courtesy Light.
156B	White	CTSY GROUND	RH Courtesy Light ground. Attach this ring terminal to a good ground.

NOTE: The courtesy light extension from page 4, that plugs onto the connector at branch 10 on this page, uses a # 631 bulb (not included with this kit). They may be purchased at any auto parts store.



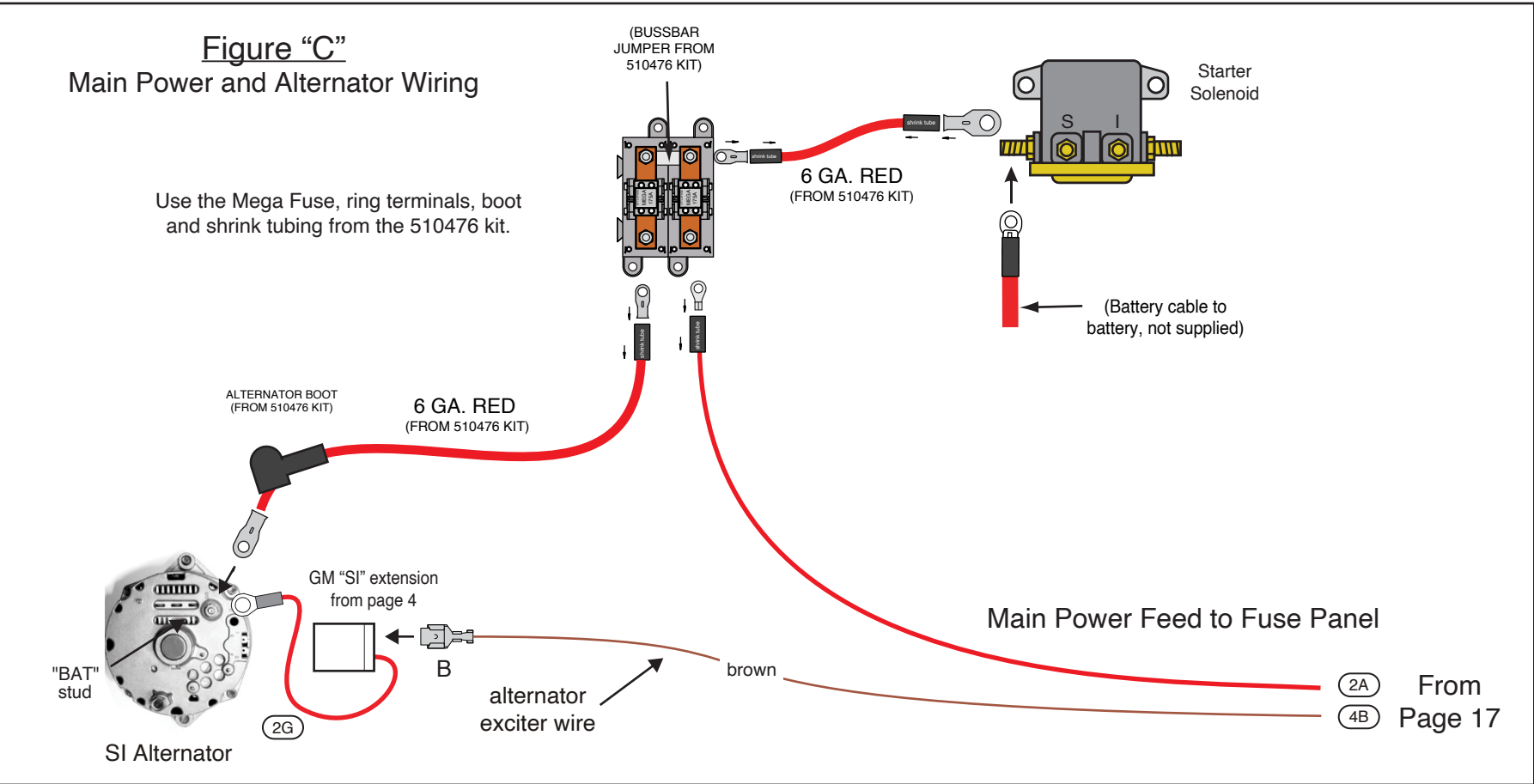
“Table A”

AAW Turn Signal Switch wires to stock 1960-64 Ford Galaxie and 1961-64 Mercury Full-size Turn Signal Switch



AAW Wire #	AAW Wire Color	AAW Wire Printing	Connector Cavity	Ford Wire Color
17A,B	Blue & White	Brake SW	P	Green
19	Dark Green	Right Rear Turn	N	Orange with Blue Stripe
18	Yellow	Left Rear Turn	M	Green with Orange Stripe
16B	Purple	Turn Switch Feed	L	Blue
27B	Brown	Turn SW - Hazard	K	None
15A,B	Dark Blue	Right Front Turn	J	White with Blue Stripe
14A,B	Light Blue	Left Front Turn	H	Orange (1960-62) or Green with White Stripe (1963-64)
28	Black	Horn Relay Ground	G	Blue with Yellow Stripe
None	None	None	F	None
None	None	None	E	None
8A	Gray	Dash Lights	D	Blue with Red Stripe

NOTE: For all of the vehicles, the Steering Column Horn Button switches ground for a Horn Relay, which then switches power to the Horns, similar to the AAW design. Wire 27B is being provided if an Emergency Warning Flasher System is to be added.



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1960-64 Ford Galaxie
1961-64 Mercury Full-size
Classic Update Series
510591 92973560 Rev 1.0 12/2/2022

510595 Headlight Extension Harness

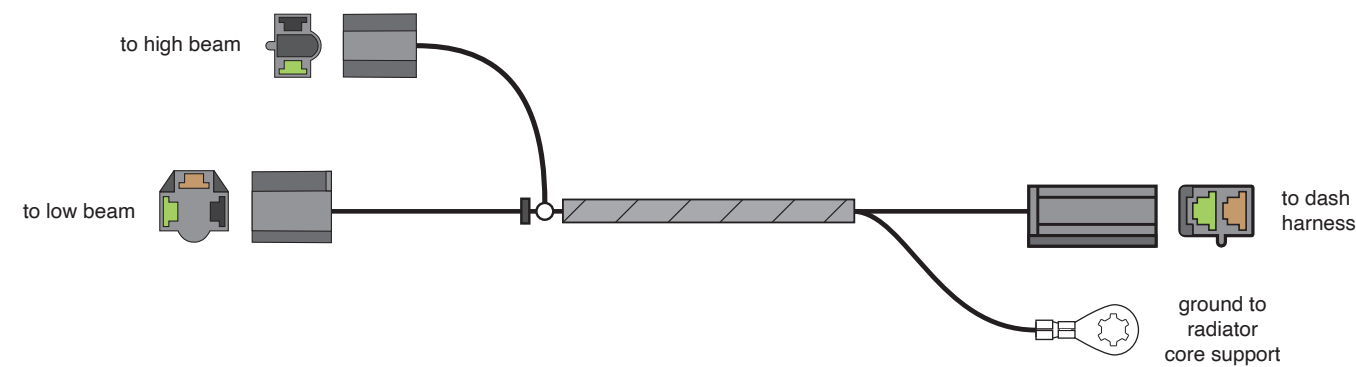


Figure "A"

Left-hand Engine Compartment Wiring

(lower rectangular firewall hole, located above the Fuse Box)

Left-hand headlight, parking/turn light, horn, brake warning and fan relay.

These wires are all found at branch 1, pages 5 and 6.

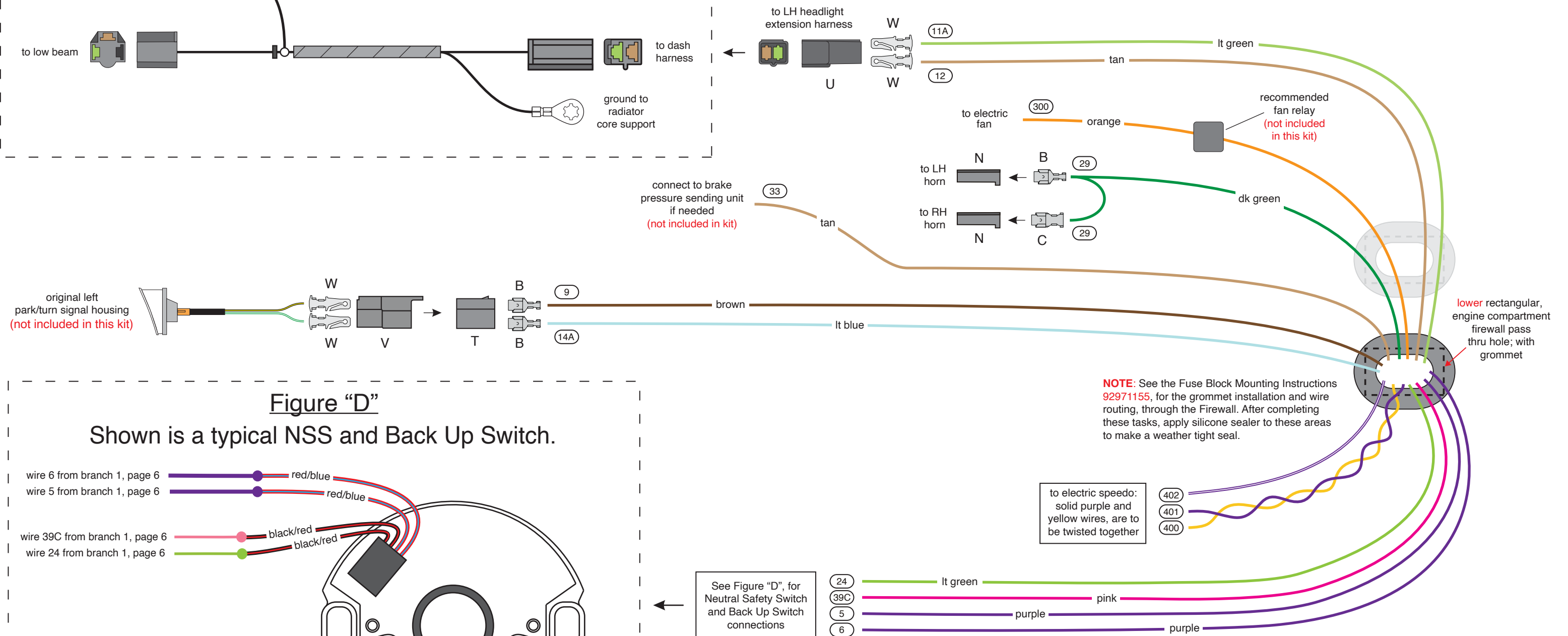
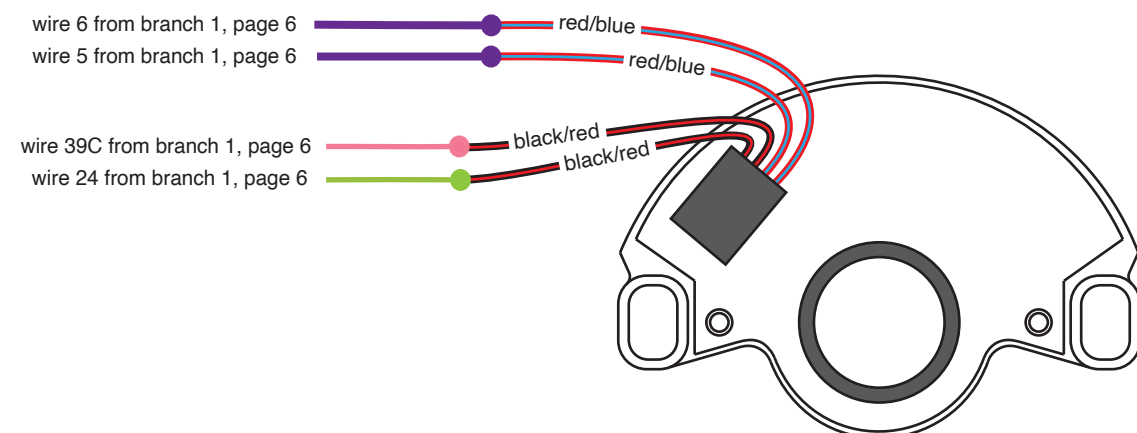


Figure "D"

Shown is a typical NSS and Back Up Switch.



NOTE: The terminals and connectors listed on this page and denoted with **UPPER CASE LETTERS**, to help you complete the various connections to your left-hand engine compartment lights, horns, switches, brake warning, electric fan, back-up and NSS switches, can be found in your loose piece, clamp, grommet and parts kit, P/N 510596.

The identifications, colors, and functions, for all of the wires listed in "Figure A" and "Figure D", on this page, can be found on pages 5 and 6, branch 1, of this instruction set and in the Headlight Harness kit.



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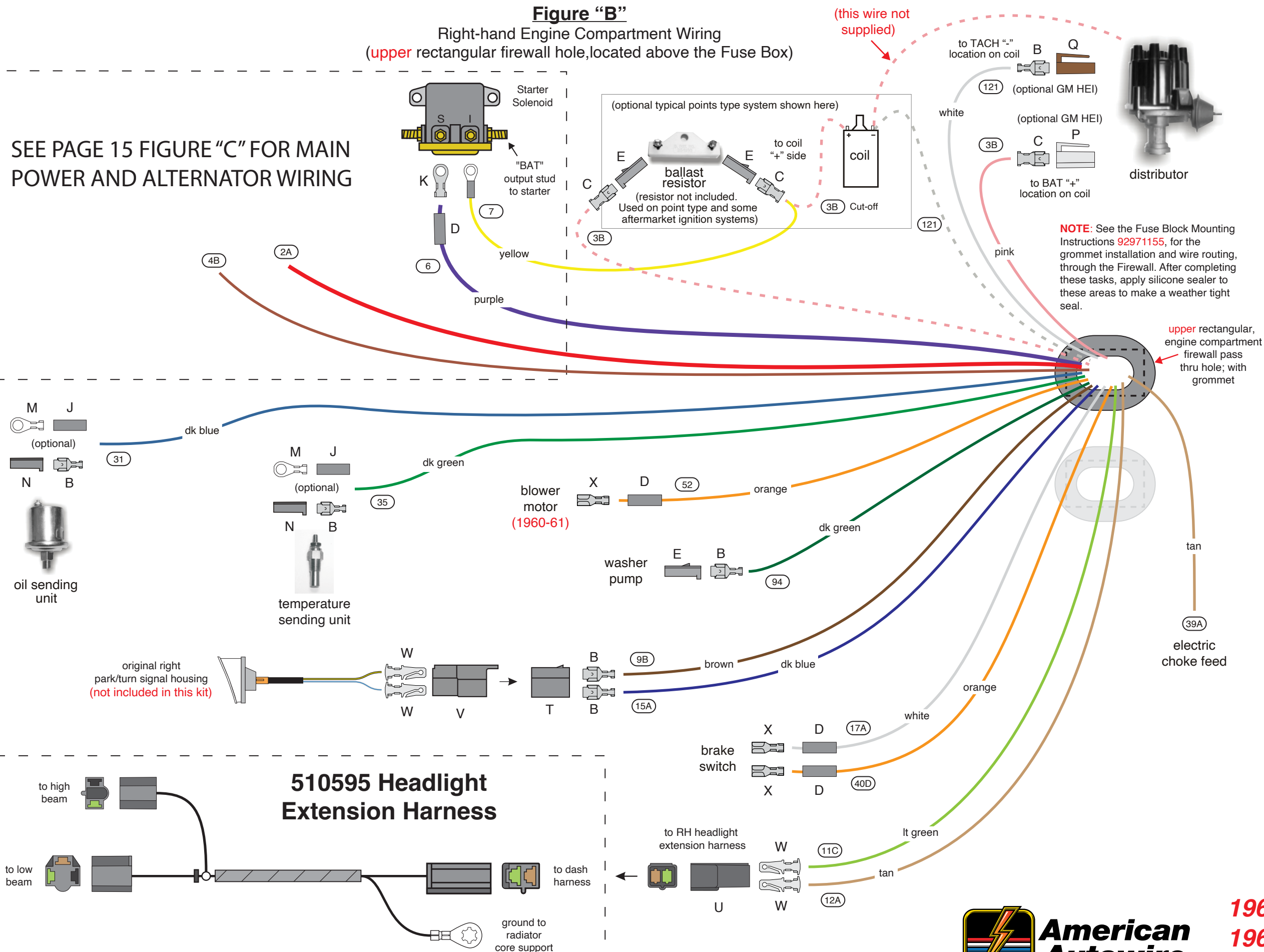
1960-64 Ford Galaxie
1961-64 Mercury Full-size
Classic Update Series

510591 92973560 Rev 1.0 12/2/2022

Figure "B"

Right-hand Engine Compartment Wiring
(upper rectangular firewall hole, located above the Fuse Box)

SEE PAGE 15 FIGURE "C" FOR MAIN
POWER AND ALTERNATOR WIRING



NOTE: The terminals and connectors listed on this page and denoted with **UPPER CASE LETTERS**, to help you complete the various connections to your right-hand engine compartment lights, ignition feed, engine sensors, electric choke, tachometer, washer pump, blower motor, brake switch and alternator output, can be found in your loose piece, clamp, grommet and parts kit, P/N 510596.

The identifications, colors, and functions, for all of the wires listed in "Figure B" and "Figure C", on this page, can be found on pages 7 and 8, branch 2, of this instruction set and in the Headlight Harness kit.

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

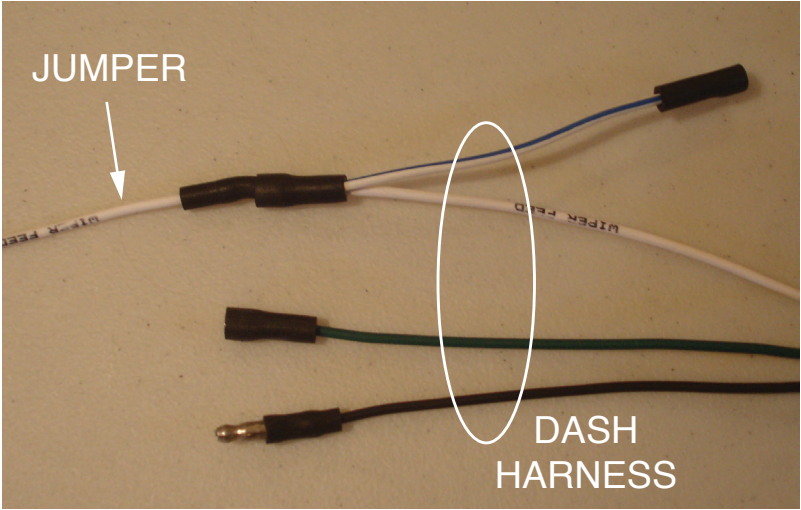


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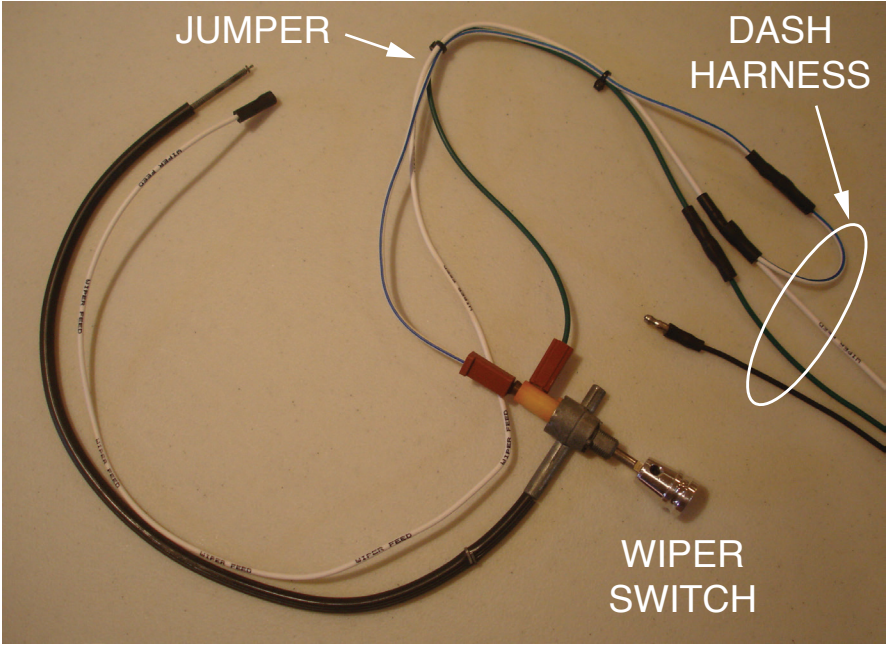
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1960-64 Ford Galaxie
1961-64 Mercury Full-size
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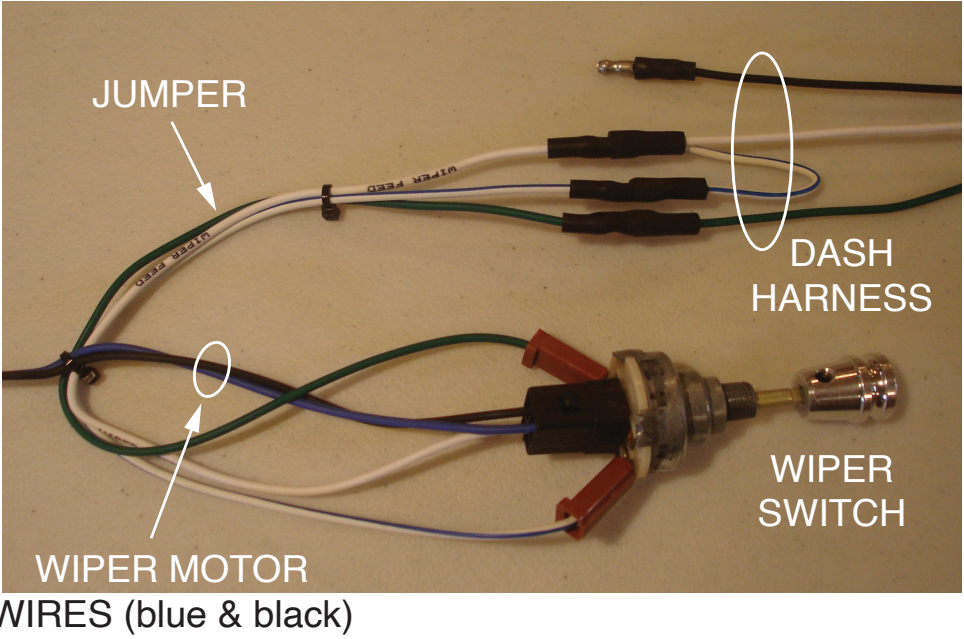
Shown is “1960-61 Wiper Jumper w/o Washer”, connected to the Dash Harness.



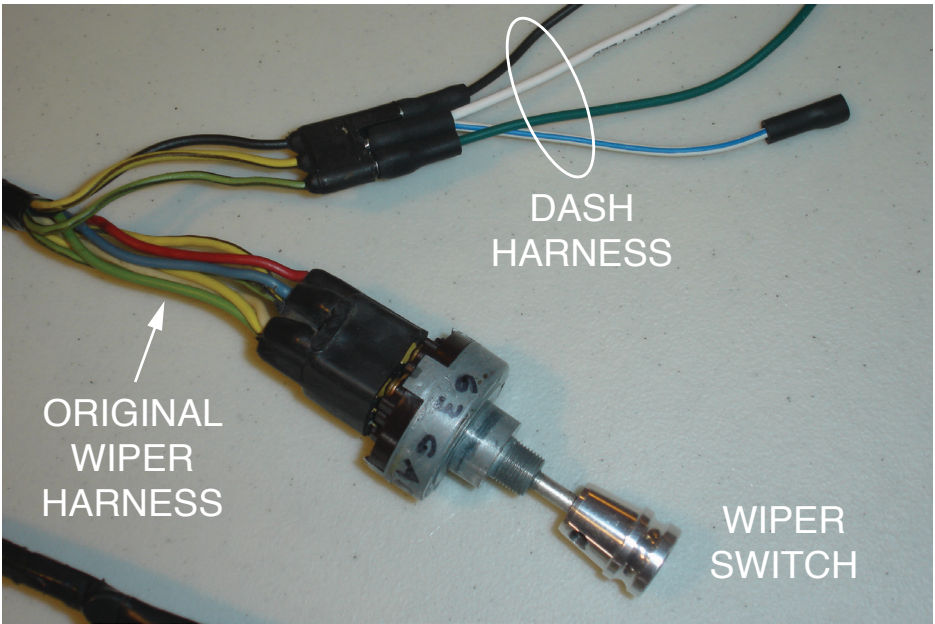
Shown is “1960-61 Wiper Jumper with Washer”, connected to the Dash Harness.



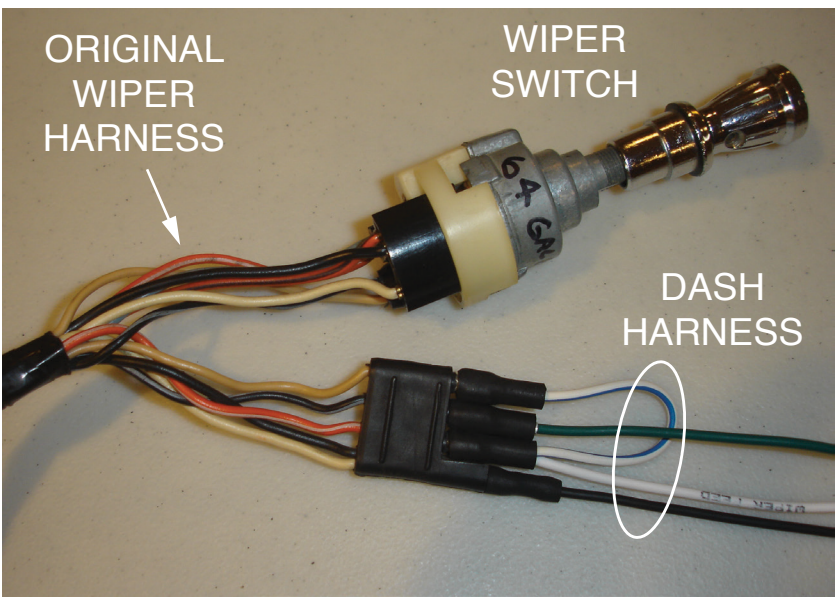
Shown is “1962 Wiper Jumper 1-Speed with Washer”, connected to the Dash Harness.



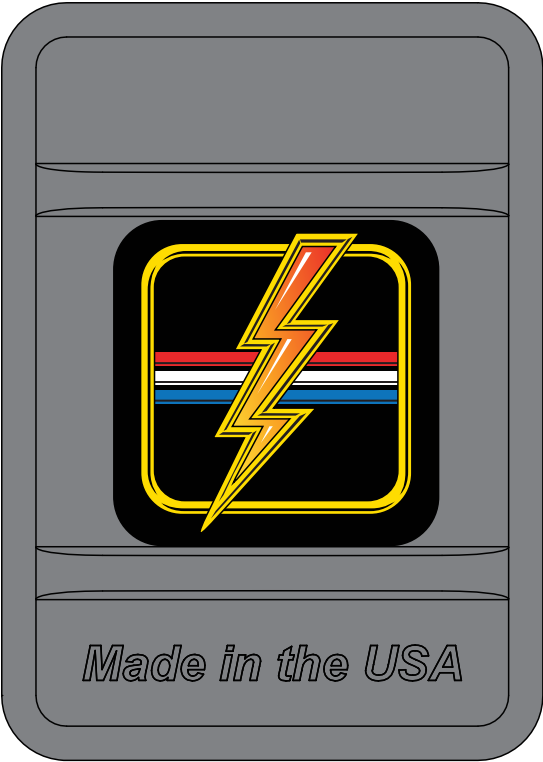
Shown is 1963 original Wiper harness, connected to the Dash Harness.



Shown is 1964 original Wiper harness, connected to the Dash Harness.



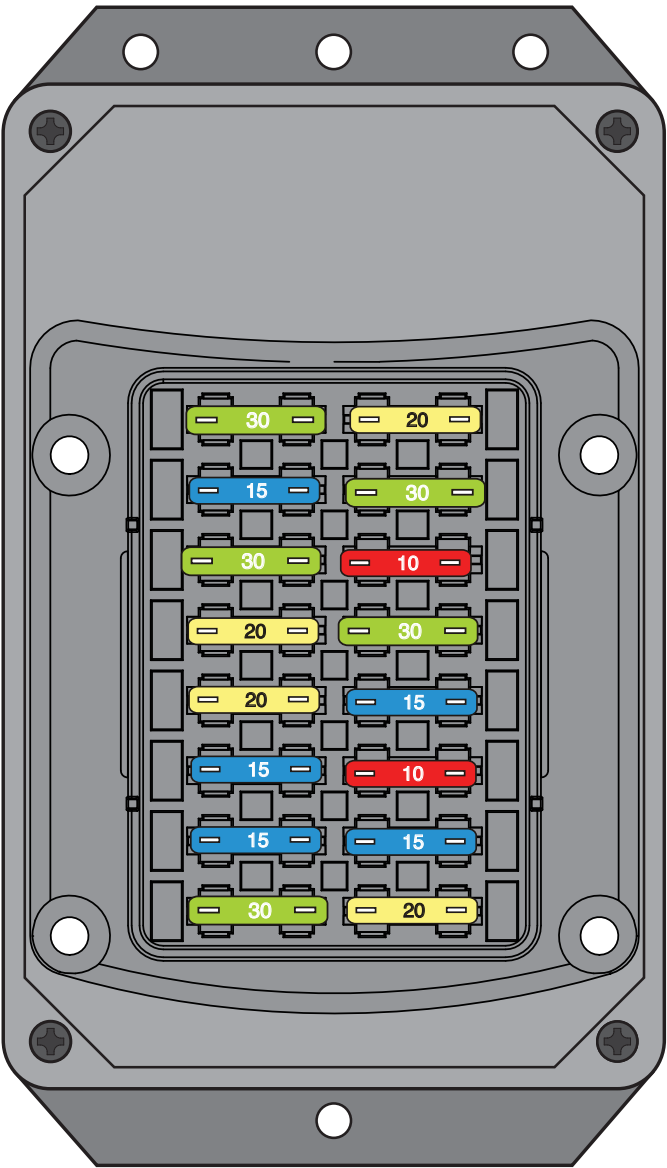
Fuse Box lid



Fuse label on inside of Fuse Box lid

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

Fuse 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	Cigar Lighter	20A	Battery feed for Cigar Lighter
5	Power Locks	20A	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 Lamps
15	Electric Choke	15A	Ignition feed for an Electric Choke, ECM Ignition Feed
16	Fuel Pump	20A	Ignition feed for an Electric Fuel Pump

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1961-64 Mercury Full-size
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In this kit you will find the following:

1. Two Main Firewall grommets **F**.
2. Misc. connectors and terminals to complete the Engine Compartment and Passenger Compartment connections.
3. Two wrap around clamps **S**, plus screw, nut and washers **R**, to hold the Main Dash Harness bundle in place.
4. Two Door Jamb Switches **Y**, for the Interior Lighting.

Use these parts to complete the connections from the Main Dash Harness **510592** to the various components in the Engine Compartment and the Passenger Compartment (see Instructions **92971132**).

The **1960 to 1964 Ford Galaxie** and the **1961 to 1964 Mercury Full-size**, had two rectangular holes in the upper left corner of the Firewall, that allowed wiring to pass through from the Passenger Compartment to the Engine Compartment. You will use these same two holes, and install grommet **F** in the two rectangular holes. The Engine Compartment Wiring, will pass through the rectangular holes (see Instructions **92971155**).



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PART #

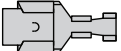
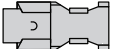
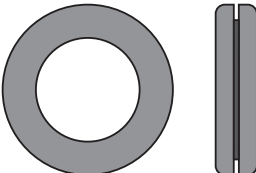
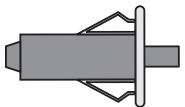
510596

DESCRIPTION:

Parts Kit
1960-64 Ford Galaxie
1961-64 Mercury Full-size
Classic Update Series

92971152 Rev 1.0 8/10/2018

In the box below, you will find the legend for the misc. terminals, plastic connector bodies, and the main firewall grommets, that will be used to complete your main power, forward lighting, engine, and alternator connections. They are itemized and referred to on this page, just as they are on pages 16 and 17 of the Main Instruction set (92971132) and the Fuse Block Mounting Instructions (92971155).

- | | | | | | |
|---|---|--|---|---|--|
| A |  | (large male bullet terminal, 7 pcs.) | P |  | (56 series 1-way female connector, white, 1 pc.) |
| B |  | (56 series single female terminal, 22 pcs.) | Q |  | (56 series 1-way female connector, brown, 1 pc.) |
| C |  | (56 series double female terminal, 16 pcs.) | R |  | (1/4" bolt, nut and washer; 2 of each) |
| D |  | (large rubber sleeve, 11 pcs.) | S |  | (clamp, "J" style, 2 pcs.) |
| E |  | (56 series 1-way female connector, 5 pcs.) | T |  | (56 series 2-way female connector, w/lock wedge, 2 pcs.) |
| F |  | (grommet, 2 pcs.) | U |  | (56 series 2-way male connector, 2 pcs.) |
| H |  | (small male bullet terminal, 5 pcs.) | V |  | (56 series 2-way male connector, w/lock, 2 pcs.) |
| J |  | (small rubber sleeve, 7 pcs.) | W |  | (56 series single male terminal, 11 pcs.) |
| K |  | (small ring terminal for larger gauge wire, 2 pcs.) | X |  | (single female terminal, 7 pcs.) |
| M |  | (small ring terminal for smaller gauge wire, 3 pcs.) | Y |  | (door jamb switch, 2 pcs.) |
| N |  | (56 series 1-way female connector, black, 4 pcs.) | | | |

"J" Clamps

Two "J-Clamps" have been provided to retain the Cluster Kit Wiring in place (see photographs on pages 7 and 8). Remove the original "J-Clamps" from the Cluster and replace with the two "J-Clamps" item "T" (see page 2) provided in this kit.

Splice Clips

Splice Clips (item "U" on page 2) have been provided for the circuit 8 and circuit 39 splices (see pages 3 and 4). Each Splice Clip can have a maximum of four 18 gauge wires in, and four 18 gauge wires out. Be sure to solder and tape over each splice after splicing the circuits together.

Connector E – This connector will plug into the mating Connector A of the Dash Harness. Connect the wires as follows:

Wire Color	Printing	Description
------------	----------	-------------

1. 12V Ignition Feed

Pink	12V IGNITION	This wire is used to provide ignition voltage to the Oil Pressure Warning Lamp (Ford 1960-64 and Mercury 1961-62, see page 3) or any Aftermarket Gauges or a Brake Warning Lamp that you may add. Obtain the loose pink "12V IGNITION" wire (circuit 39) and plug it into Connector "E", route the wire to the Oil Pressure Warning Lamp, cut to length, slide on the 2-way light socket "G" and spring "J" and crimp on terminal "H". If you are adding Aftermarket Gauges or a Brake Warning Lamp, you will have to splice in sections of the same pink wire (use splice clip "U") that you just cut (see pages 3 and 4). Route these pink wires and connect to the associated device(s).
-------------	---------------------	--

2. Dash Illumination Lights, Switch Mounting Plate Lights, Speedo Light, or Optional Clock Light

Gray	DASH LIGHTS	This wire will require multiple in-line splices of the wires (use splice clip "U") to accommodate each of the Dash Lights (see pages 3 and 4). Obtain the gray "DASH LIGHTS" wire (circuit 8) which is located in Connector "E" and cut to length, splice in sections of the same gray wire that you just cut. Route these gray wires to the Dash Light locations, cut each to length, slide on light socket "M", and crimp on terminal "H". NOTE: There are two extra Light Sockets "M" and terminals "H" included in the Cluster Kit which are to be used for the 1963-64 vehicles with an optional Clock mounted on the Dash. Extra wire length of circuit 8 has been included to accommodate the Clock Light Sockets.
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3. Ground

Black	GROUND	Obtain the black "GROUND" wire (circuit 150) which is located in Connector "E" (see pages 3 and 4). Route this wire to the Constant Voltage Regulator (CVR NOT SUPPLIED), cut to length and crimp on Ring Terminal "Q". Attach the Ring Terminal to the screw that attaches the CVR to the Cluster Housing. Make sure that you have a good path to ground.
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4. 12V Accessory Feed to the Constant Voltage Regulator

Brown	no printing	Obtain the brown wire (circuit 4) which is located in Connector "E" (see pages 3 and sheet 4). Route this wire to the input side of the CVR, cut to length, install terminal "O" and plug into connector "N", now connect to the CVR. Take the cut off portion of the wire and slide on sleeve "P", then install terminal "L", slide "P" over "L" and connect to the output side of the CVR. Route the other end of the wire to the Temperature Gauge, cut to length and install a Ring Terminal supplied from the Gauge Terminal Kit 92965220 . Make a separate jumper wire using the Ring Terminals from the Gauge Terminal Kit to supply power to the Fuel Gauge. If you have a 1963-64 Mercury , you will have to make another jumper wire to connect from the Fuel Gauge to the Oil Pressure Gauge. Attach all of the Ring Terminals to the gauges with the included 10-32 locknuts.
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5. Clock (optional for 1960-62)

Yellow	CLOCK BAT	If you have a 1960-62 vehicle, there was an optional Clock available which was included in the Cluster. The yellow wire is the battery feed to the Clock. Plug the loose yellow "CLOCK BAT" wire (circuit 99) into connector "E" (see page 3). Route the other end of this wire to the Clock, cut to length, install sleeve "R" and crimp on terminal "S". Slide sleeve "R" over terminal "S" and connect to the Clock.
---------------	------------------	--

Connector D – This connector will plug into the mating Connector B of the Dash Harness. Connect the wires as follows:

Wire Color	Printing	Description
------------	----------	-------------

1. Left Turn Light

Light Blue	LEFT DASH IND	This wire is for your Left Turn Signal Indicator Light. Obtain the light blue "LEFT DASH IND" wire (circuit 14) which is located in Connector "D" (see pages 3 and 4), route to the Left Turn Signal Light, cut to length, slide on light socket "M", and crimp on terminal "H".
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2. Right Turn Light

Dark Blue	RIGHT DASH IND	This wire is for your Right Turn Signal Indicator Light. Obtain the dark blue "RIGHT DASH IND" wire (circuit 15) which is located in Connector "D" (see pages 3 and 4), route to the Right Turn Signal Light, cut to length, slide on light socket "M", and crimp on terminal "H".
------------------	-----------------------	---

3. High Beam Indicator Light

Light Green	HI BEAM INDICATOR LIGHT	This wire is for your High Beam Indicator Light. Obtain the light green "HI BEAM INDICATOR LIGHT" wire (circuit 11) which is located in Connector "D" (see pages 3 and 4), route to the High Beam Indicator Light, cut to length, slide on light socket "M", and crimp on terminal "H".
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Classic Update Series
**INSTRUMENT
CLUSTER KIT**

bag

H

**1960-64 Ford Galaxie
1961-64 Mercury Full-Size**

510593

92971140 Rev 0.0 3/31/2015

4. Temperature Gauge

Dark Green WATER TEMP SENDER This wire is for your Coolant Temperature Gauge. Obtain the dark green "WATER TEMP SENDER" wire (circuit 35) which is located in Connector "D" (see pages 3 and 4), route to the Coolant Temperature Gauge, cut to length, install a ring terminal from the Gauge Terminal Kit, and attach to the Coolant Temperature Gauge using a supplied 10-32 locknut (see the photographs on pages 7 and 8, for the location of the wires on the Temperature Gauge).
For all 1960-64 vehicles, the brown 12V feed wire is on the RH side of the gauge and the dark green WATER TEMP SENDER wire is on the LH side of the gauge, when you look at the back of the gauge, where the wires attach.

5. Fuel Gauge

Tan GAS GAUGE This wire is for your Fuel Gauge. Obtain the tan "GAS GAUGE" wire (circuit 30) which is located in Connector "D" (see pages 3 and 4), route to the Fuel Gauge, cut to length, install a ring terminal from the Gauge Terminal Kit, and attach to the Fuel Gauge using a supplied 10-32 locknut (see the photographs on pages 7 and 8, for the location of the wires on the Fuel Gauge).
For all 1960-63 vehicles, the brown 12V feed wire is on the RH side of the gauge and the tan GAS GAUGE wire is on the LH side of the gauge, when you look at the back of the gauge, where the wires attach.
For all 1964 vehicles, the brown 12V feed wire is on the LH side of the gauge and the tan GAS GAUGE wire is on the RH side of the gauge, when you look at the back of the gauge, where the wires attach.

6. Oil Pressure Warning Light (Ford 1960-64 and Mercury 1961-62)

Dark Blue OIL PRESSURE SENDER This wire is for your Oil Pressure Warning Light. Obtain the dark blue "OIL PRESSURE SENDER" wire (circuit 31) which is located in Connector "D" (see page 3), route to the Oil Pressure Warning Light, cut to length, crimp on terminal "K" and insert into the 2-way light socket "G".

7. Oil Pressure Gauge (Mercury 1963-64)

Dark Blue OIL PRESSURE SENDER This wire is for your Oil Pressure Gauge. Obtain the dark blue "OIL PRESSURE SENDER" wire (circuit 31) which is located in Connector "D" (see page 4), route to the Oil Pressure Gauge, cut to length, install a ring terminal from the Gauge Terminal Kit, and attach to the Oil Pressure Gauge using a supplied 10-32 locknut.
For all 1963 Mercury vehicles with an Oil Pressure Gauge, the brown 12V feed wire is on the LH side of the gauge and the dark blue OIL PRESSURE SENDER wire is on the RH side of the gauge, when you look at the back of the gauge, where the wires attach.
For all 1964 Mercury vehicles with an Oil Pressure Gauge, the brown 12V feed wire is on the RH side of the gauge and the dark blue OIL PRESSURE SENDER wire is on the LH side of the gauge, when you look at the back of the gauge, where the wires attach.

8. Brake Warning Light

Tan BRAKE LIGHT/SWITCH This wire is only used with an Aftermarket Brake Warning Light. Obtain the loose tan "BRAKE LIGHT/SWITCH" wire (circuit 33) and plug it into Connector "D" (see pages 3 and 4). Route the other end of this wire to the Aftermarket Brake Warning Light, cut to length and connect to the ground side of the Brake Warning Light. When this wire goes to ground, the Brake Warning Light will illuminate. Here are three possible ways that this wire can go to ground:

- A: If you upgrade your Brake System and add a Brake Pressure Differential Warning Switch (see the Dash Harness Assembly Instructions 92971136). This Wiring to the Brake Pressure Differential Warning Switch is included in the Dash Harness.
- B: When your Ignition Switch is turned to the Start position. This Wiring to the Ignition Switch is included in the Dash Harness.
- C: If you splice in a cutoff portion of the tan wire "BRAKE LIGHT/SWITCH" wire to this tan wire (circuit 33), and then connect the other end of the tan wire to an Aftermarket Park Brake Switch.

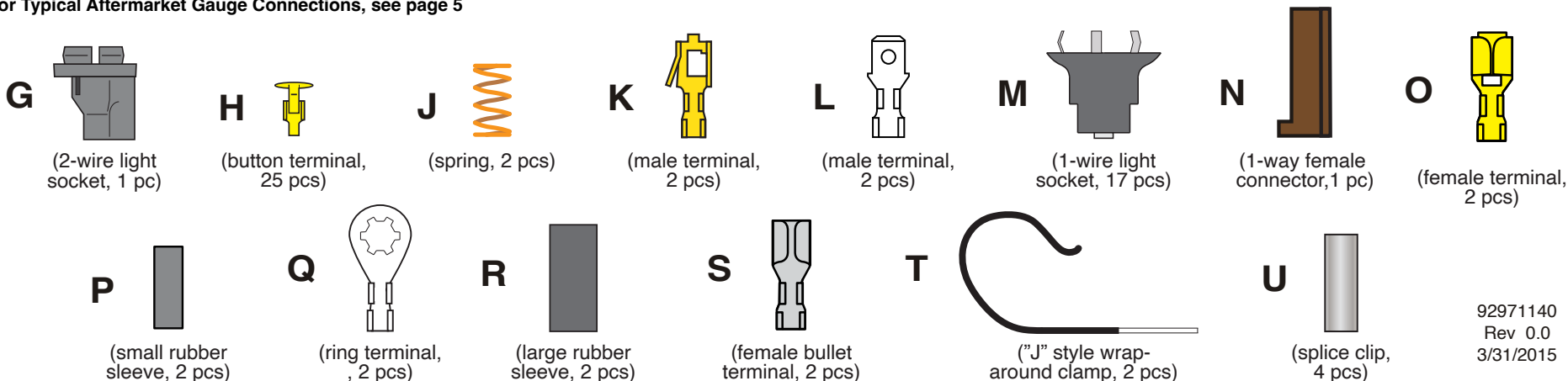
9. Tachometer

White COIL-->TACH This wire is only used with an Aftermarket Tachometer. Obtain the loose white "COIL-->TACH" wire (circuit 121) and plug it into Connector "D" (see pages 3 and 4). Route the other end of this wire to the Aftermarket Tachometer, cut to length, and install onto your Tachometer Pulse location per the Tachometer Manufacturers recommendations.

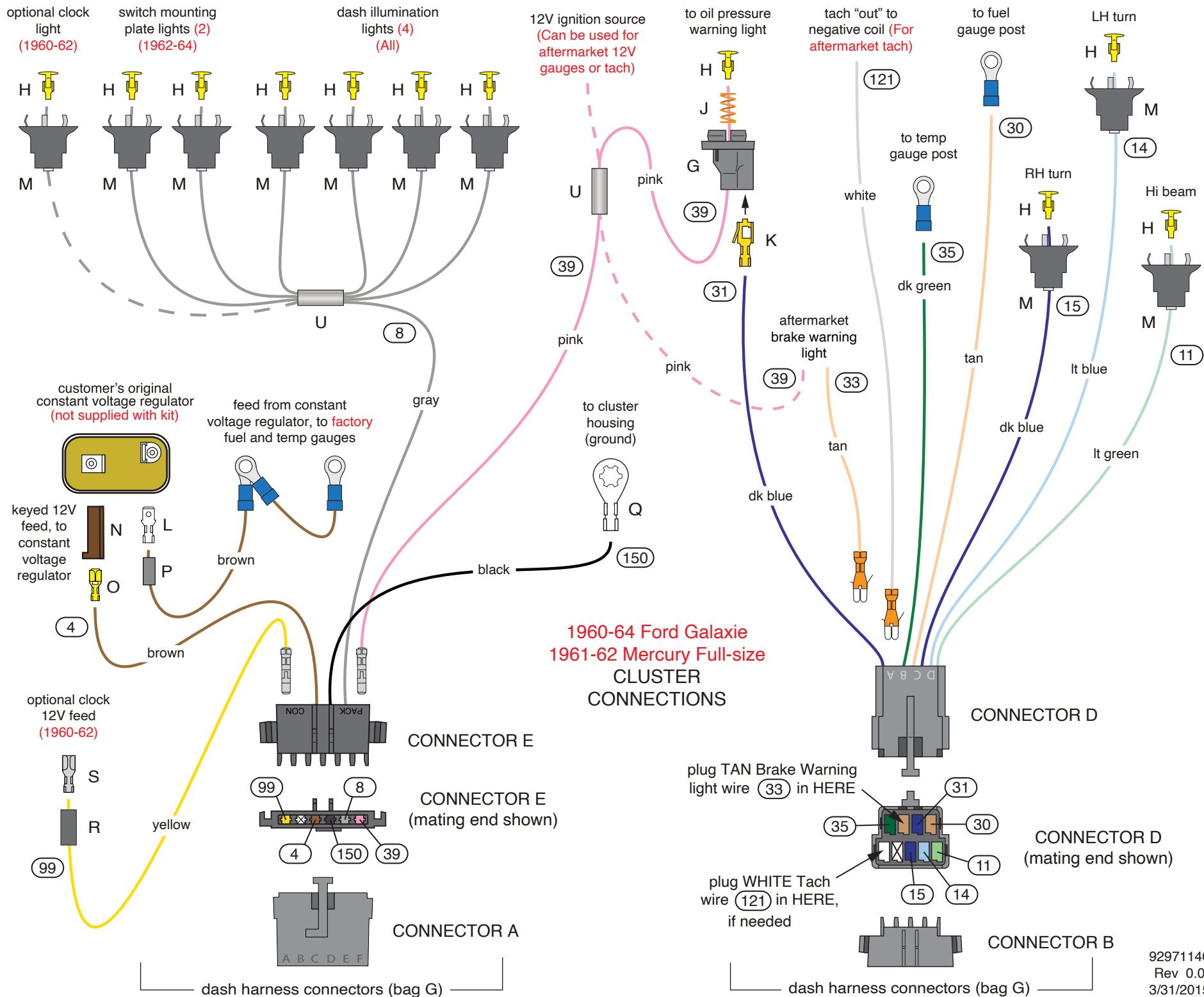
Connector F – This connector will plug into the mating Connector C of the Dash Harness, see page 6 for typical Electric Speedometer connections.

This connector is only used when using an Aftermarket Speedometer. Follow the manufacturer's instructions when installing these wires.

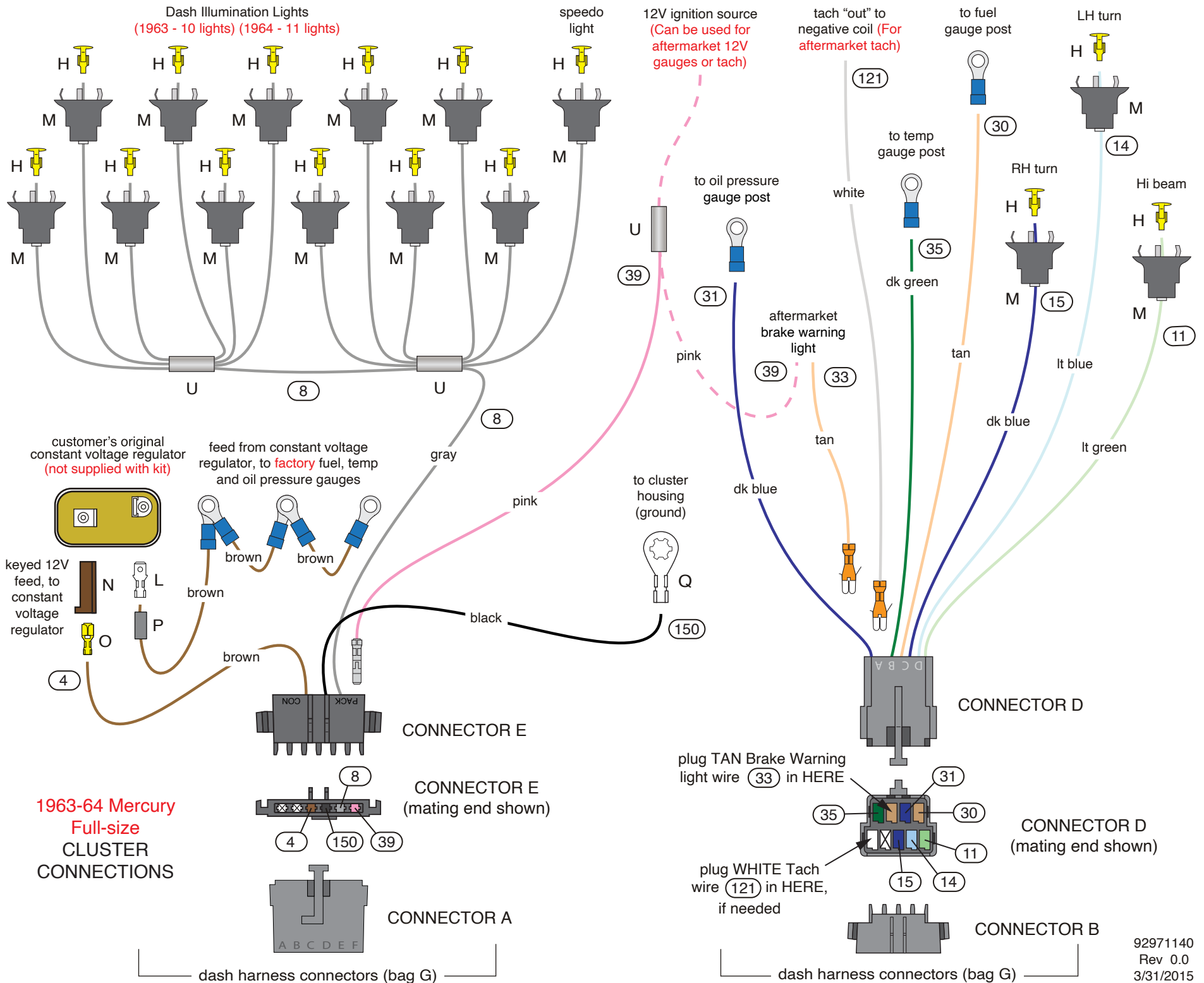
For Typical Aftermarket Gauge Connections, see page 5



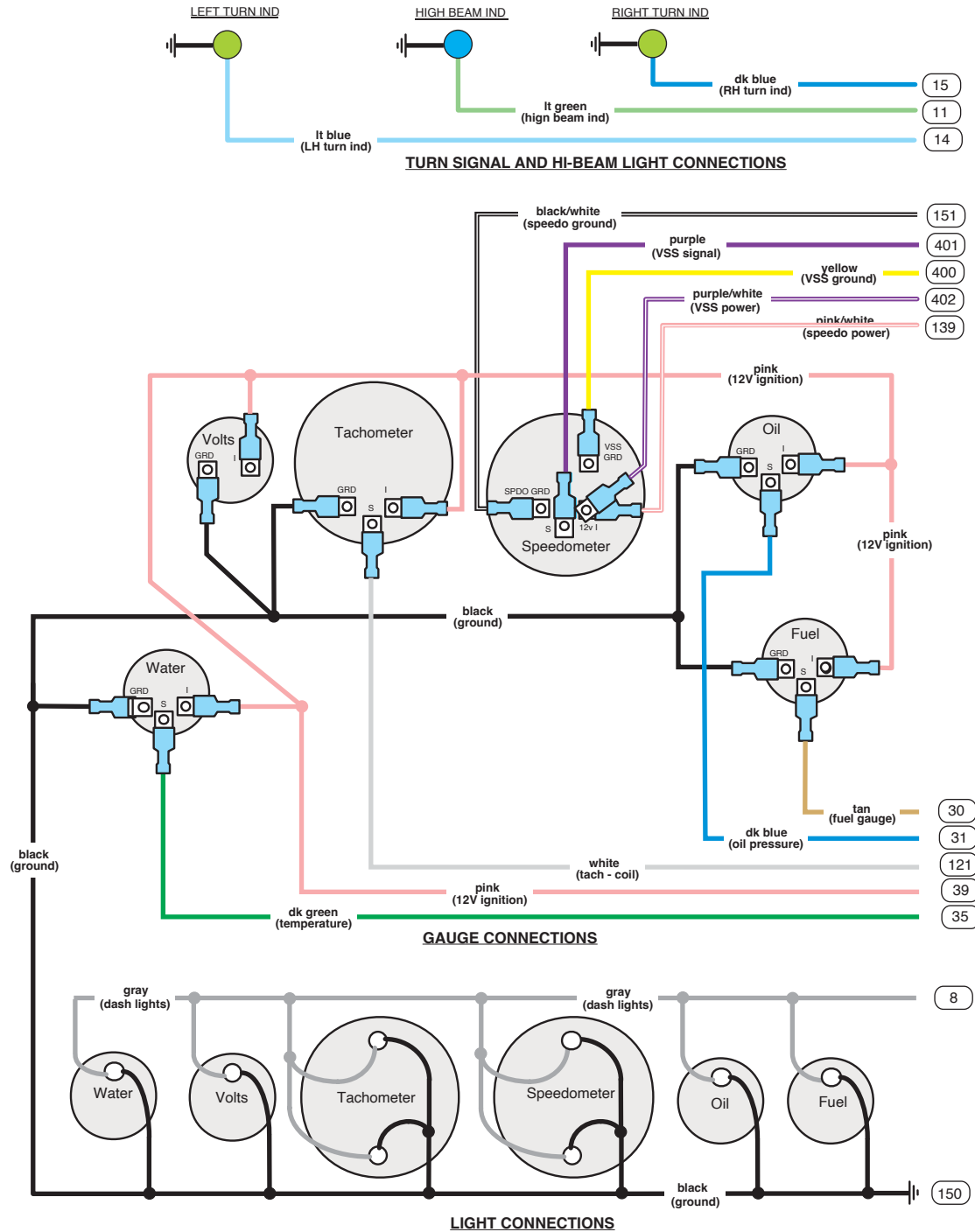
Classic Update Series



Classic Update Series

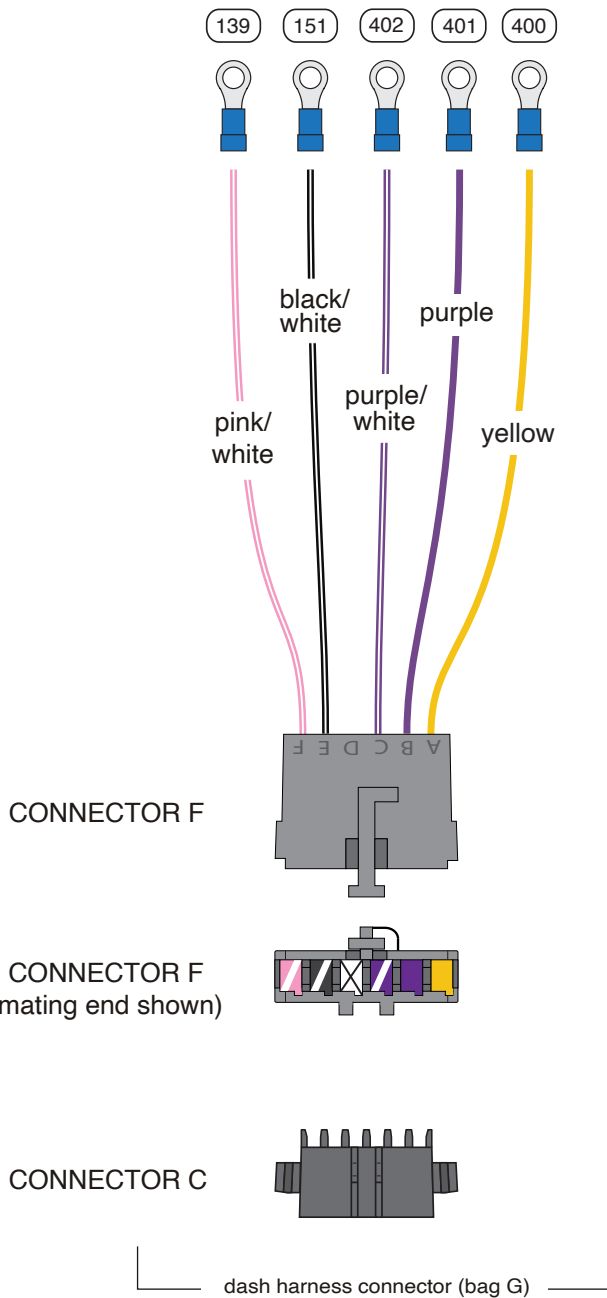


TYPICAL AFTERMARKET GAUGE CONNECTIONS (BLADE TYPE CONNECTIONS SHOWN)



REFER TO PAGE 6.

Instrument Cluster Lead Wires



TYPICAL ELECTRIC SPEEDO CONNECTIONS

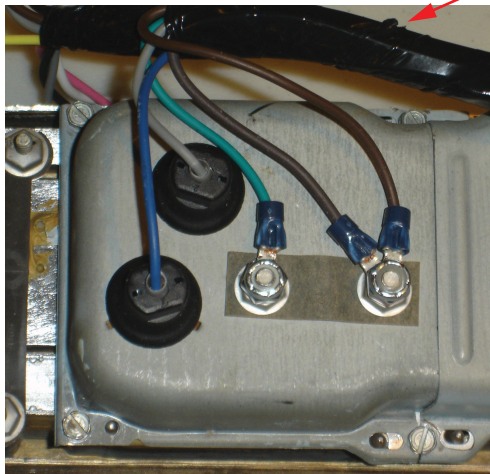
Below are some general instructions for hooking up an electric speedometer. This connector and these instructions will ONLY be used in the event that you are utilizing an aftermarket electric speedometer. If your car does NOT have an electric speedometer, this connection will NOT be used and should not 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.

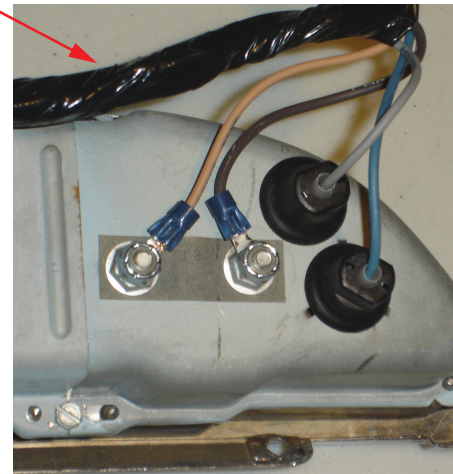
1960-62: Typical Instrument Cluster Wiring

(see wiring notes on page 2, for specific years)

Tape is not included,
in kit.

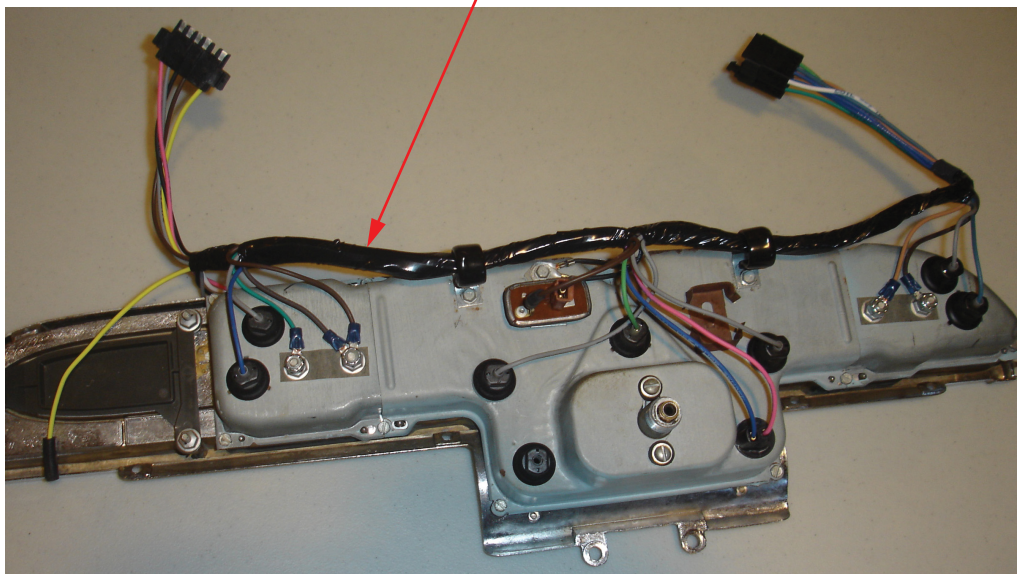


Water Temperature
Gauge Connections



Fuel Gauge Connections

Tape is not
included,
in kit.



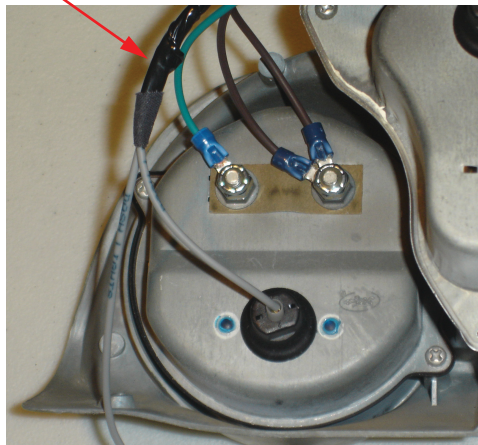
Full wiring-side view of Cluster Gauge Connections

Photographs are of a
1961 Mercury
Instrument Cluster;
wiring-side

1963-64: Typical Instrument Cluster Wiring

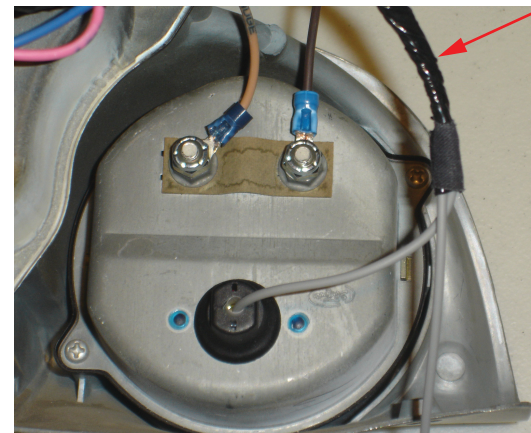
(see wiring notes on page 2, for specific years)

Tape is not
included,
in kit.



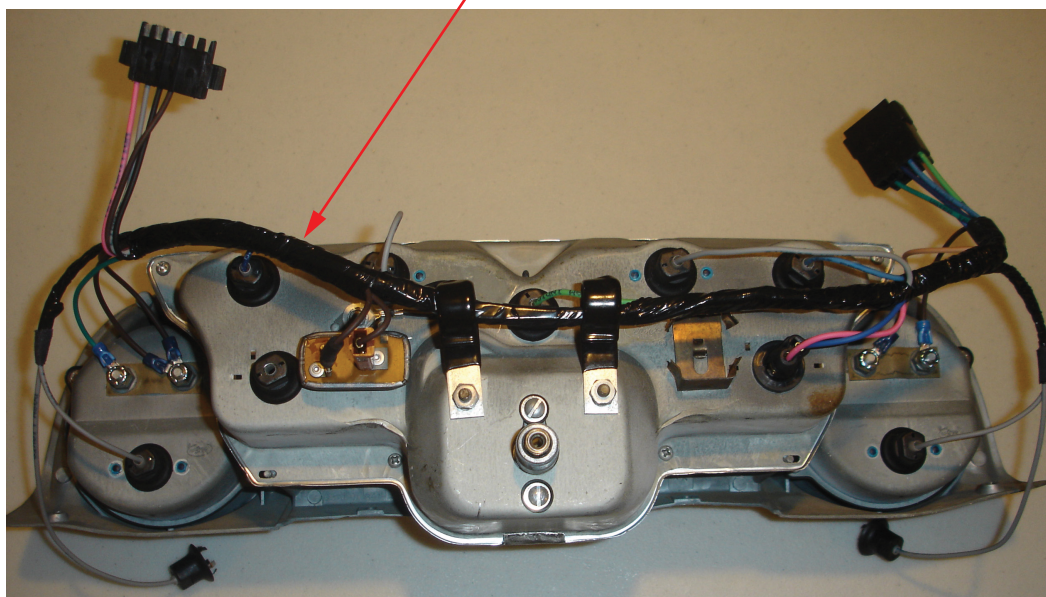
Water Temperature
Gauge Connections

Tape is not
included,
in kit.



Fuel Gauge Connections

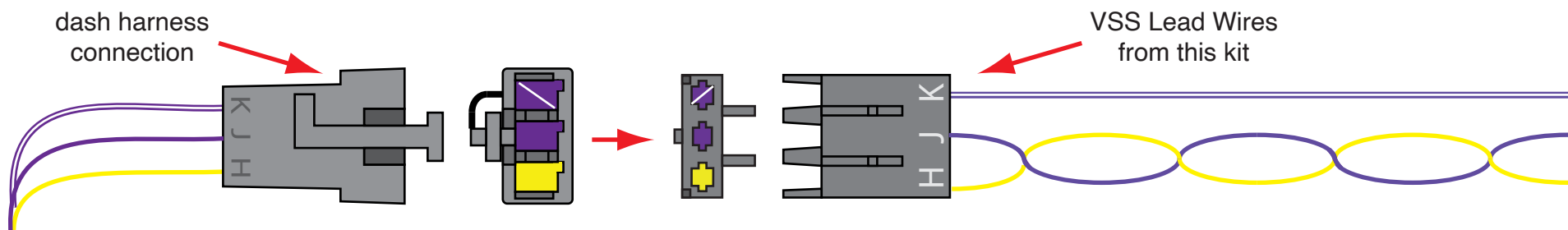
Tape is not
included,
in kit.



Full wiring-side view of Cluster Gauge Connections

Photographs are of a
1963 Galaxie
Instrument Cluster;
wiring-side

Electric Speedo VSS extension connection:



If you are using an aftermarket electric speedometer in your vehicle, you will need to connect the vehicle speed sensor (VSS) Lead Wires from this kit to the dash side connection of your dash harness. The yellow and solid purple wires must remain twisted together as shown above. These three wires will need to pass through the firewall or floor of your vehicle down to the vehicle speed sensor unit in the transmission. Generally, the solid purple wire connects to the “signal” lead, the yellow wire connects to the “ground” lead, and the purple/white stripe wire connects to the “12 volt power” lead on the vehicle speed sensor assembly. However, you should consult the directions that came with your gauges, and connect your vehicle speed sensor per the manufacturer’s instructions.



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VSS LEAD WIRES
Various Applications
Classic Update Series

510730

92972371 Rev 0.0 4/9/2019



520002 Digital Gauge System Dim Wire Kit:

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

Use this kit when installing an aftermarket digital gauge system that requires a 12-volt signal to dim the display when the parking lamps or headlights are turned on.

1. Locate the Headlight Switch Connector:

Locate the headlight switch connector in the dash harness section of the Classic Update Kit being installed, and remove the brown “PARK LIGHTS” / “REAR RUNNING LIGHTS” Wire(s) from the cavity shown in the illustration below. **DO NOT** cut the terminal off this connection, as it will be required later in the install.

For guidance, refer to American Autowire’s instructional video on how to remove a terminal from a connector:

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

2. Insert the Dimmer Jumper Wire:

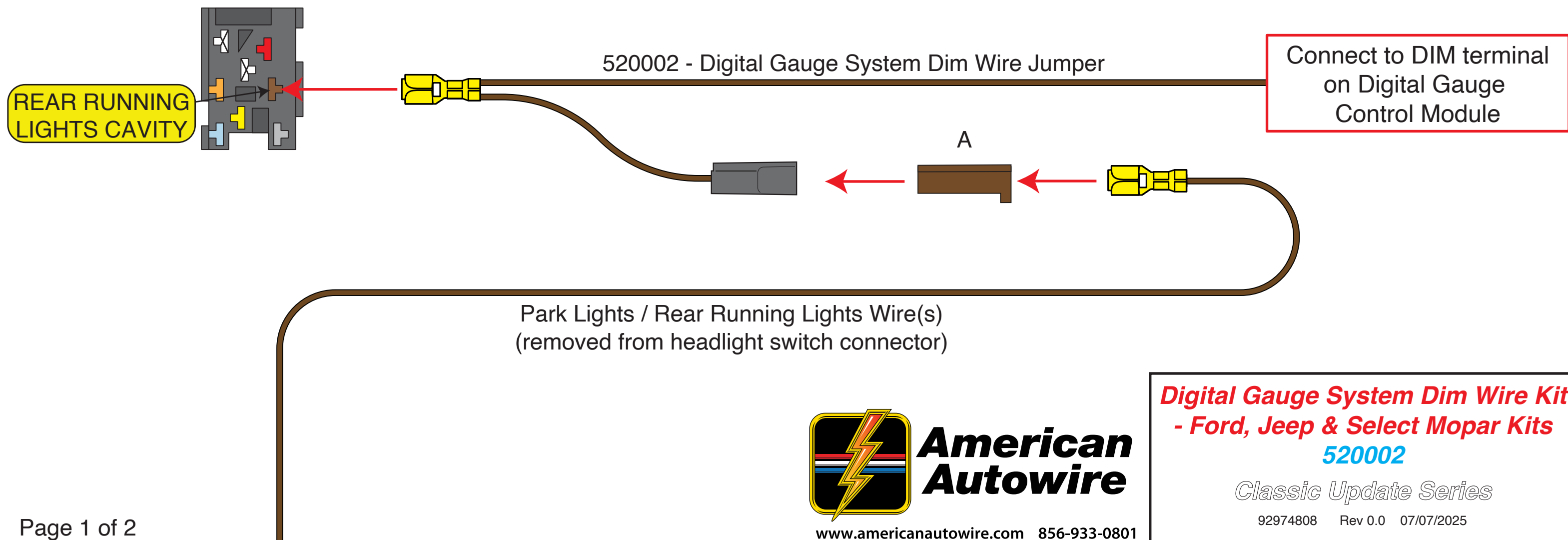
Take the pre-terminated end of the dim wire jumper, which includes two wires in one terminal, and insert it into the now vacant cavity of the headlight switch connector (where the “PARK LIGHTS” / “REAR RUNNING LIGHTS” wire(s) have been removed).

3. Reconnect the Rear Running Lights Wire:

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

4. Connect to the Digital Gauge System:

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



520002 Digital Gauge System Dim Wire Kit:

MOPAR & JEEP Classic Update Kits

Use this kit when installing an aftermarket digital gauge system that requires a 12-volt signal to dim the display when the parking lamps or headlights are turned on.

1. Locate the Headlight Switch Connector:

Locate the headlight switch connector in the dash harness section of the Classic Update Kit being installed, and remove the brown “PARK LIGHTS” / “REAR RUNNING LIGHTS” Wire(s) from the cavity shown in the illustration below. **DO NOT** cut the terminal off this connection, as it will be required later in the install.

For guidance, refer to American Autowire’s instructional video on how to remove a terminal from a connector:

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

2. Insert the Dimmer Jumper Wire:

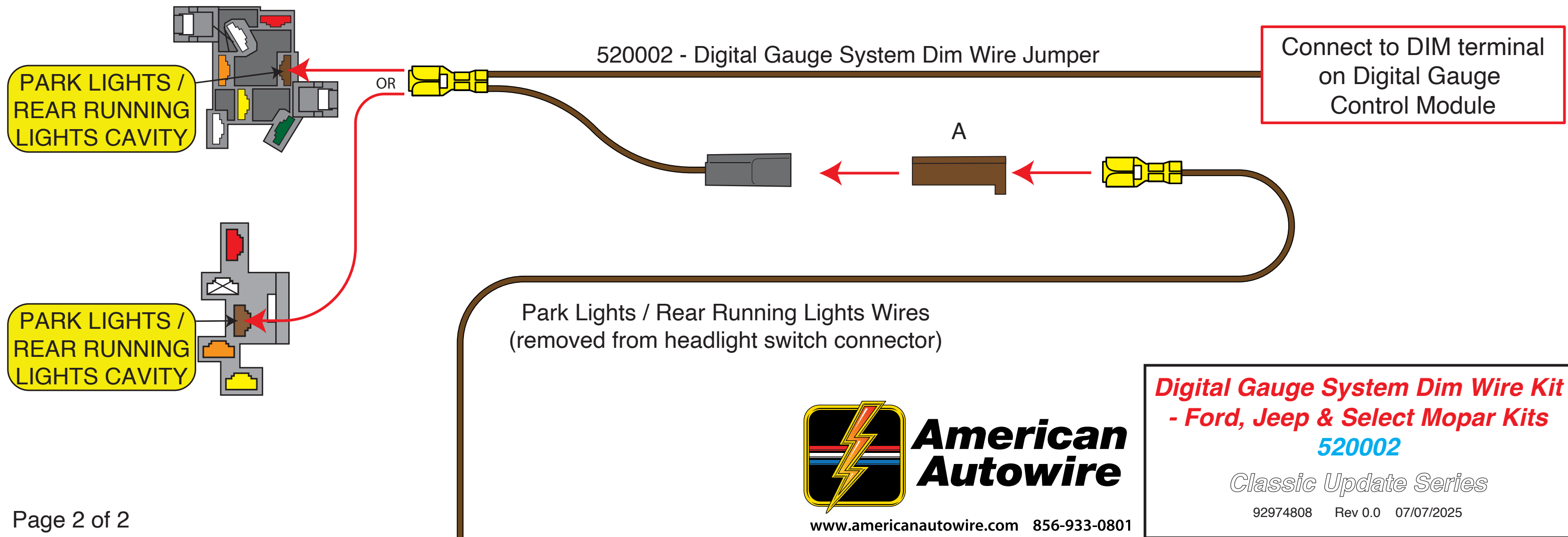
Take the pre-terminated end of the dim wire jumper, which includes two wires in one terminal, and insert it into the now vacant cavity of the headlight switch connector (where the “PARK LIGHTS” / “REAR RUNNING LIGHTS” wire(s) have been removed).

3. Reconnect the Rear Running Lights Wire:

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

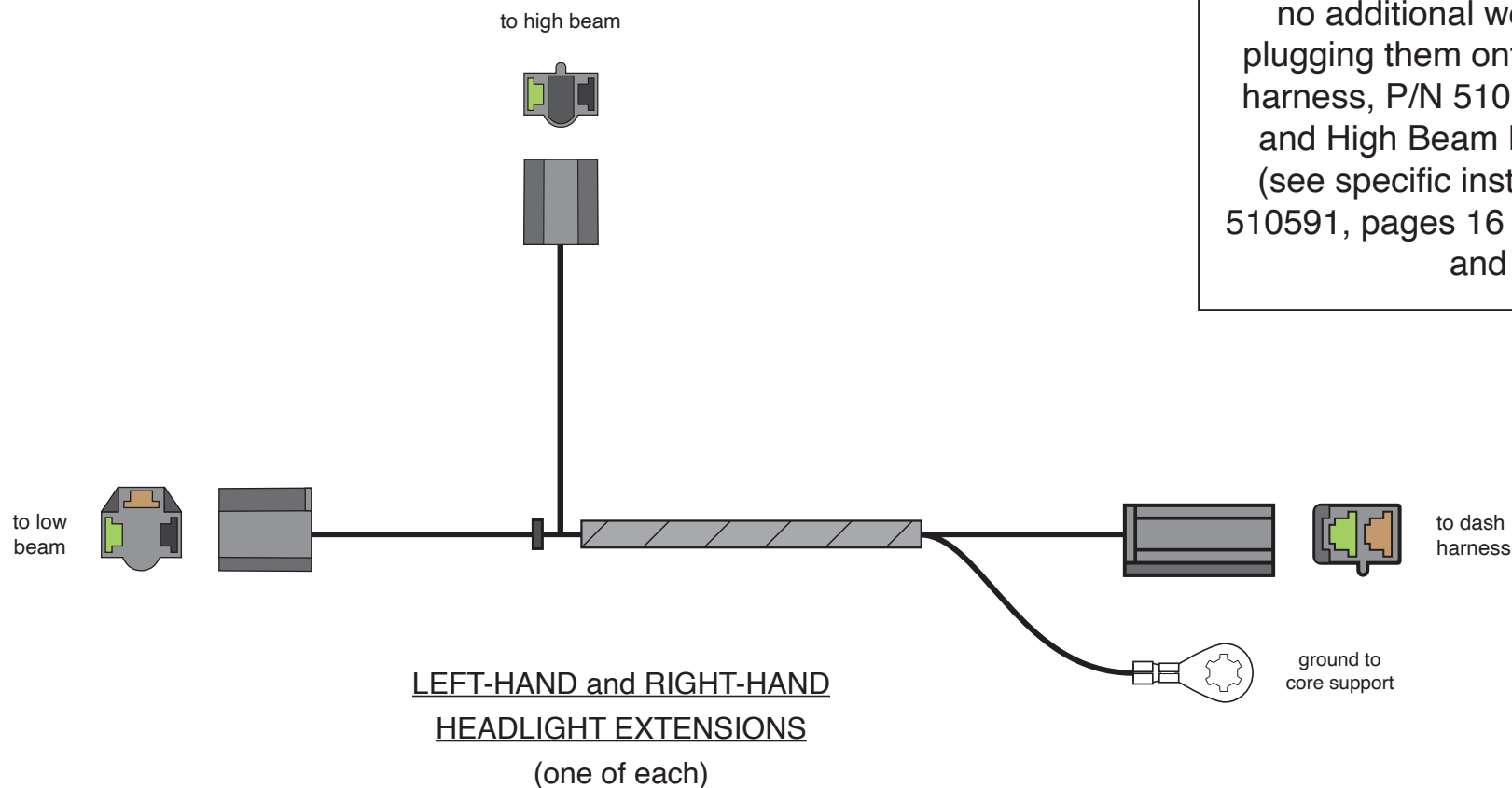
4. Connect to the Digital Gauge System:

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



Headlamp Extension Harnesses, used in 1960-64 Ford Galaxie and 1961-64 Mercury Full-size Applications

NOTE: In this kit, you will find the left-hand and right-hand Headlight Extension Harnesses. They are completely assembled and require no additional work, other than plugging them onto the dash/main harness, P/N 510592 and the Low and High Beam Headlight Bulbs (see specific instructions on P/N 510591, pages 16 and 17, Figures A and B).



**American
Autowire**

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Classic Update Series

1960-64 Ford Galaxie
1961-64 Mercury Full-size

Headlight Extension Kit

510595

92971148

Rev 0.0

3/31/2015

bag
N

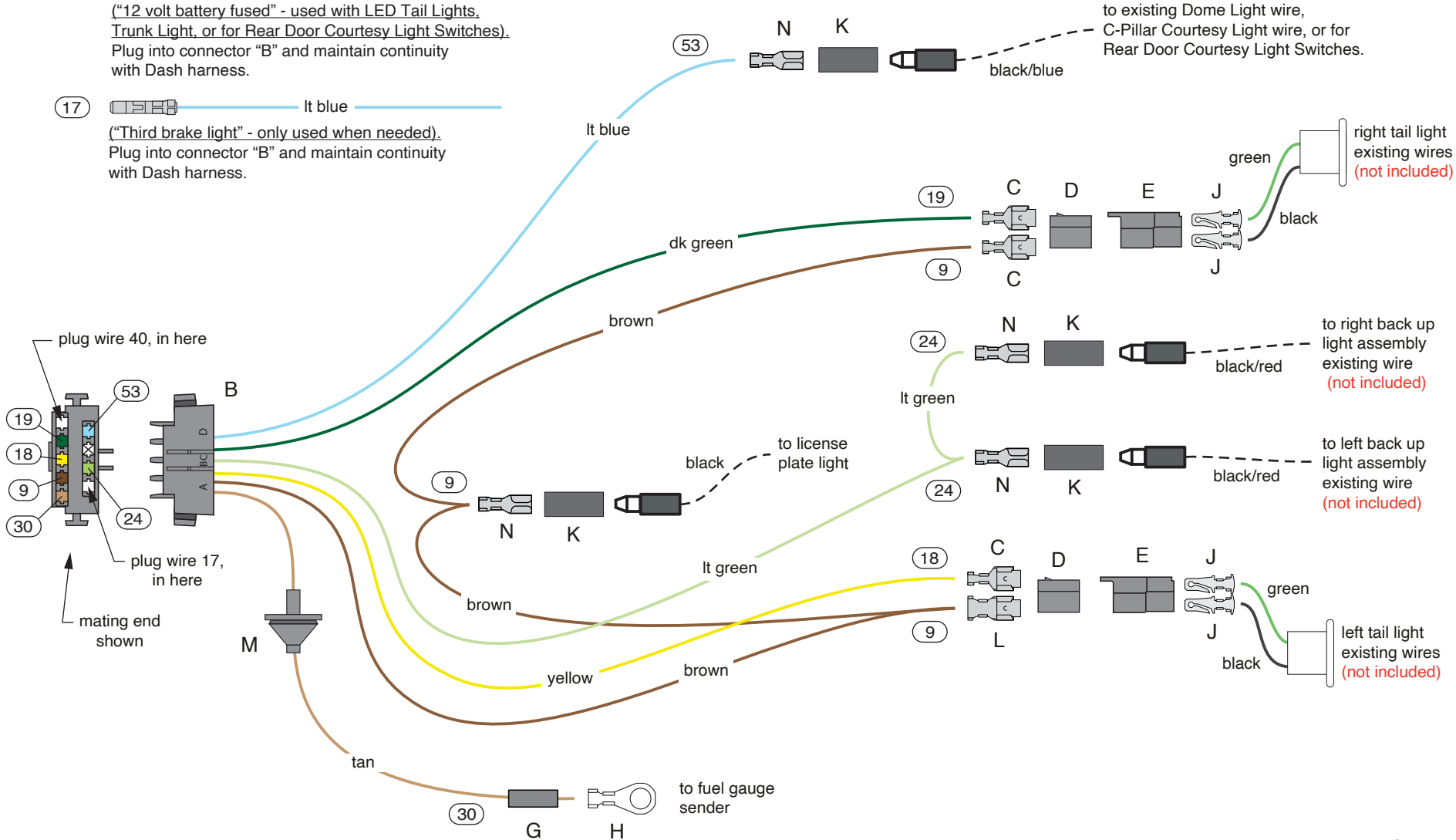
Classic Update Series

(40)  orange

("12 volt battery fused" - used with LED Tail Lights, Trunk Light, or for Rear Door Courtesy Light Switches). Plug into connector "B" and maintain continuity with Dash harness.

(17)  lt blue

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



1960-62 Galaxie



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

Classic Update Series

1960-64 Ford Galaxie

1961-64 Mercury Full-size

REAR BODY KIT

510594

92971144

Rev 0.0

3/31/2015

bag
M

Classic Update Series

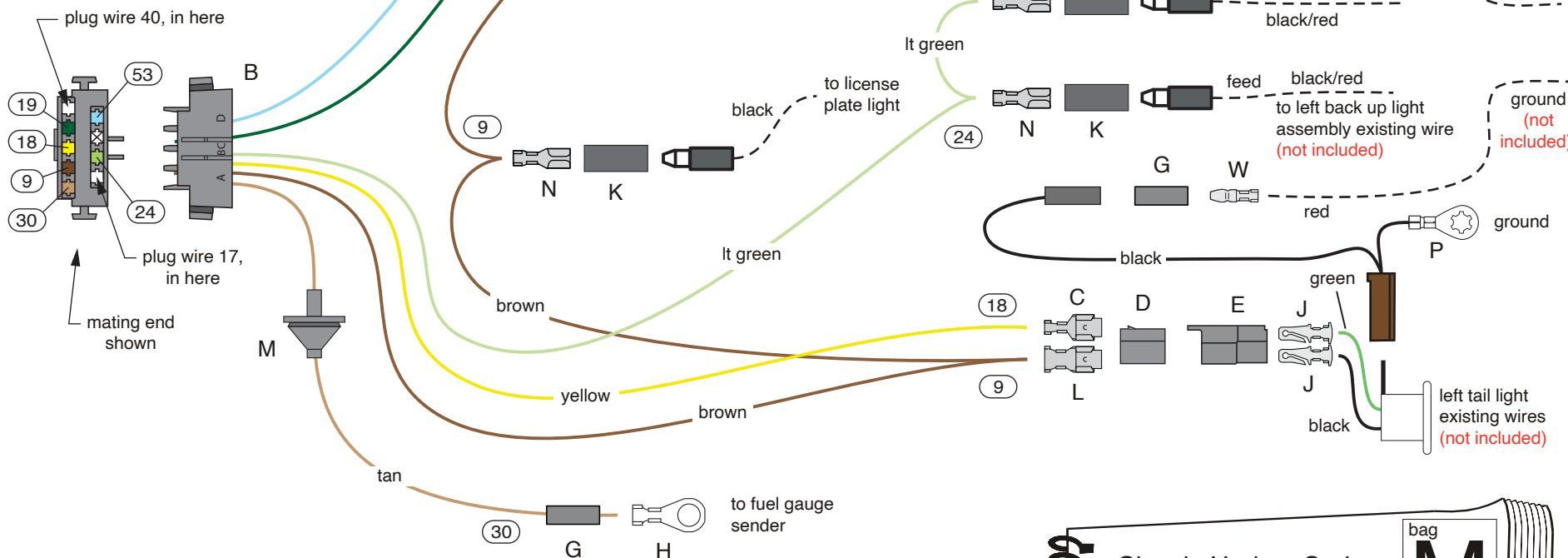
sheet 2

(40)  orange

("12 volt battery fused" - used with LED Tail Lights, Trunk Light, or for Rear Door Courtesy Light Switches). Plug into connector "B" and maintain continuity with Dash harness.

(17)  lt blue

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



1963-64 Galaxie



**American
Autowire**

www.americanautowire.com 856-933-0801

Classic Update Series

1960-64 Ford Galaxie

1961-64 Mercury Full-size

REAR BODY KIT

510594

92971144

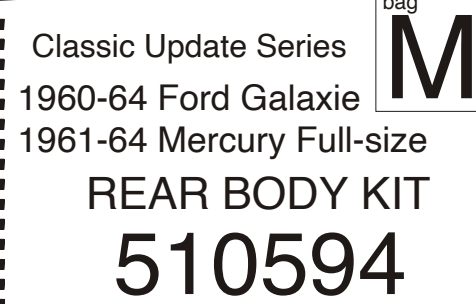
Rev 0.0

3/31/2015

bag

M

sheet 3



Classic Update Series

1960-64 Ford Galaxie

1961-64 Mercury Full-size

REAR BODY KIT

510594

92971144 Rev 0.0 3/31/2015

bag
M

Rear Body Wiring Assembly

Obtain the Rear Body Wiring Harness **510594**. If you have an (Aftermarket Third Brake Light - light blue wire, circuit 17), or a (Trunk Light, Rear Door Courtesy Light Switches, or Aftermarket Rear LED Tail Lights - orange wire, circuit 40), the two wires for those options are in the Rear Body Harness Kit, but they are not plugged into the 9-way connector **B**. If needed, plug those loose wires into the 9-way connector of the Rear Body Harness connector **B** (see sheets 1, 2, or 3). If the wires are not needed, you will **NOT** need to plug them into the Rear Body Harness. Connect the Rear Body Harness to the Main Dash Harness **510592**, route the Rear Body Harness across the Firewall to the Floor Tunnel and back to the Rear Seat Riser, follow the original routing. Use the original factory retainers (tabs) to attach the wiring to the vehicle. Continue to route the wiring to the lower C-Pillar and then to the Rear Tail Light Assemblies. See sheets 1, 2, and 3 for connectivity.

Third Brake Light As mentioned, if you have a Third Brake Light obtain the loose light blue “THIRD BRAKE LIGHT” wire (circuit 17) and plug this wire into the 9-way connector **B**. This wire will be routed with the Rear Body Wiring. Route and connect to the Third Brake Light.

Wire Color	Printing	Wire Number
Light Blue	THIRD BRAKE LIGHT	17

Trunk Light or Rear Door Courtesy Light Switches or Aftermarket LED Tail Lights If you have a Trunk Light, Rear Door Courtesy Light Switches, or Aftermarket LED Tail Lights that require a 12 volt Battery feed wire, this wire is being provided. Obtain the loose orange “12V BATTERY - FUSED” wire (circuit 40) and plug this wire into connector **B** (see sheets 1, 2, or 3). Find a central location for splice clip “**R**” and route the orange wire from connector **B** to the Splice Clip and cut to length.

If you have **Rear Door Courtesy Light Switches**, route a section of the orange “12V BATTERY - FUSED” wire from the splice clip “**R**” to each Rear Door Courtesy Light Switch and cut to length. Slide on small sleeve “**G**” and crimp on a male bullet terminal “**W**” and connect to each Courtesy Light Switch. **Note: Rear Door Courtesy Light Switches for the Rear Doors are not provided in this kit, but are available from AAW under part number 500101.**

If you have a **Trunk Light**, route a section of the orange “12V BATTERY - FUSED” wire from the splice clip “**R**” to the Trunk Light pigtail and cut to length. Slide on large sleeve “**K**”, and crimp on female bullet terminal “**N**” and connect to the Trunk Light pigtail.

If you require a 12V Battery feed for the **Aftermarket Tail Lights**, route another section of the orange “12V BATTERY - FUSED” wire to the LED Tail Lights and connect.

Now crimp all of the orange wires in splice clip “**R**”. Be sure to solder and tape over this splice clip.

Wire Color	Printing	Wire Number
Orange	12V BATTERY – FUSED	40

Dome Light, Rear Door Courtesy Light Switches, or C-Pillar Courtesy Lights

If you have a Dome Light, Rear Door Courtesy Light Switches, or C-Pillar Courtesy Lights, these components require a switched 12 volt feed wire, this wire is being provided. Obtain the light blue “12V CTSY SW” wire (circuit 53) which is already plugged into connector **B**. Find a central location for splice clip “**R**” and route the light blue wire from connector **B** to the Splice clip and cut to length.

If you have **Rear Door Courtesy Light Switches**, route a section of the light blue wire from the splice clip to each Rear Door Courtesy Light Switch and cut to length. Slide on small sleeve “**G**” and crimp on a male bullet terminal “**W**” and connect to each Courtesy Light Switch.

If you have a **Dome Light**, route a section of the light blue wire from the splice clip to the Dome Light pigtail and cut to length. Slide on large sleeve “**K**”, and crimp on female bullet terminal “**N**” and connect to the Dome Light pigtail. Note: The **1960-62** vehicles had the Dome Light pigtail routed down the A-Pillar and the **1963-64** vehicles had the Dome Light pigtail routed down the C-Pillar.

If you have **C-Pillar Courtesy Lights**, route a section of the light blue wire from the splice clip “**R**” to the C-Pillar Courtesy Light pigtail and cut to length. Slide on large sleeve “**K**”, and crimp on female bullet terminal “**N**” and connect to the C-Pillar Courtesy Light pigtail.

Now crimp all of the light blue wires in splice clip “**R**”. Be sure to solder and tape over this splice clip.

<u>Wire Color</u>	<u>Printing</u>	<u>Wire Number</u>
Light Blue	12V CTSY SW	53

Fuel Sender Obtain the tan “GAS GAUGE” wire (circuit 30) from the Rear Body Harness and route it through grommet “**M**”, and then through the hole in the floor to the Fuel Tank Sender Assembly. Cut to length, slide on small sleeve “**G**”, and crimp on ring terminal “**H**” and connect to the Fuel Tank Sender Assembly. Be sure to seat Grommet “**M**” in the trunk floor.

<u>Wire Color</u>	<u>Printing</u>	<u>Wire Number</u>
Tan	GAS GAUGE	30

Left Hand Tail Light Assembly Obtain the yellow “LEFT REAR TURN” wire (circuit 18) from the Rear Body Harness and route it to the LH Tail Light, cut to length, install terminal “**C**” (or terminal “**L**” if you have dual Tail Lights; see sheets 1, 2, or 3) and plug into the empty cavity of connector “**D**”. Repeat if you have a second LH Tail Light.

<u>Wire Color</u>	<u>Printing</u>	<u>Wire Number</u>
Yellow	LEFT REAR TURN	18

Right Hand Tail Light Assembly Obtain the dark green “RIGHT REAR TURN” wire (circuit 19) from the Rear Body Harness and route it to the RH Tail Light, cut to length, install terminal “**C**” (or terminal “**L**” if you have dual Tail Lights; see sheets 1, 2, or 3) and plug into the empty cavity of connector “**D**”. Repeat if you have a second RH Tail Light.

<u>Wire Color</u>	<u>Printing</u>	<u>Wire Number</u>
Dark Green	RIGHT REAR TURN	19

Rear Running Lights and License Light This brown wire is the feed to the Tail Lights and the License Light. Obtain the brown "REAR RUNNING LIGHTS" wire (circuit 9) and route this wire to the LH Tail Light area, cut to length, double this wire with the cut off portion, install terminal "L" and plug into connector "D" (Repeat this if you have a Mercury with two LH Tail Lights). Route the loose end of this brown wire to the License Light area, cut to length, double this wire with the cut off portion, slide on large sleeve "K", install female bullet terminal "N". Route the loose end of this brown wire to the RH Tail Light area, cut to length, install terminal "C" (or "L", if you have a Mercury with two RH Tail Lights) and plug into connector "D" (Repeat this if you have a Mercury with two RH Tail Lights).

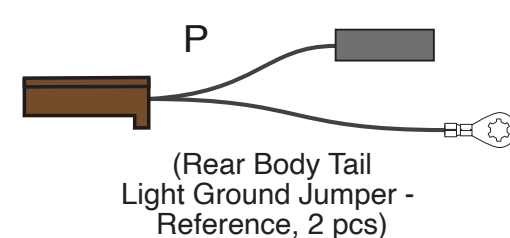
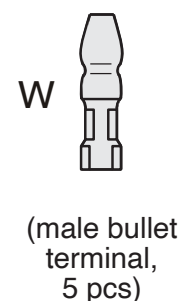
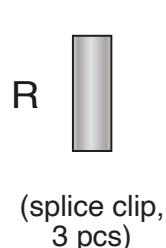
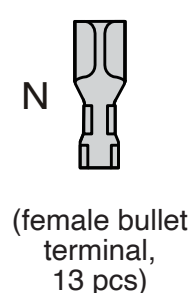
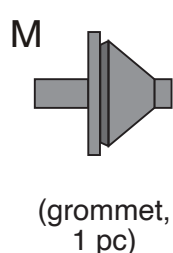
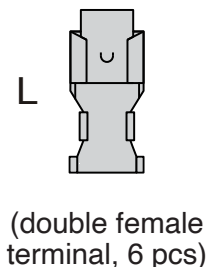
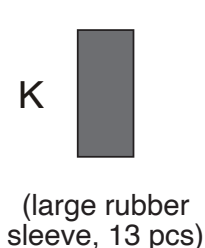
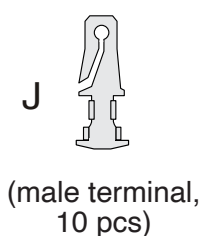
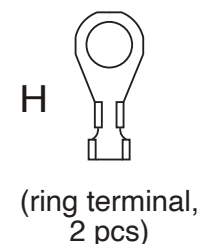
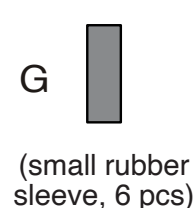
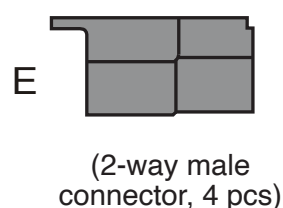
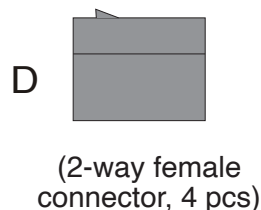
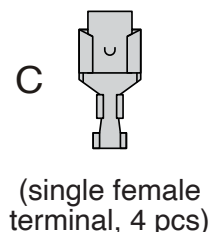
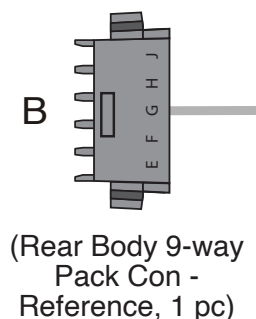
Wire Color	Printing	Wire Number
Brown	REAR RUNNING LIGHTS	9

Back-Up Light This light green wire is the feed to the Back-Up Lights. Obtain the light green "BACK UP LT SW" wire (circuit 24) and route this wire to the LH Back-Up Light, cut to length, double this wire with the cut off portion, install large sleeve "K", and crimp on female bullet terminal "N", slide sleeve "K" onto terminal "N", now connect to the LH Back-Up Light. Route the loose end of this light green wire over to the RH Back-Up Light area, cut to length, install sleeve "K", and crimp on terminal "N", slide sleeve "K" onto terminal "N", now connect to the RH Back-Up Light.

Wire Color	Printing	Wire Number
Light Green	BACK UP LT SW	24

Tail Light Ground Jumper These ground Jumpers "P" are used to ground the Tail Light Sockets and the Back-Up Light Sockets on the **1963-64 Ford vehicles only**, to a good body ground. Connect a separate Ground Jumper "P" to each existing Tail Light ground tab (see sheet 2). Obtain the Red ground wire from the Back-Up Lights and connect it to the Ground Jumper "P", and connect the ring terminal on the Ground Jumper "P" to a good body ground.

Wire Color	Printing	Wire Number
Black	GROUND	150, 150A, 150B, 150C



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:

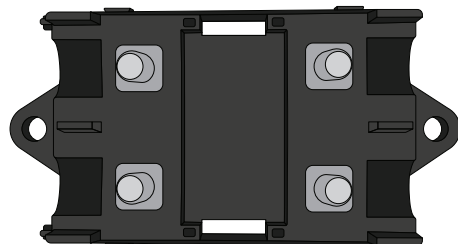
Locate the 10Ga. “12V Battery Feed” wire from the engine or panel subkit, route it to the Megafuse block, cut to length, and slide a piece of the cut shrink tubing (Item “F”) over the cut end. Crimp and solder a 10 GA. megafuse ring terminal (Item “K”) on the end and insulate the crimp with the shrink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

Parts Legend:

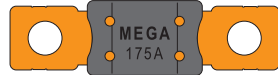
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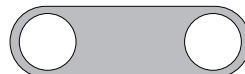
B



C



D



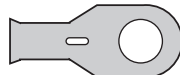
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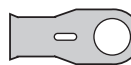
F



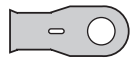
G



H



J



K



bag

Z

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

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

175A Megafuse - QTY (2)

Megafuse Block Busbar - QTY (1)

Alternator Boot - QTY (1)

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

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

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

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

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



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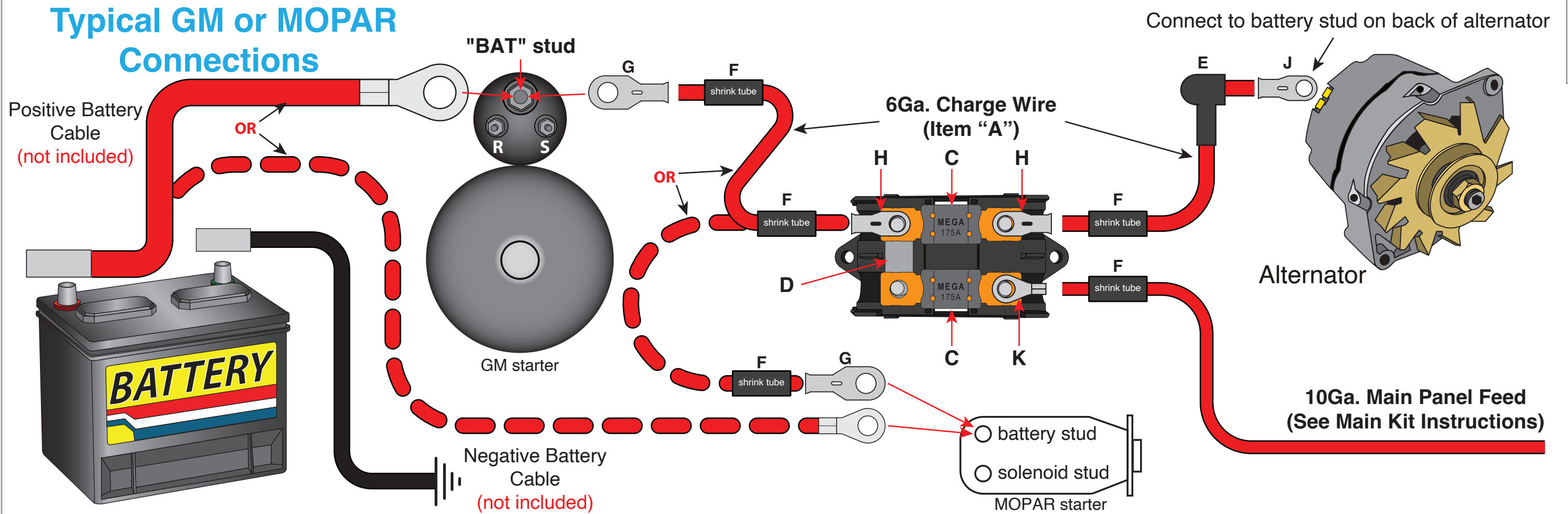
Alternator and Main Power
Connection Kit

510476

Classic Update Series

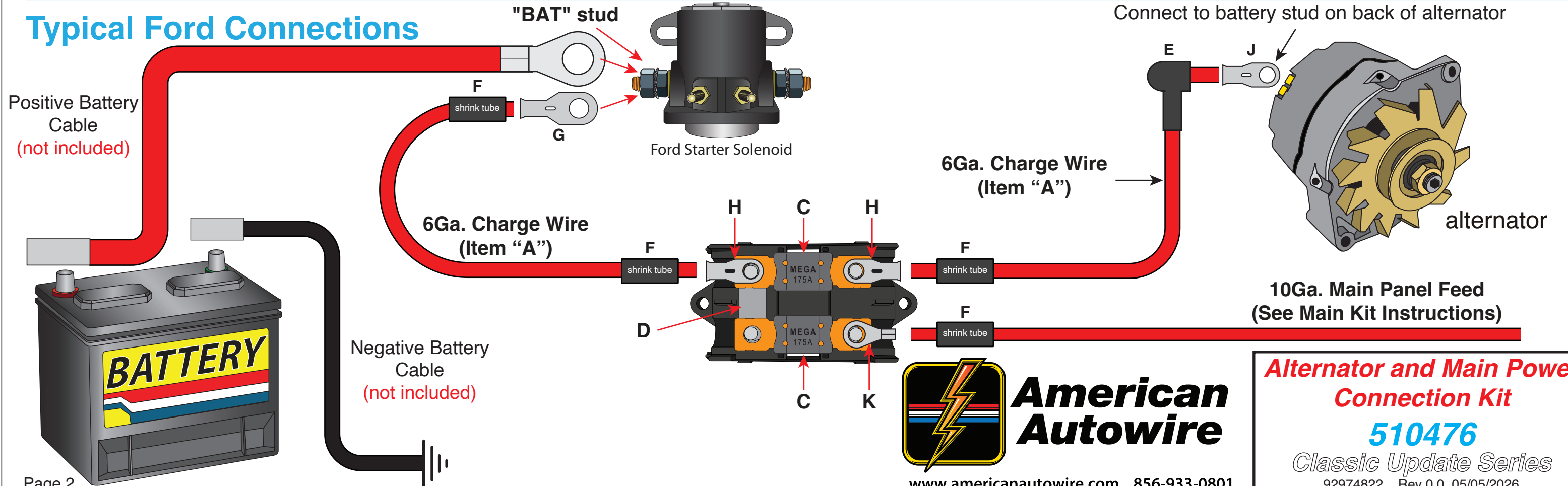
92974822 Rev 0.0 05/05/2026

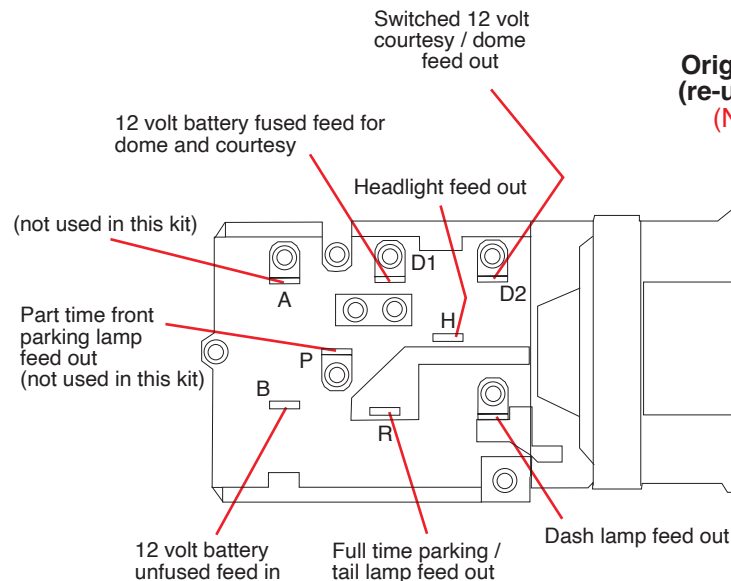
Typical GM or MOPAR Connections



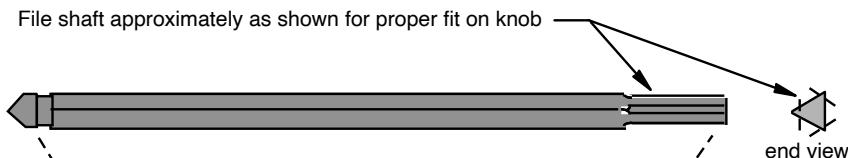
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Typical Ford Connections

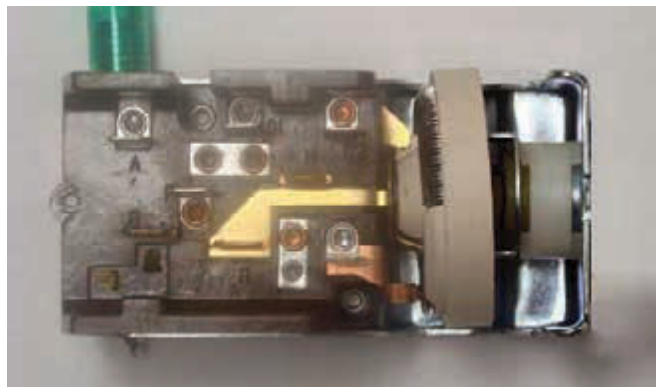




Original 1973-76 dash spacer
(re-use original as necessary)
(Not Included with this kit)



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



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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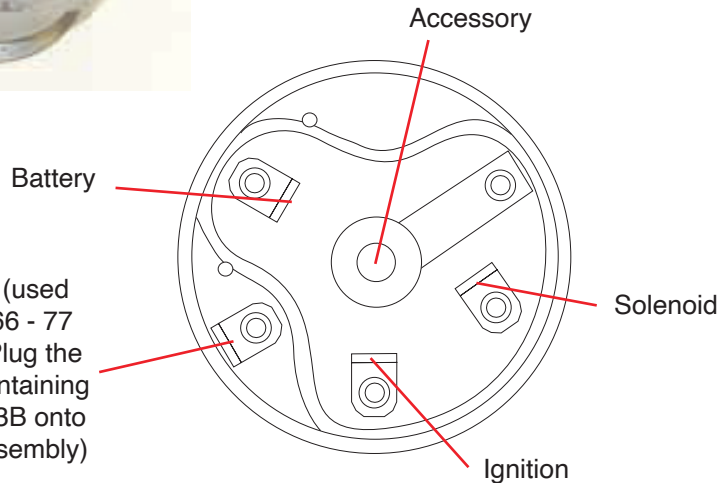
PART #

510264

DESCRIPTION:

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

92969840 instruction sheet rev 3.0 1/15/2013



Bulb check (used only in the 66 - 77 Bronco kit. Plug the connector containing wires 33 & 33B onto this blade assembly)



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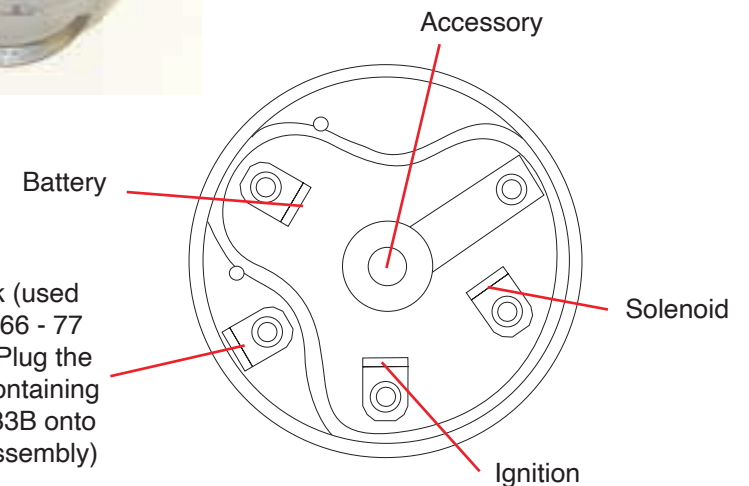
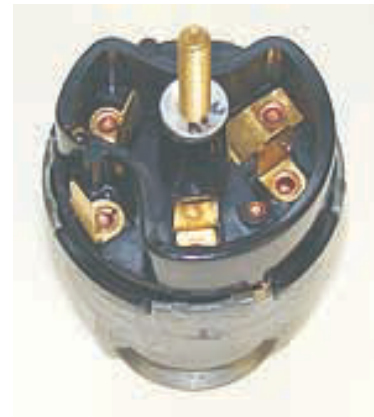
PART #

510128

DESCRIPTION:

Ignition Switch
Various Ford Applications
Classic Update Series

92969235 instruction sheet rev 2.0 2/4/2014



Bulb check (used only in the 66 - 77 Bronco kit. Plug the connector containing wires 33 & 33B onto this blade assembly)



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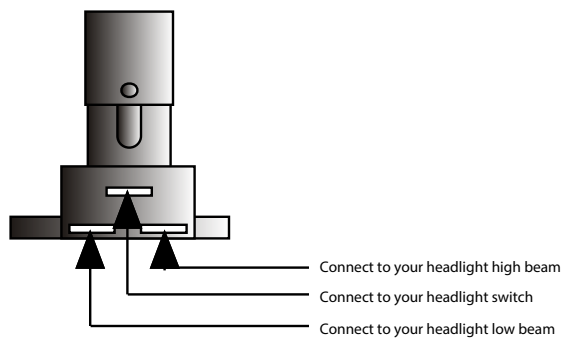
PART #

510128

DESCRIPTION:

Ignition Switch
Various Ford Applications
Classic Update Series

92969235 instruction sheet rev 2.0 2/4/2014



Connect the Dimmer Switch wires as shown above.

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

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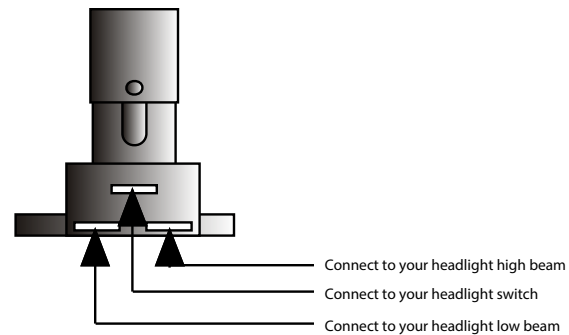
PART #

500042

DESCRIPTION:

DIMMER SWITCH

92964573 instruction sheet Rev 3.0 6/29/99



Connect the Dimmer Switch wires as shown above.

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

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PART #

500042

DESCRIPTION:

DIMMER SWITCH

92964573 instruction sheet Rev 3.0 6/29/99