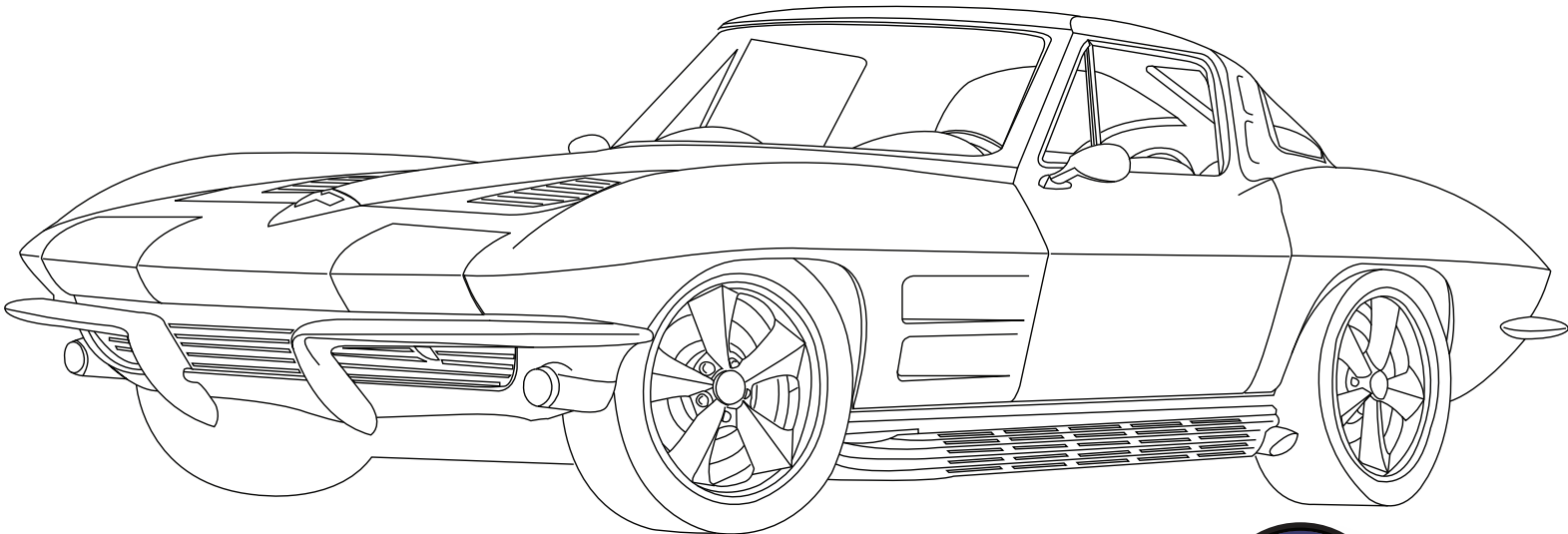




WARNING:
Validate the kit contents with the component list included on this page, before proceeding. This kit is intended to be used in a modified vehicle. Please read this page thoroughly and be sure that you understand everything explained on it prior to opening any of the enclosed packages, or before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

- 1. This upgraded AAW wiring system should typically be used in a MODIFIED application only. This kit is not designed for use on a stock Corvette.
- 2. This kit includes the wiring to support the use of a factory heater only system and/or aftermarket heater and A/C systems. This kit **does not** include the wiring for the factory original A/C system.
- 3. This kit requires the use of a high current self-exciting 1-wire, "SI" series, or other style internally regulated alternator. An adapter may be necessary in some applications. The use of stock alternator is **NOT** supported.
- 4. This kit requires the use of an original, factory headlight switch nut to mount the new, upgraded headlight switch. This nut is not provided in the kit so, if the original nut is not available, a replacement will be required. The GM part number for this nut is h and it is available from various Corvette parts suppliers.
- 5. This kit **DOES NOT** support the use of an ammeter. All AAW kits are engineered to supply the optimum charge to the battery. To achieve this performance, we route our 6ga. charge wire directly from the alternator output charge terminal to the starter battery terminal. Due to the path of the charge being altered from the stock configuration, the gauge can no longer see a charge vs. a discharge, so it may not work properly. Most stock alternator current outputs were rated at a maximum of about 37-60 amps. Modified cars being built today typically utilize a 100 amp or higher output alternator. With these higher current units, ammeters, generally speaking, become a safety hazard. Ammeters are usually wired in parallel to the charging circuit, are typically unfused, and can short very easily causing a fire. This wiring system has been designed to work with a voltmeter.
- 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 the crank and run positions. Our system will support HEI, MSD, other electronic ignition systems, as well as most all computerized Fuel Injection systems. If you wish to run a points type system, there are illustrations on the engine connection pages to do so. Primary ignition voltage in the cranking position is handled via a full 12 volt bypass wire that is routed from the starter "R" terminals to the positive side on the coil. Extra parts (ballast resistor) that are not included in this kit will be required to complete that type of operation.



510612 - Classic Update Series Kit
1963-67 Chevrolet Corvette

This kit contains the following components:

Bag	Part Number	Description	Quantity
	500042	Floor Dimmer Switch	1
	500332	Headlight Switch	1
	500674	Ignition Switch Lock Cyl. & Keys	1
	510632	Ignition Switch	1
	500919	Practice Terminal Crimping Set	1
	510145	Fuse, Relay, and Flasher kit	1
G	510890	Dash Harness kit	1
H	510614	Instrument Cluster wiring kit	1
J	510908	Engine Wiring Kit	1
L	510909	Front Light Wiring kit	1
M	510619	Rear Body Wiring kit	1
N	510620	Headlight Extension Wiring kit	1
V	510730	VSS Extension Lead Wires	1
Z	510476	Alternator and Main Power kit	1
	520001	Digital Gauge System Dim Wire - GM Kits	1
	92971437	Firewall Template	1
	92973565	Instruction set	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.



1963-67 Corvette
Classic Update Series
510612

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92973565 Rev 2.2 08/25/2025

START HERE !

PLEASE READ THIS BEFORE STARTING INSTALLATION !

This wiring kit is designed for ease of installation. Please read the guidelines below, BEFORE STARTING your installation, to guarantee a successful job. Use an appropriate crimping tool, which folds the wings of the open barrell terminals down into the wire, as shown on this page. If you use our crimping tools and correctly crimp the included terminals, soldering is not necessary. If you are unsure about a particular crimp, soldering is recommended. Our factory crimped terminations are installed by GM approved five ton presses, and soldering these terminations is not necessary.



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

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

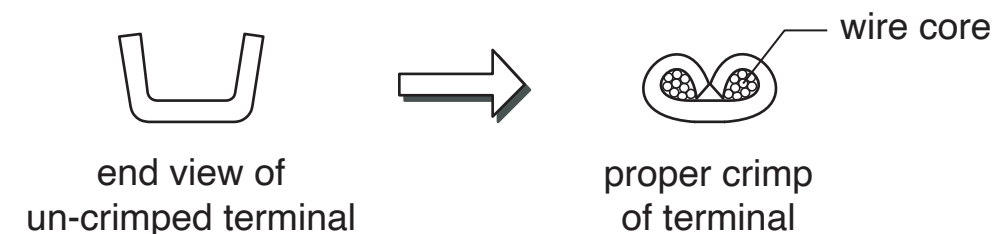
Youtube Channel:
www.youtube.com/user/WiringHarness



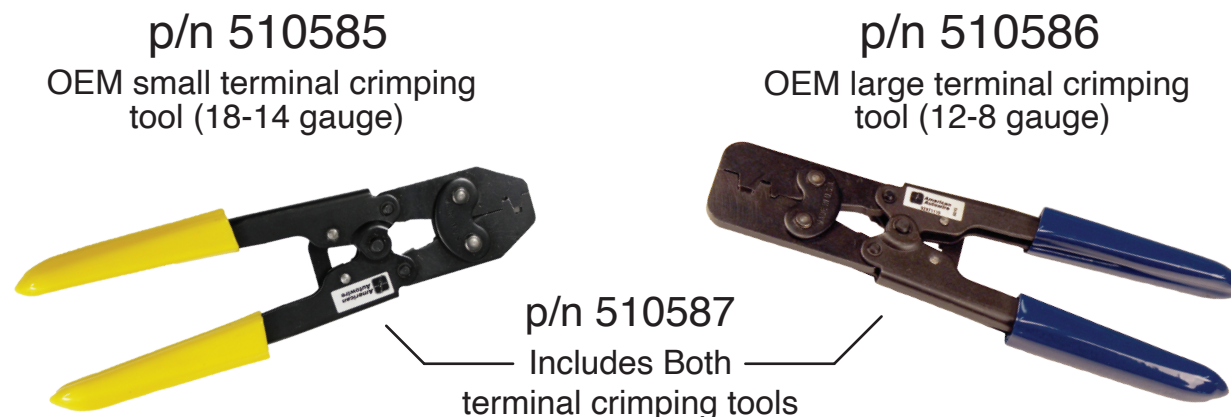
Factory Assembly Manuals

1963 p/n 36337
1964 p/n 36338
1965 p/n 36339
1966 p/n 36340
1967 p/n 36341

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



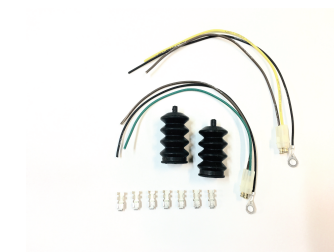
We carry the following crimping hand tools, to help with your terminal crimping. These hand tools are available, for purchase or rental.



We carry many accessories for your 1963-67 Corvette.



Full vehicle
grounding kit
p/n 500717



Optional Third Tail
Light Kit
p/n 510679



64-65 Corvette Rear
Mounted Blower Kit
p/n 510681

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



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STEP 1: DISCONNECT YOUR BATTERY:
Disconnect the battery, before installing the wiring kit, to prevent any accidental shorting caused by loose bare wire ends.

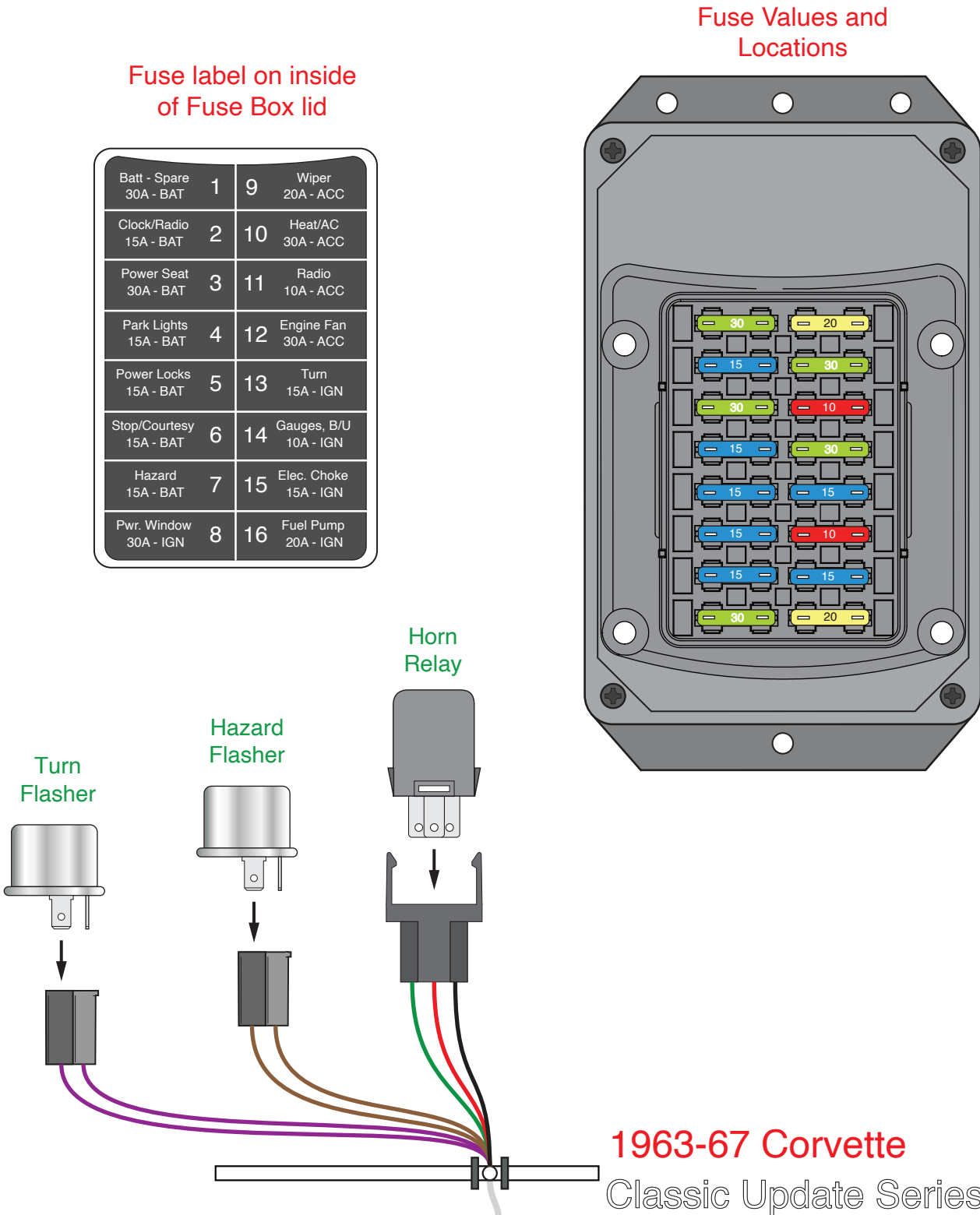
STEP 2: START INSTALLING KIT:
This kit is broken down into individual sections, that are identified by a letter printed on the enclosed sheets, visible through each bag. The order of installation and the pages with their installation instructions, are shown below:

Table of Contents:

Bags:	Pages:	Sections:
G	4 - 9	Dash Harness - This is the main harness in the kit and contains: - Starter solenoid connections. - Wiper motor connections. - Brake light switch connection. - Neutral safety switch connection. - Door jamb switches. - Wiper module and switch connections.h - Defrost module and switch connections. - Headlight and fog light connections.
H	10 - 14	Gauge Cluster Harness - This Harness contains: - Gauge connections for aftermarket and factory gauges.
M	15 - 19	Rear Body Harness - This Harness contains: - Tail light, turn signal, reverse light, and running light connections. - Hatch connections; third brake light, license plate lights, and rear defroster connections. - Fuel pump connections - Brake fluid level wiring.
L	20 - 22	Front Light Harness - This Harness contains: - Headlight, turn signal, running light connections. - Fog lamp wiring. - Windshield washer connection. - Electric fan relay trigger. - Electric Choke.
J	23 - 25	Engine Harness - This Harness contains: - Temperature, oil pressure, tachometer wiring. - Ignition system / ECU power. - Alternator connections.

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

Prior to installing the Dash/Main harness in your dashboard, plug all of the fuses (see detailed picture below), Horn Relay, Hazard Flasher and Turn Flasher (see detailed picture below), into this harness.



Dash/Main harness installation instructions:

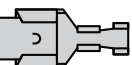
Shown below, are the supplied misc. terminals, plastic connector bodies, hardware, jumpers and extensions that will be used to complete your Dash/Main harness connections. They are itemized and referred to on this page, just as they are on the following pages of this Dash/Main instruction set.

A

(Pack-con 14-way male conn, 1 pc.)

B

(male flat Pack-con terminal, 11 pcs.)

C

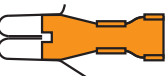
(56 series single female terminal, 8 pcs.)

D

(screw, 1", fuse box and bulkhead, 5 pcs.)

E

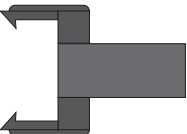
(washer, 1/4", 2 pcs.)

G

(female Pack-con terminal, 11 pcs.)

H

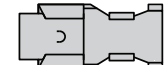
(single male bullet terminal, 283 pcs.)

J

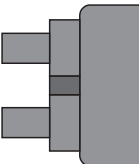
(56 series 2-way female conn, 1 pc.)

K

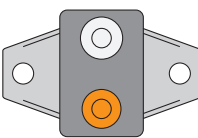
(56 series single female conn, 4 pcs.)

L

(56 series double female terminal, 9 pcs.)

M

(cover, circuit breaker, 1 pc.)

N

(circuit breaker, 1 pc.)

P

(sleeve, long, 2 pcs.)

Q

(single male bullet terminal, 4 pcs.)

R

(ring terminal, 4 pcs.)

T

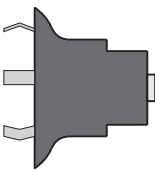
(sleeve, short, 4 pcs.)

U

(10-32 nut, 2 pcs.)

V

(washer, 10-32, 2 pcs.)

W

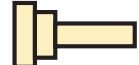
(light socket, 2 pcs.)

Y

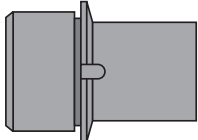
(56 series single female conn, 1 pc.)

AA

(smaller metal light socket, 1964 and up only, 1 pc.)

BB

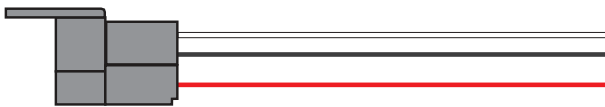
(light socket sleeve, 1 pc.)

CC

(grommet, 2 way, 1 pc.)

DD

(Dash Light Extensions - reference, 4 pcs.)

EE

(Power Antenna Jumper - reference, 1 pc.)

FF

(Dash Light Candelabra Jumper - reference, 1 pc.)

GG

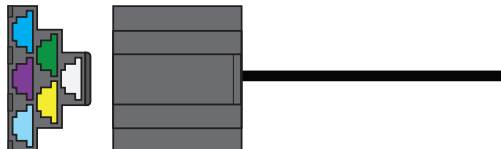
(Headlight Door Jumper - reference, 1 pc.)

HH

(1963 only Parking Brake Extension - reference, 1 pc.)

JJ

(Glove box Light Extension - reference, 1 pc.)

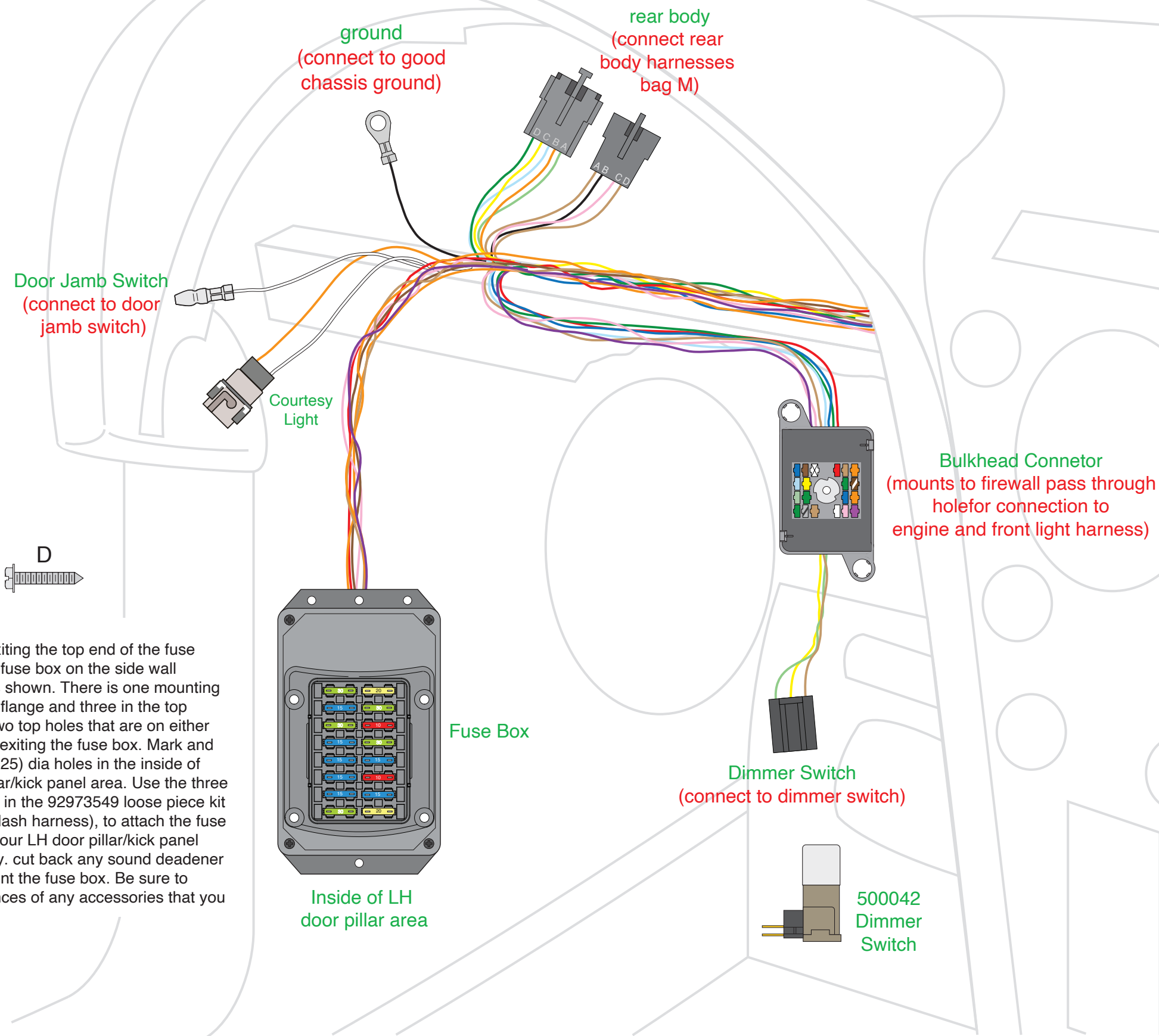
KK

(Turn Signal Switch Jumper, 1963 only - reference, 1 pc.)

LL

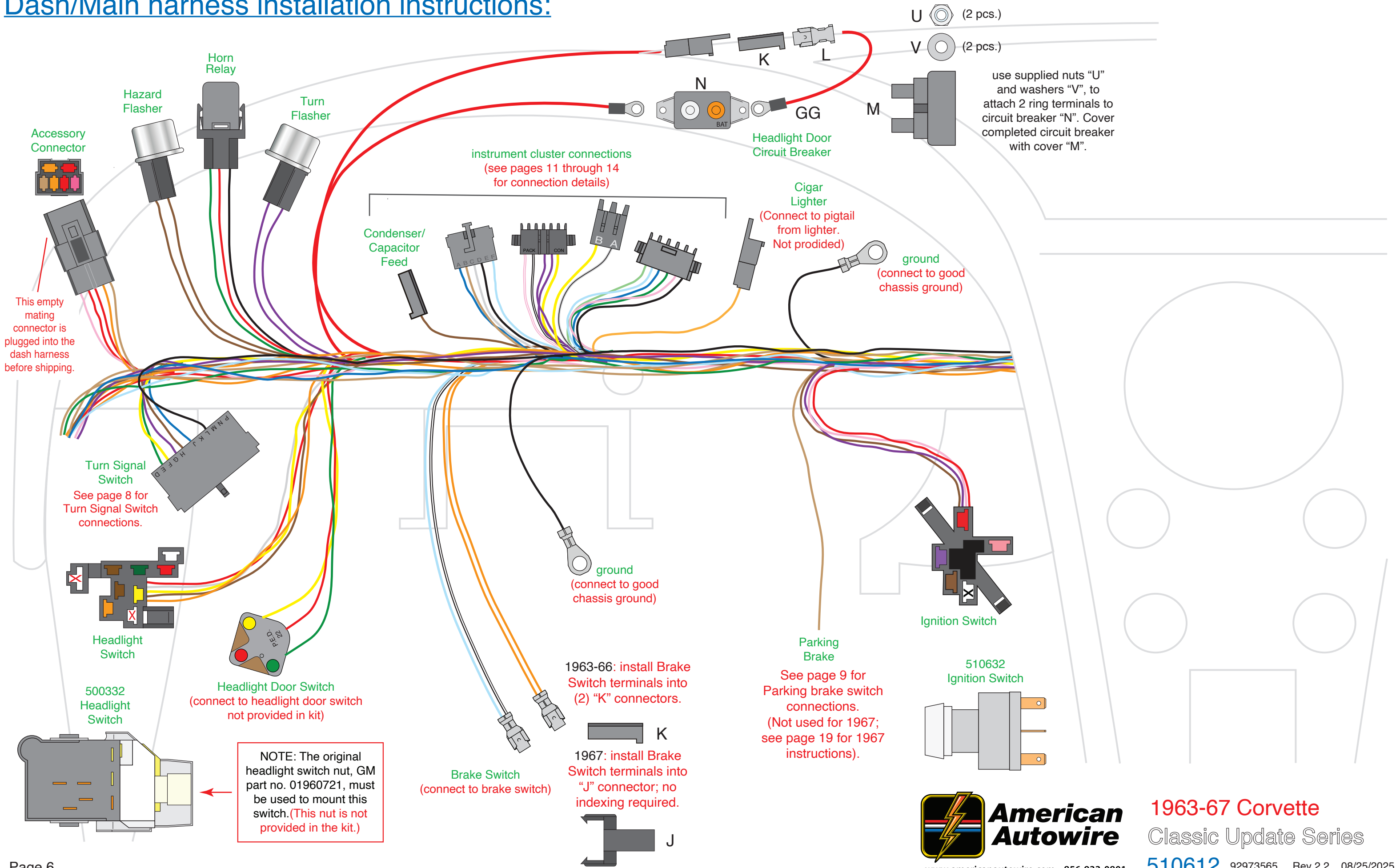
(spring, light socket, 1 pc.)

Dash/Main harness installation instructions:

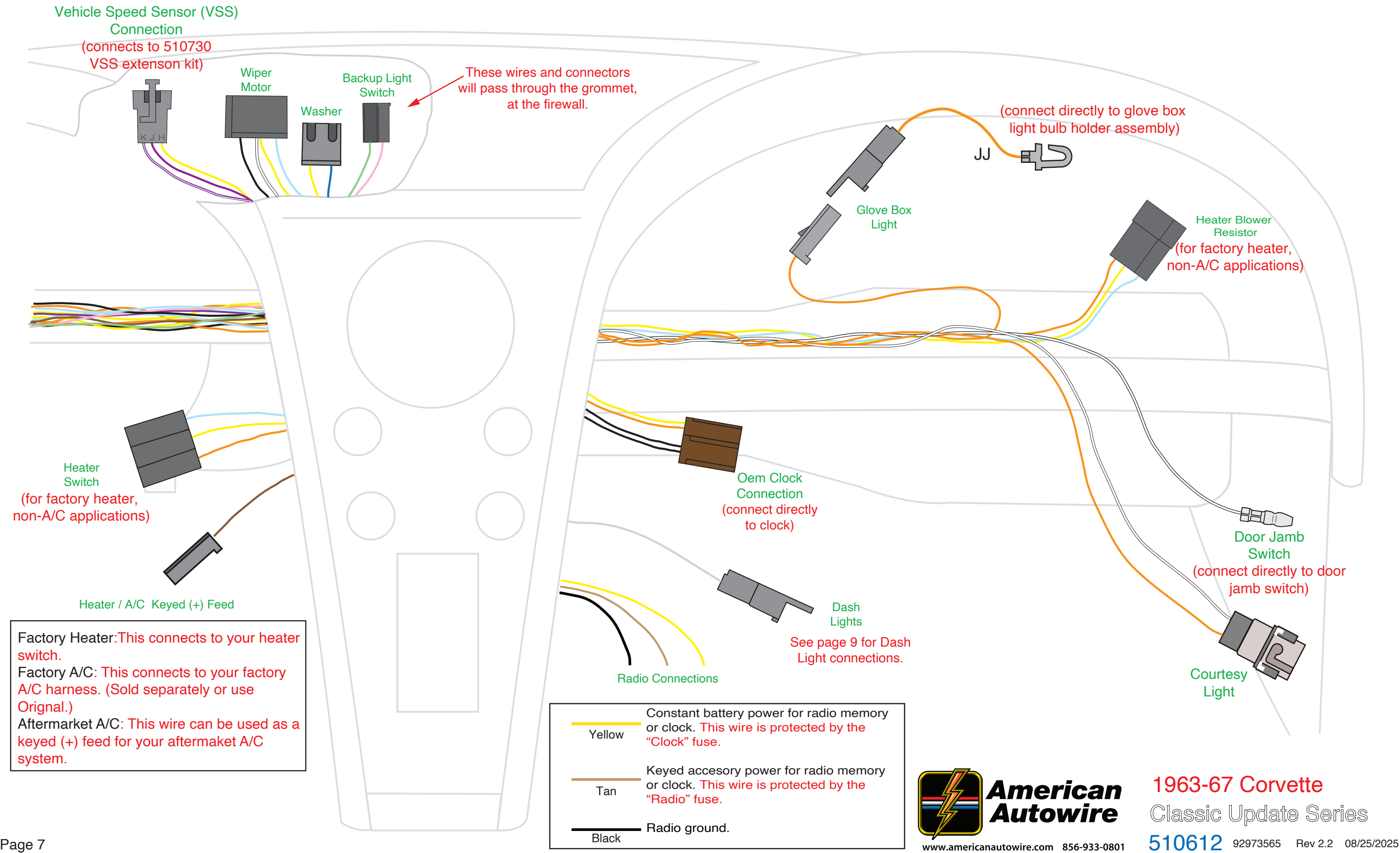


NOTE:
With the wires exiting the top end of the fuse box, position the fuse box on the side wall approximately as shown. There is one mounting hole in the lower flange and three in the top flange; use the two top holes that are on either side of the wires exiting the fuse box. Mark and drill three 1/8" (.125) dia holes in the inside of your LH door pillar/kick panel area. Use the three screws, "item D", in the 92973549 loose piece kit (for the 510890 dash harness), to attach the fuse box to inside of your LH door pillar/kick panel area. If necessary, cut back any sound deadener or carpet, to mount the fuse box. Be sure to check for clearances of any accessories that you might be adding.

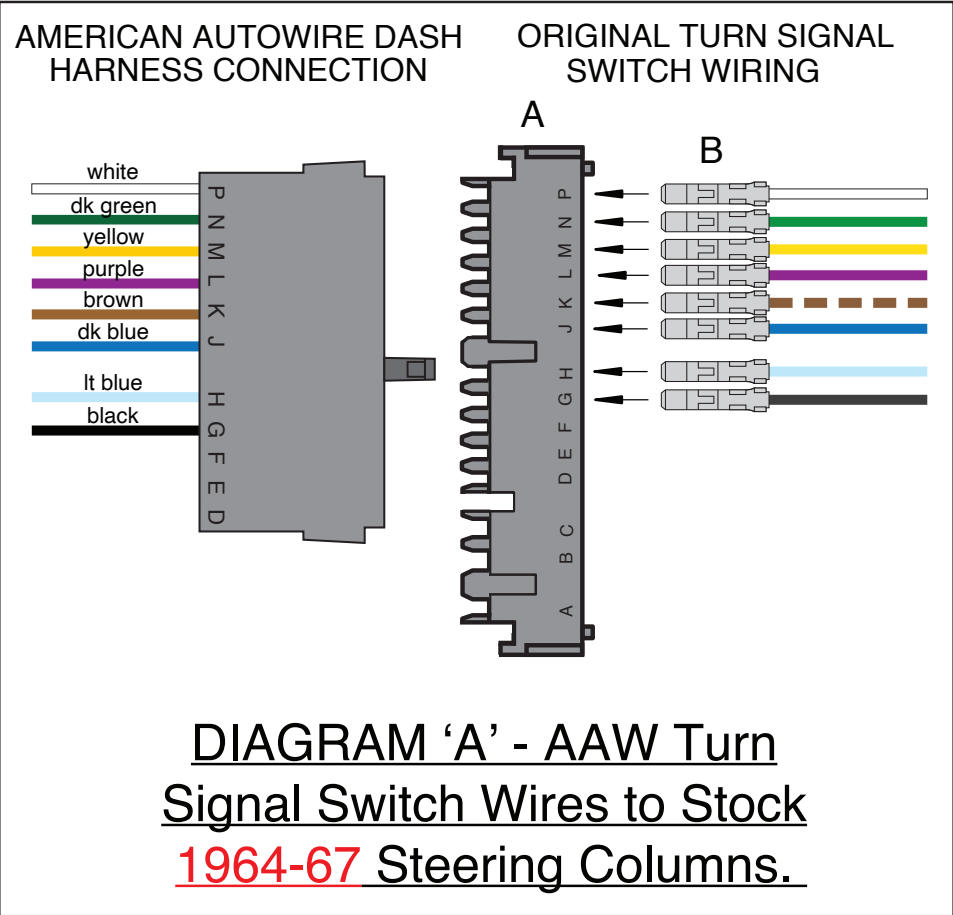
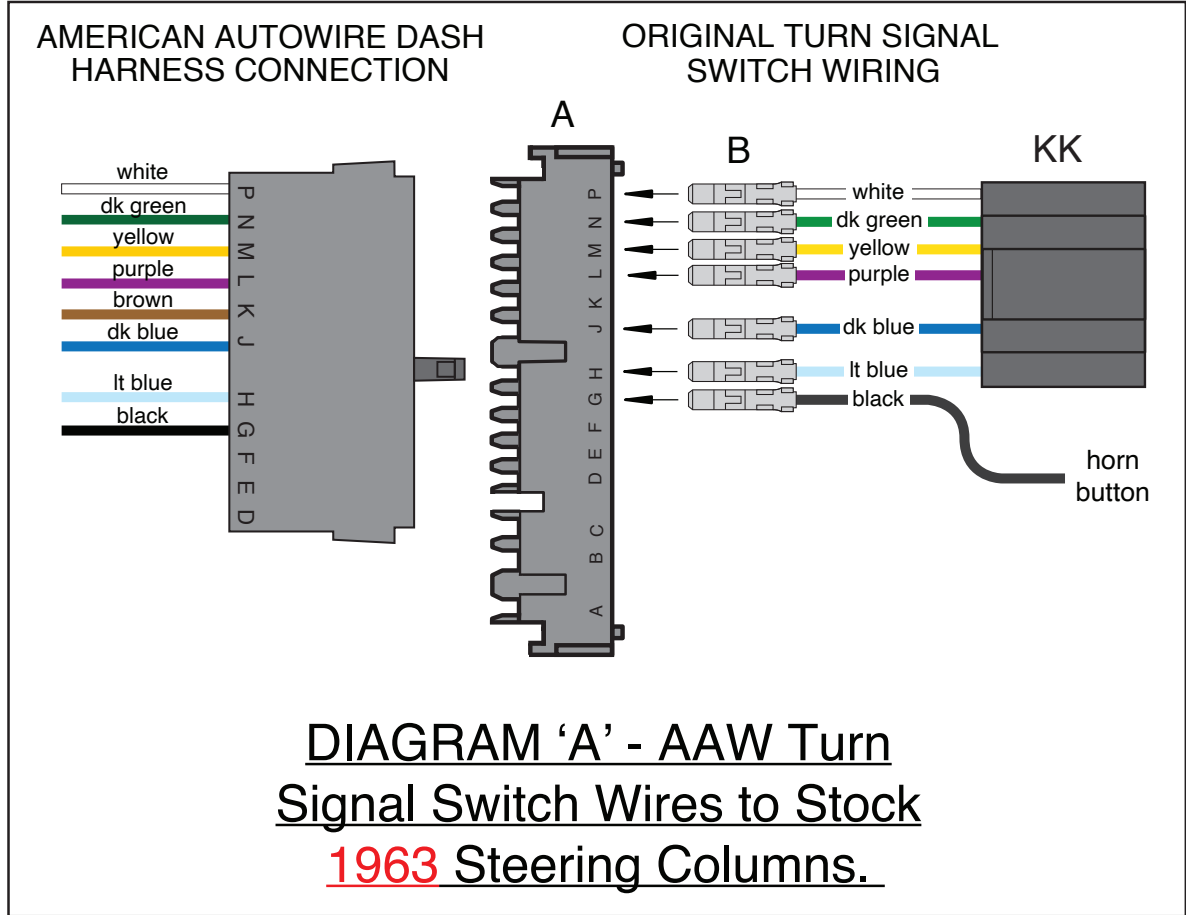
Dash/Main harness installation instructions:



Dash/Main harness installation instructions:



Dash/Main harness installation instructions:



“Table B”

AAW Turn Signal Switch wires to stock 1963-67 Chevrolet Corvette Turn Signal Switch

AAW Wire Color	AAW Wire Printing	Connector Cavity AAW
White	Brake SW	P
Dark Green	Right Rear Turn	N
Yellow	Left Rear Turn	M
Purple	Turn Switch Feed	L
Brown	Turn SW – Hazard	K (aftermarket only)
Dark Blue	Right Front Turn	J
Light Blue	Left Front Turn	H
Black	Horn Relay Ground	G
None	None	F
None	None	E
None	None	D

Note: 1963 only: Remove the original Turn Signal Switch Connector and replace it with the AAW 14-way connector “A” and Turn Signal Switch Jumper “KK”. Crimp on terminal “B” to each of the Jumper “KK” wires and plug them into connector “A” (see Parts Kit 92973549).

1964-67 only: Remove the original Turn Signal Switch Connector and replace it with the AAW 14-way connector “A”. Crimp on terminal “B” to each of the original Turn Signal Switch wires and plug them into connector “A” (see Parts Kit 92973549).

Use “Table B” above to align the wires. Also, for all of the vehicles, the Steering Column Horn Button switches ground for the Horn Relay, which then switches power to the Horns, similar to the AAW design.

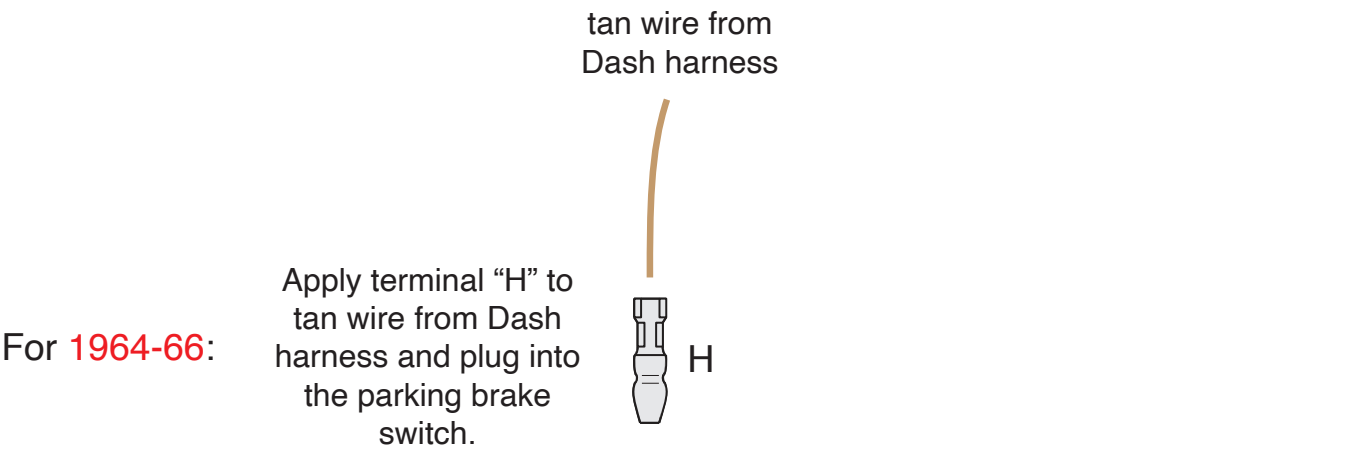
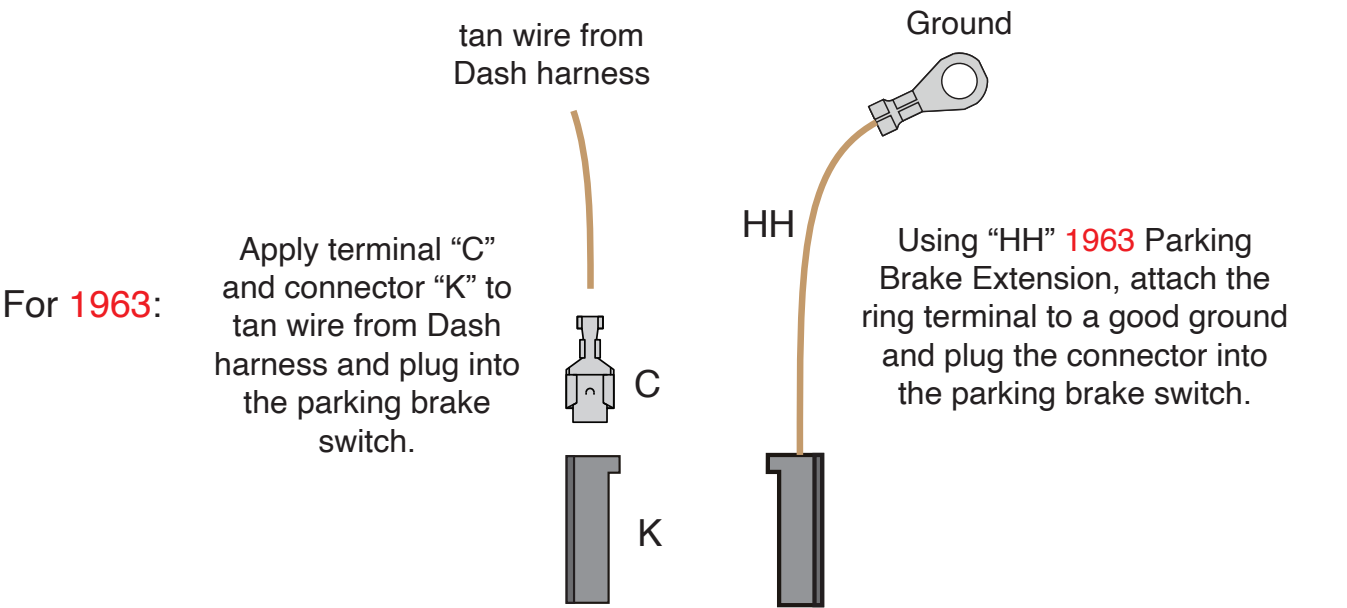
Accessory Connector

Use the provided 6-way empty connector, which is attached to the 6-way Accessory connector on the Dash Harness, and terminals “C” and “L” to add power wires (not provided) for the following optional systems:

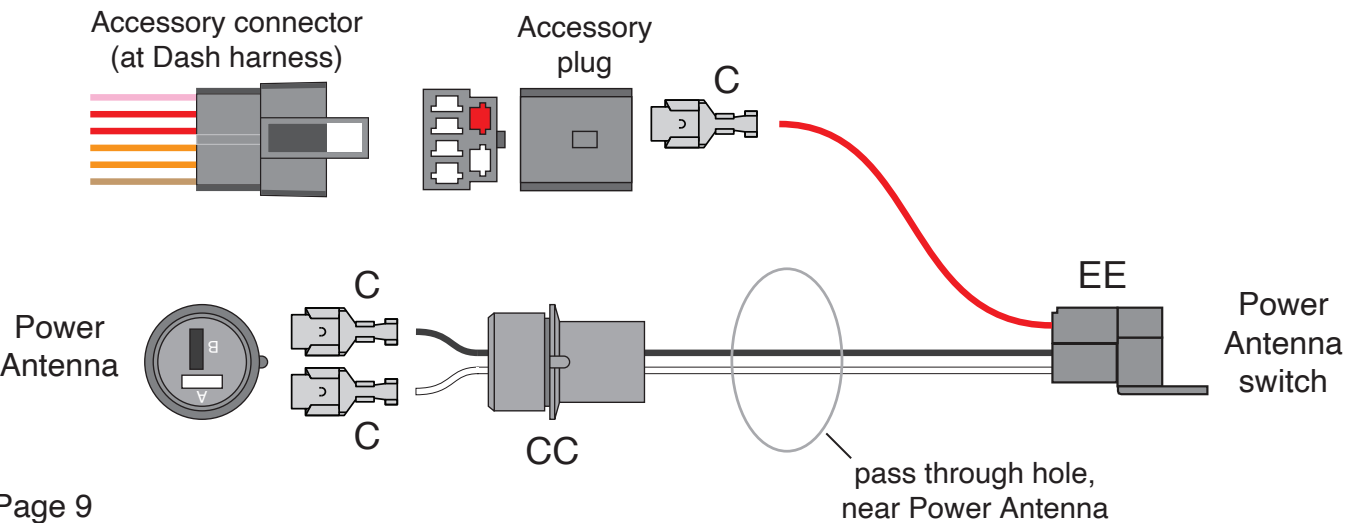
Wire Color	Printing	Fuse #	Fuse Block Cover	Fuse rating	Description
Red	CB-RADIO	7	Hazard	15A	Fused 12 volt BATTERY feed for cruise control (may also be used to feed power to another battery circuit).
Tan	FUEL PUMP	16	Fuel Pump	20A	Fused 12 volt IGNITION feed for fuel pump (may also be used to feed power to another ignition circuit).
Orange	POWER SEATS	3	Pwr Seats	30A	Fused 12 volt BATTERY feed for power seats (may also be used to feed power to another battery circuit).
Red	POWER LOCKS	5	Pwr Locks	15A	Fused 12 volt BATTERY feed for power door locks (may also be used to feed power to another battery circuit).
Pink	POWER WINDOWS	8	Pwr Window	30A	Fused 12 volt ACCESSORY feed for power windows (may also be used to feed power to another accessory circuit).
Orange	12V BATTERY FUSED	1	Batt-Spare	30A	Fused 12 volt BATTERY feed (may also be used to feed power to a battery circuit).

Dash/Main harness installation instructions:

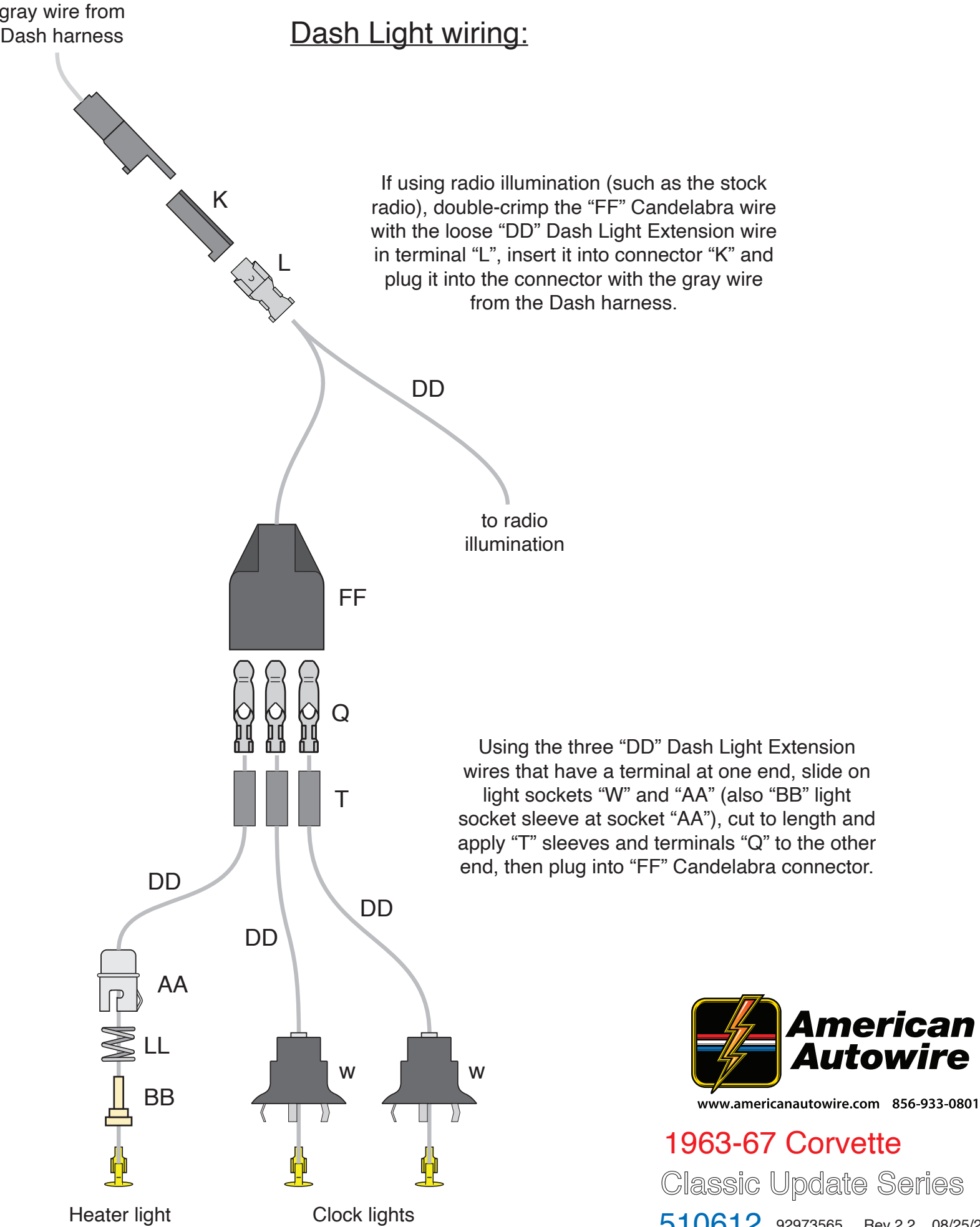
Parking Brake switch wiring:



Power Antenna wiring:



Dash Light wiring:

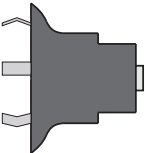


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Gauge Cluster harness installation instructions:

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

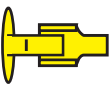
- A



(light socket, 13 pcs.)
- B



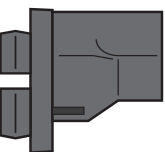
(spring, plastic light socket, 1 pc.)
- C



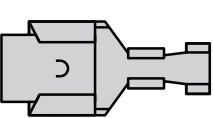
(terminal rivet, 20 pcs.)
- D



(terminal, plastic light socket ground, 2 pcs.)
- E



(plastic light socket, 1 pc.)
- F



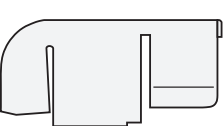
(56 series single female terminal, 8 pcs.)
- G



(splice clip, 6 pcs.)
- H



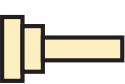
(shrink tubing, 6 pcs.)
- J



(reflector, smaller metal light socket, 1 pc.)
- K



(smaller metal light socket, 1 pc.)
- L



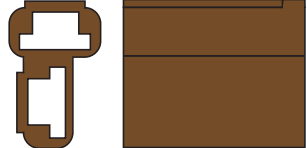
(insert, plastic light socket, 1 pc.)
- M



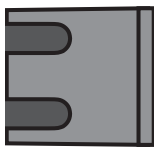
(spring, smaller metal light socket, 1 pc.)
- N



(56 series 2-way female conn, 2 pcs.)
- P



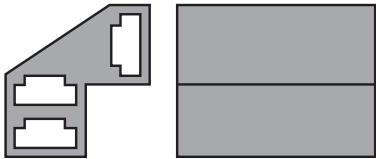
(56 series 2-way female conn, 1 pc.)
- R



(56 series 2-way female conn, 1 pc.)
- T



(56 series 1-way female conn, 3 pcs.)
- U



(56 series 3-way female conn, 1 pc.)
- V



(small ring terminal for smaller gauge wire, 1 pc.)



**American
Autowire**

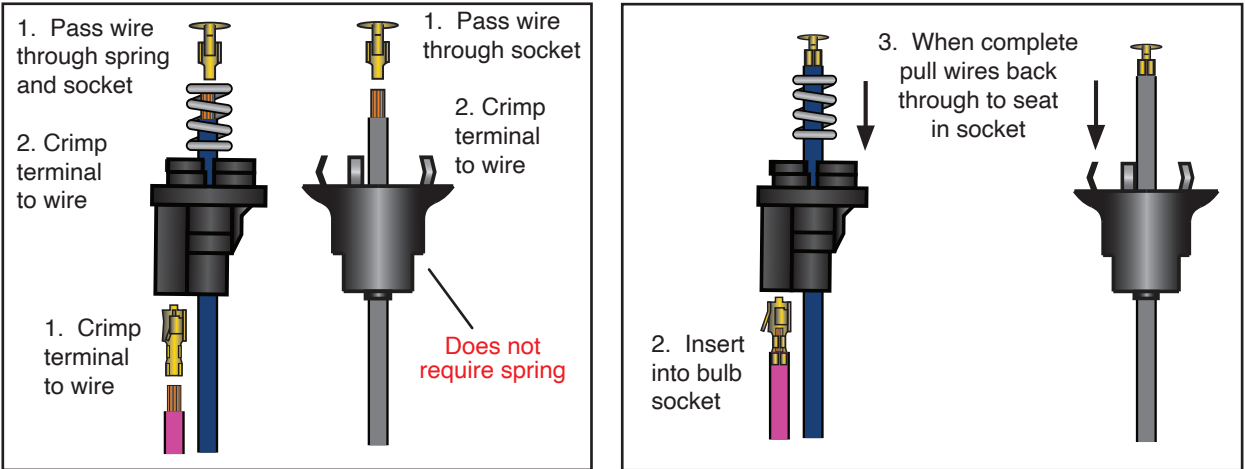
www.americanautowire.com 856-933-0801

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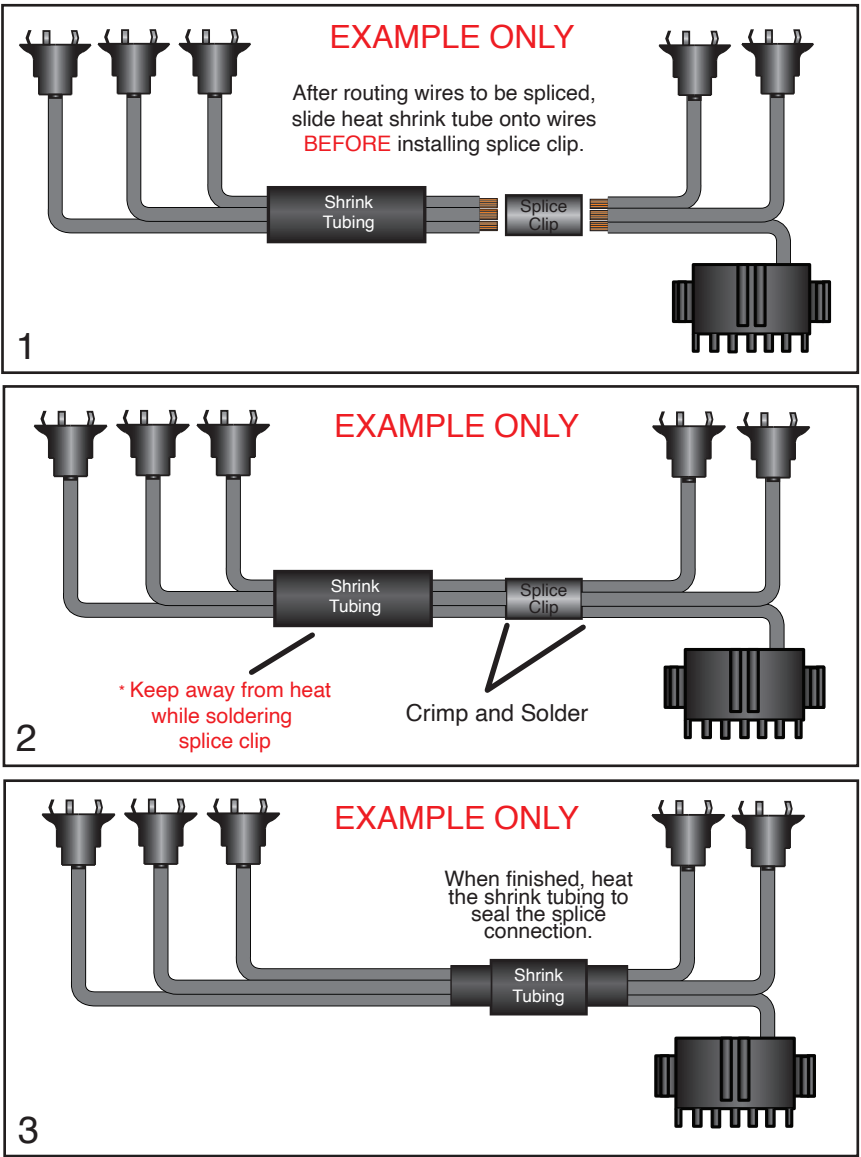
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How to install lamp sockets and lamp socket terminals.

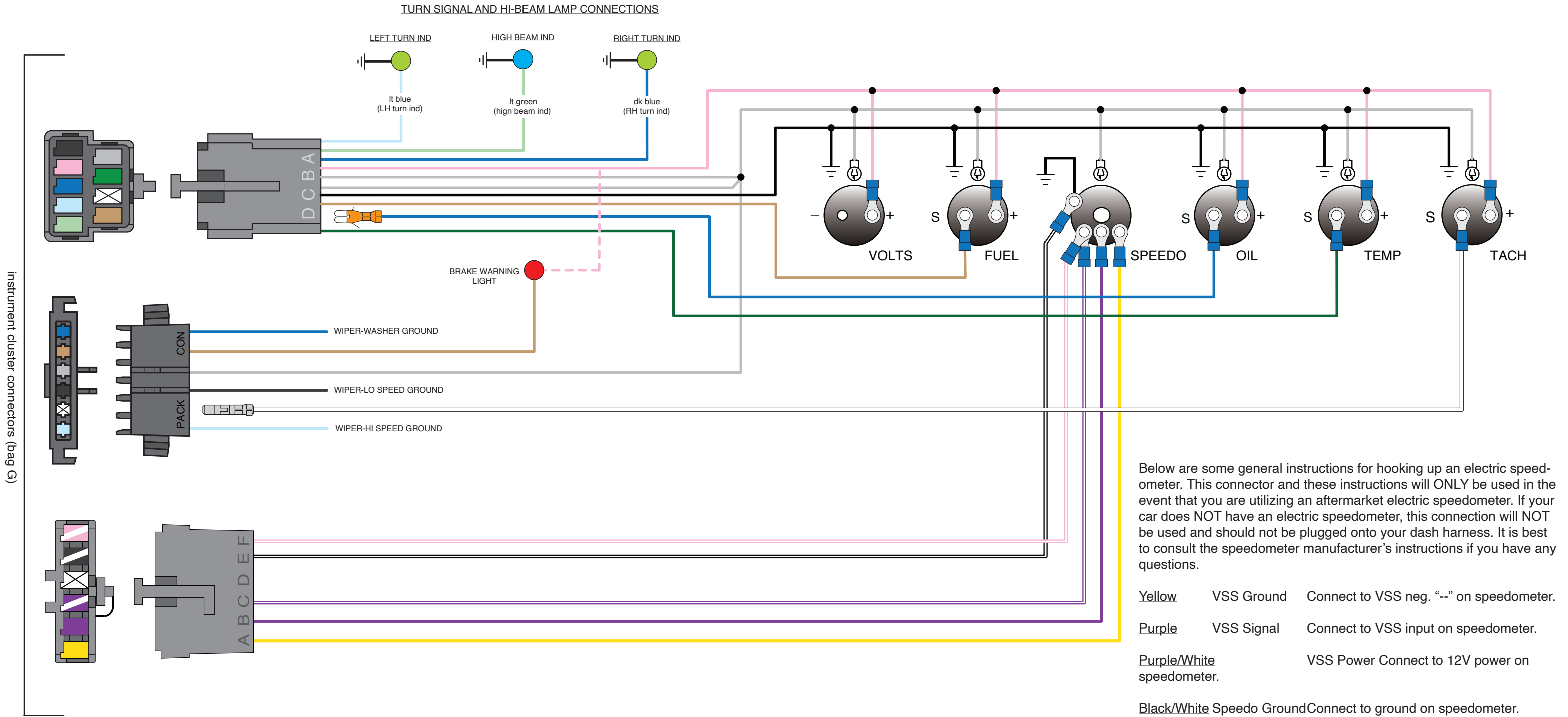


How to use the splice clip to join multiple wires.

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



Gauge Cluster harness (aftermarket gauges) installation instructions:



Below are some general instructions for hooking up an electric speedometer. This connector and these instructions will ONLY be used in the event that you are utilizing an aftermarket electric speedometer. If your car does NOT have an electric speedometer, this connection will NOT be used and should not be plugged onto your dash harness. It is best to consult the speedometer manufacturer's instructions if you have any questions.

- Yellow VSS Ground Connect to VSS neg. "--" on speedometer.
 - Purple VSS Signal Connect to VSS input on speedometer.
 - Purple/White speedometer. VSS Power Connect to 12V power on speedometer.
 - Black/White Speedo GroundConnect to ground on speedometer.
 - Pink/White Speedo Power Connect to 12v power on speedometer.
- NOTE: This wire will double onto the same stud as the purple/white VSS power wire from above.

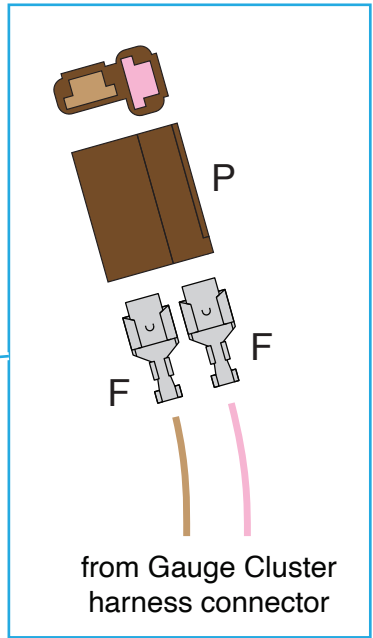
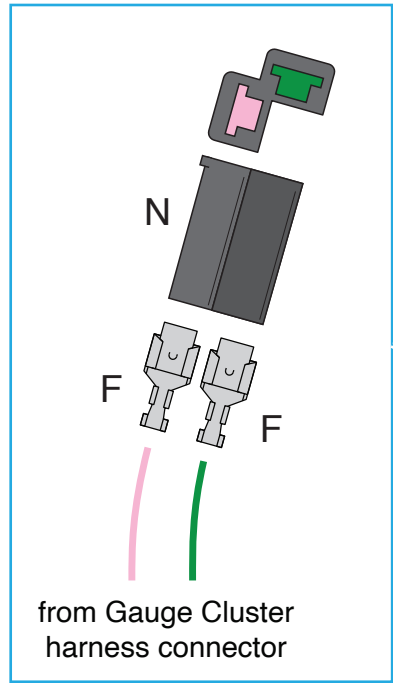
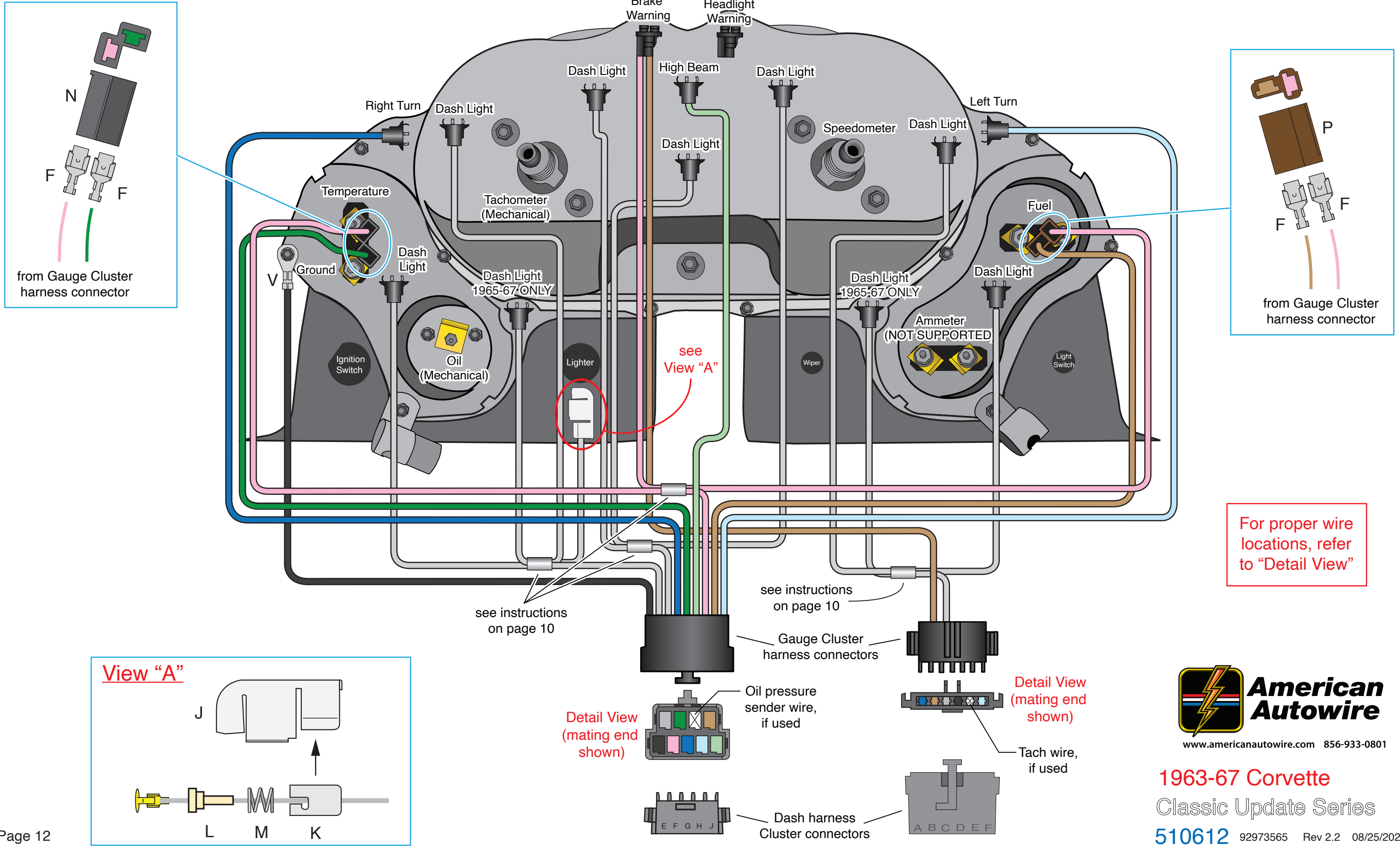
See pages 12-14 for factory gauge clusters.



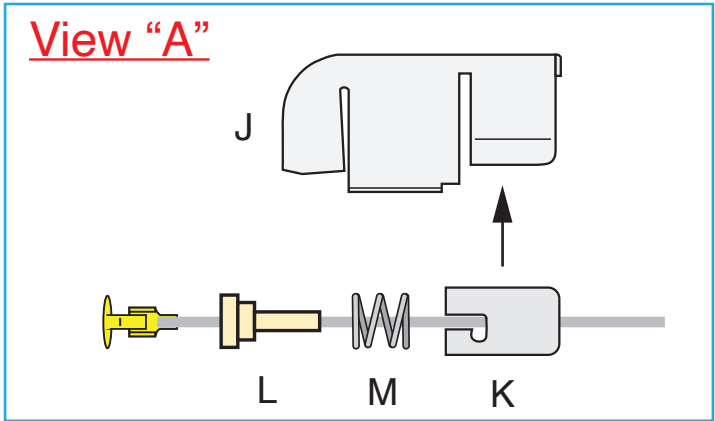
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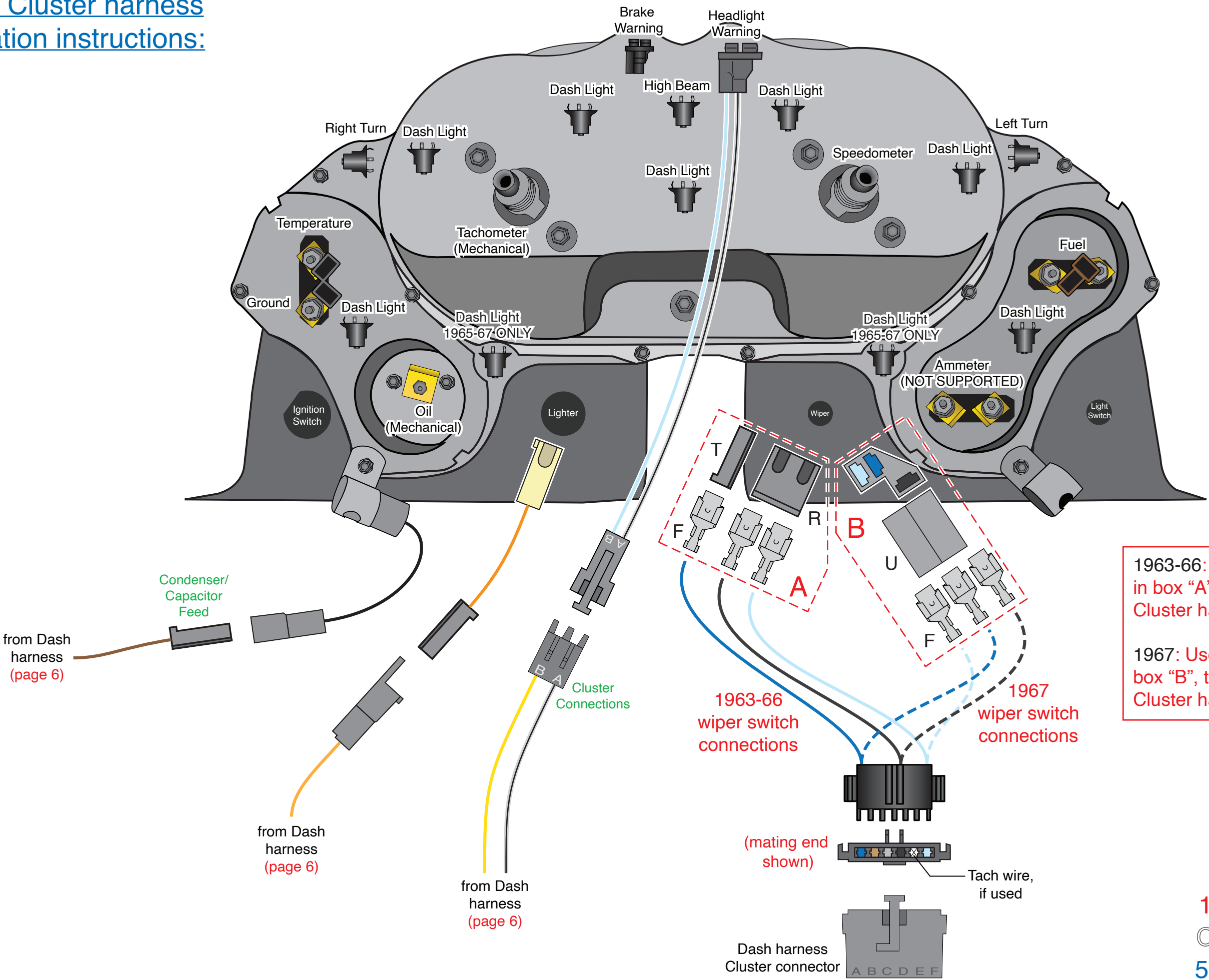
Gauge Cluster harness installation instructions:



For proper wire locations, refer to "Detail View"



Gauge Cluster harness
installation instructions:



1963-66: Use terminals and connectors in box “A”, to the left, to connect Gauge Cluster harness to the wiper switch.

1967: Use terminals and connectors in box “B”, to the left, to connect Gauge Cluster harness to the wiper switch.



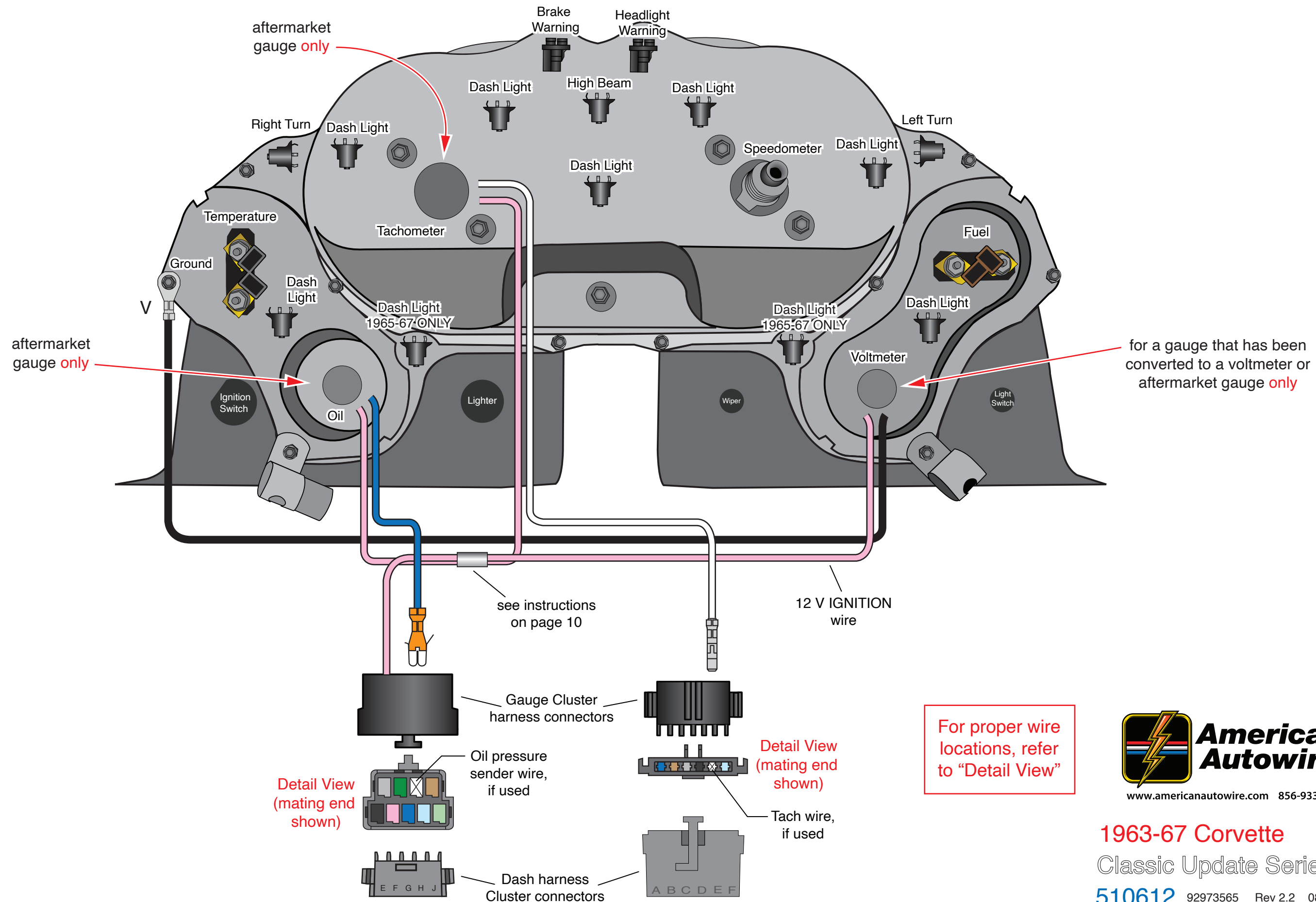
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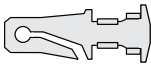
Gauge Cluster harness (optional aftermarket functions) installation instructions:



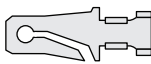
Rear Body harness installation instructions:

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

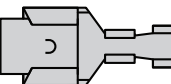
- A



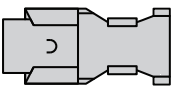
(56 series single male terminal, 6 pcs.)
- B



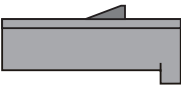
(56 series double male terminal, 3 pcs.)
- C



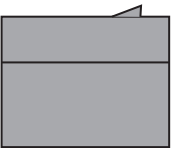
(56 series single female terminal, 10 pcs.)
- D



(56 series double female terminal, 5 pcs.)
- E



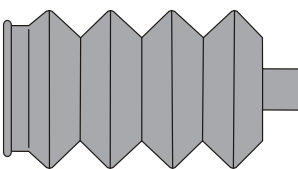
(56 series 1-way female conn, 3 pcs.)
- F



(56 series 2-way female conn, 2 pcs.)
- G



(56 series 2-way male conn, 2 pcs.)
- H



(boot, 6 pcs.)
- J



(bullet terminal, 4 pcs.)

- K



(56 series 1-way male conn, 2 pcs.)
- L



(splice barrel, 1 pc.)
- M



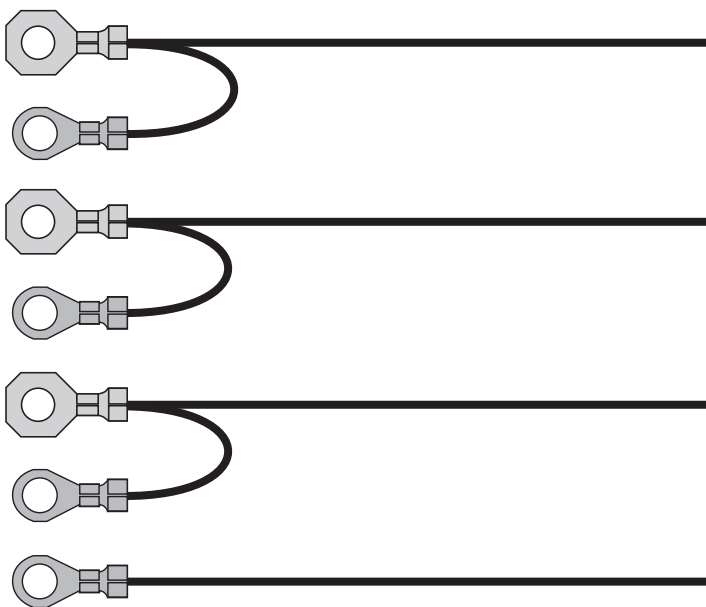
(heat shrink, 1 pc.)
- N



(parking brake wire, 1967 only, - reference, 1 pc.)
- P



(license plate light extension - reference, 1 pc.)
- R



(tail, license and back-up light, ground extensions - reference, 4 pcs.)



**American
Autowire**

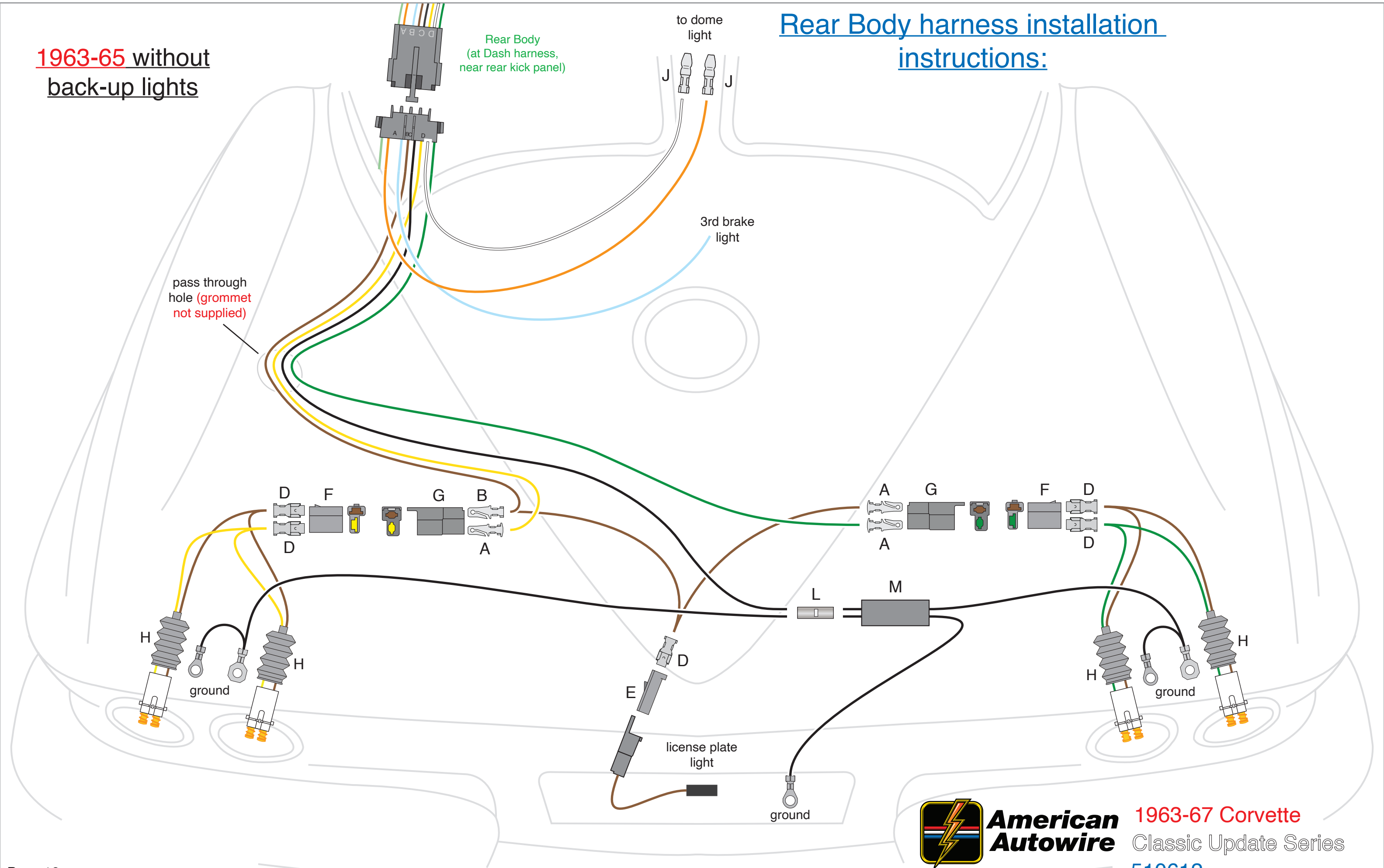
www.americanautowire.com 856-933-0801

1963-67 Corvette
Classic Update Series

510612 92973565 Rev 2.2 08/25/2025

1963-65 without
back-up lights

Rear Body harness installation
instructions:



1963-66 with
back-up lights

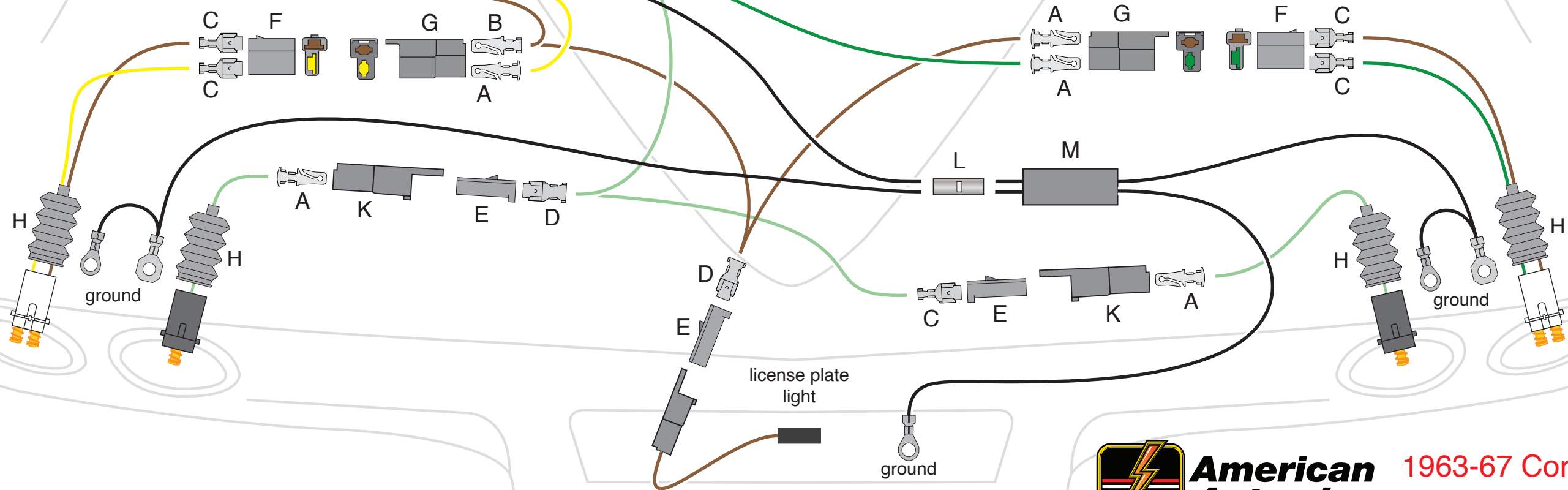
Rear Body harness installation
instructions:

pass through
hole (grommet
not supplied)

Rear Body
(at Dash harness,
near rear kick panel)

to dome
light

3rd brake
light

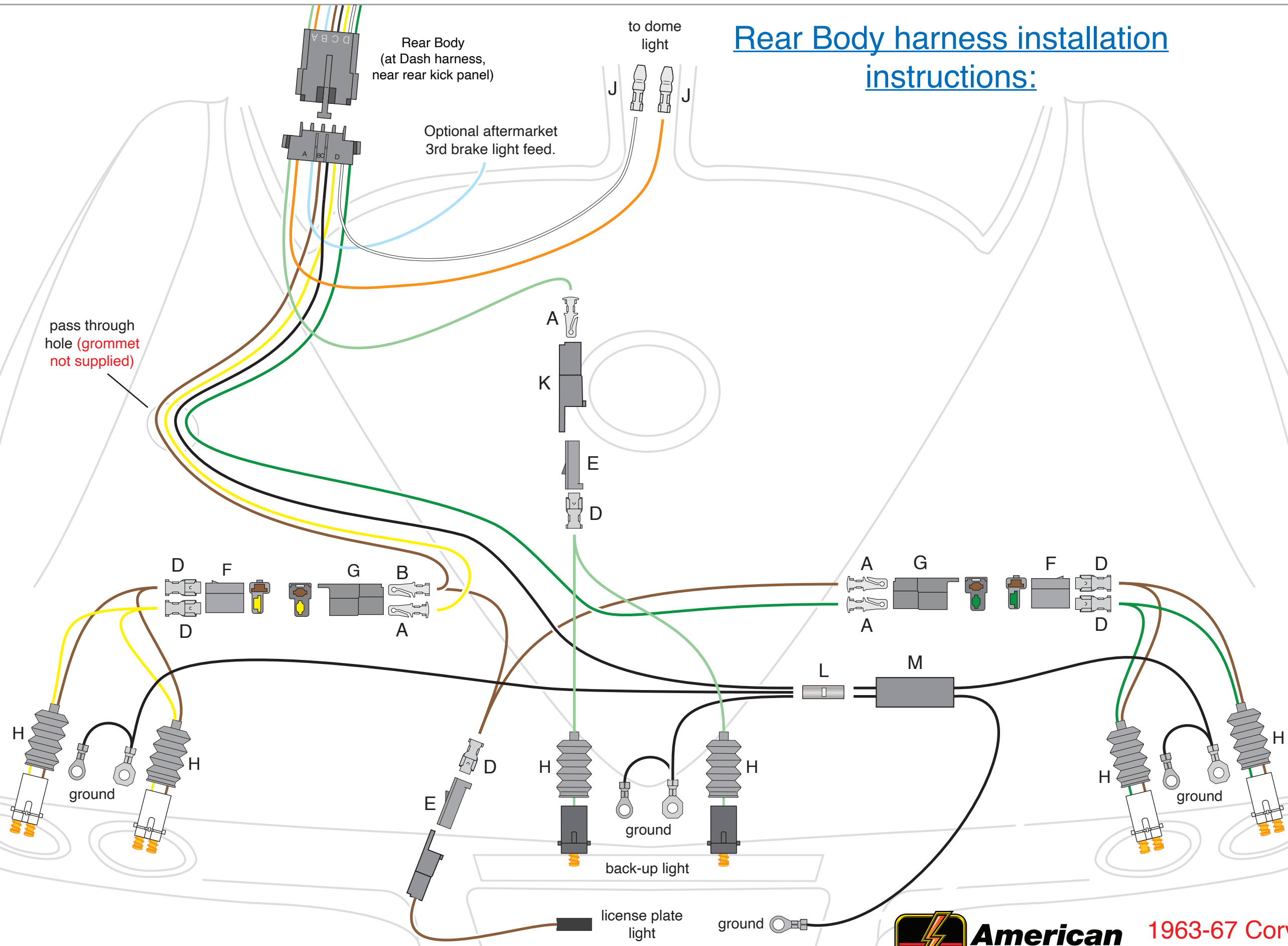


**American
Autowire**

1963-67 Corvette
Classic Update Series

1967

Rear Body harness installation instructions:



American Autowire

1963-67 Corvette

Classic Update Series

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510612 92973565 Rev 2.2 08/25/2025

Rear Body harness
installation instructions:

Rear Body
(at Dash harness,
near rear kick panel)

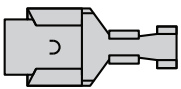
to parking
brake switch on console
(1967 only, see page 9 for other years)

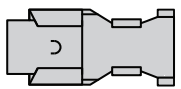
pass through
hole (grommet
not supplied)

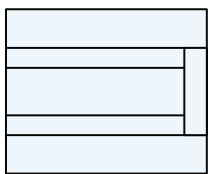
- Fuel Gauge Sending Unit Ground
- Fuel Gauge Sending Unit keyed 12V (+) feed
(small pin connector, used for factory sending unit only)
- Fuel Gauge Sending Unit Signal Wire
(large pin connector)

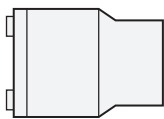
Front Light harness installation instructions:

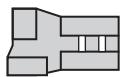
Shown below, are the supplied misc. terminals and plastic connector bodies, that will be used to complete your Front Light harness connections. They are itemized and referred to on this page, just as they are on the following pages of this Front Light instruction set.

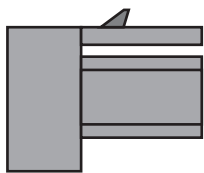
A  (56 series single female terminal, 10 pcs.)

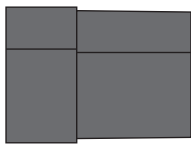
B  (56 series double female terminal, 2 pcs.)

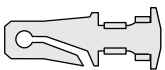
C  (56 series 3-way female conn, 2 pcs.)

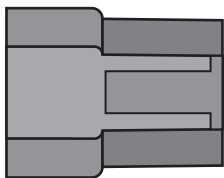
D  (terminal cover, 4 pcs.)

E  (female terminal, right angle, 5 pcs.)

F  (56 series 2-way female conn, 2 pcs.)

G  (56 series 3-way female conn, 2 pcs.)

H  (56 series single male terminal, 10 pcs.)

J  (56 series 3-way male conn, 2 pcs.)

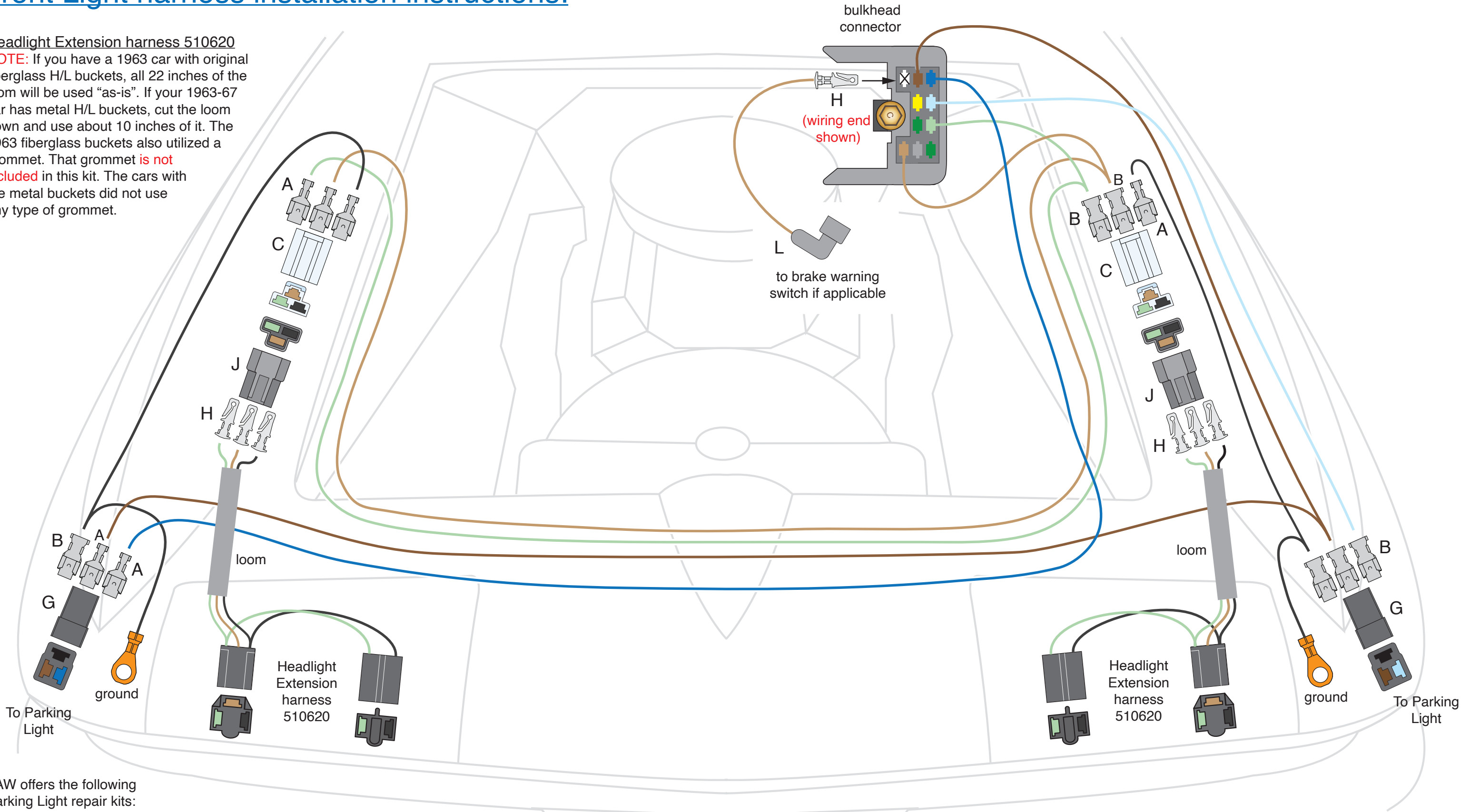
K  (56 series single female connector, 2 pcs.)

L  Brake Fluid Level Warning

Front Light harness installation instructions:

Headlight Extension harness 510620

NOTE: If you have a 1963 car with original fiberglass H/L buckets, all 22 inches of the loom will be used "as-is". If your 1963-67 car has metal H/L buckets, cut the loom down and use about 10 inches of it. The 1963 fiberglass buckets also utilized a grommet. That grommet **is not included** in this kit. The cars with the metal buckets did not use any type of grommet.



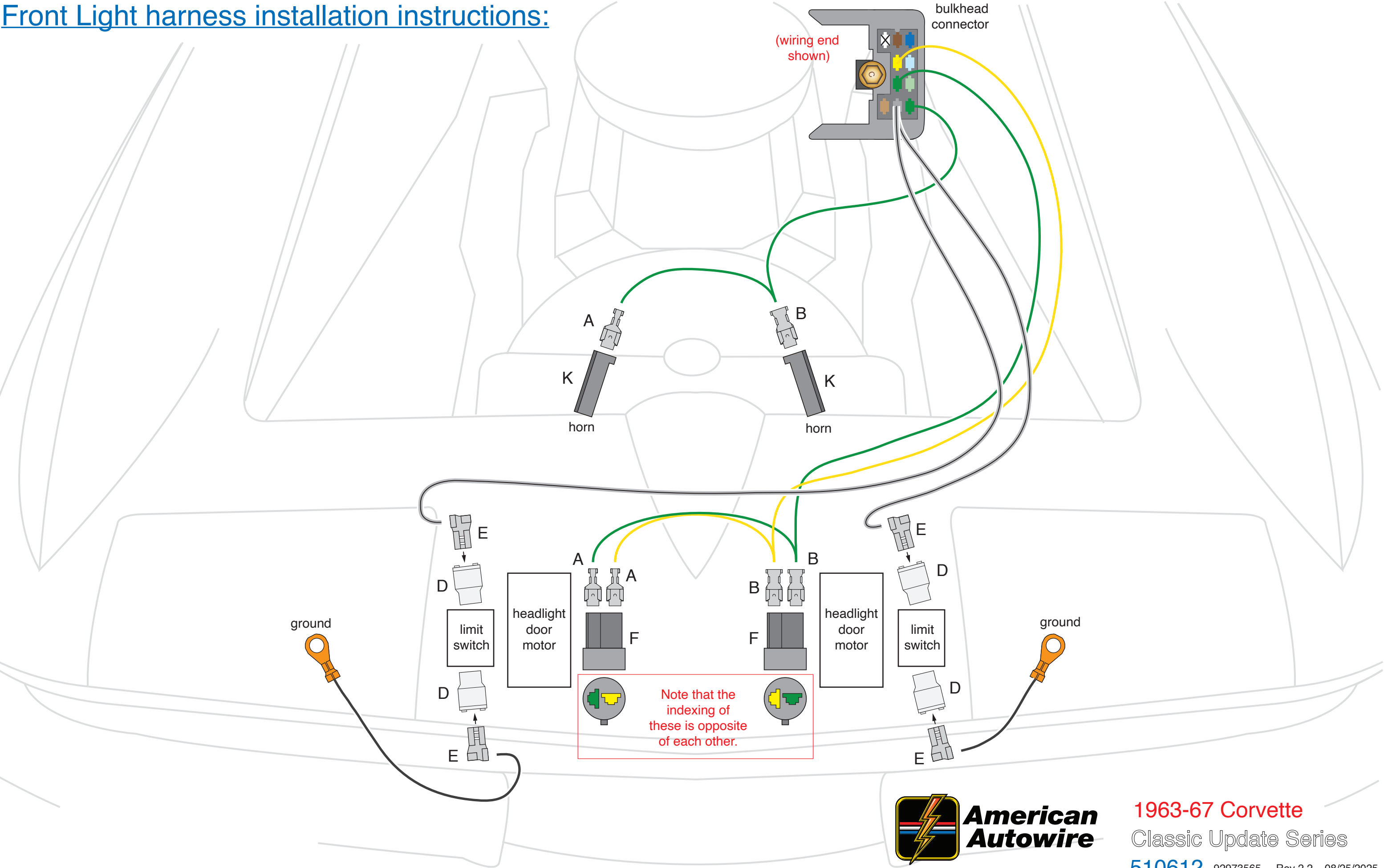
AAW offers the following
Parking Light repair kits:
40059 (1963-66)
40060 (1967)



**American
Autowire**

1963-67 Corvette
Classic Update Series

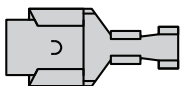
Front Light harness installation instructions:



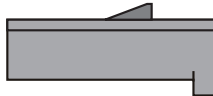
Engine harness installation instructions:

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

- A



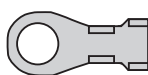
(56 series single female terminal, 8 pcs.)
- B



(56 series single female connector, 2 pcs.)
- C



(56 series single female connector, 2 pcs.)
- E



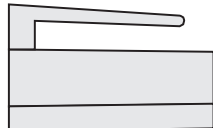
(small ring terminal for larger gauge wire, 1 pc.)
- F



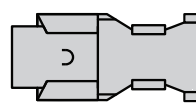
(large rubber sleeve, 2 pcs.)
- H



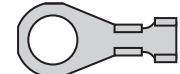
(56 series single female connector, 2 pcs.)
- J



(56 series single female connector, 2 pcs.)
- K



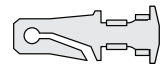
(56 series double female terminal, 4 pcs.)
- L



(small ring terminal for smaller gauge wire, 4 pcs.)
- M



(small rubber sleeve, 3 pcs.)
- N



(56 series single male terminal, 3 pcs.)
- P



(56 series 1-way male conn, 1 pc.)
- R



(56 series single female connector, 2 pcs.)
- S



ELECTRIC CHOKE
- T



STARTER SOLENOID - R
- U



ALTERNATOR IGN
- V



ELECTRIC FAN
- W



STARTER SOLENOID - S
- X

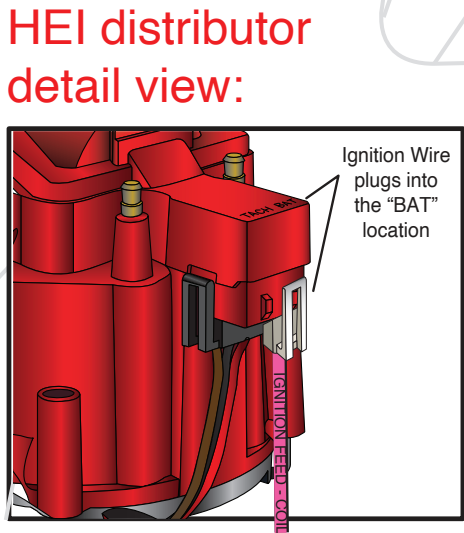
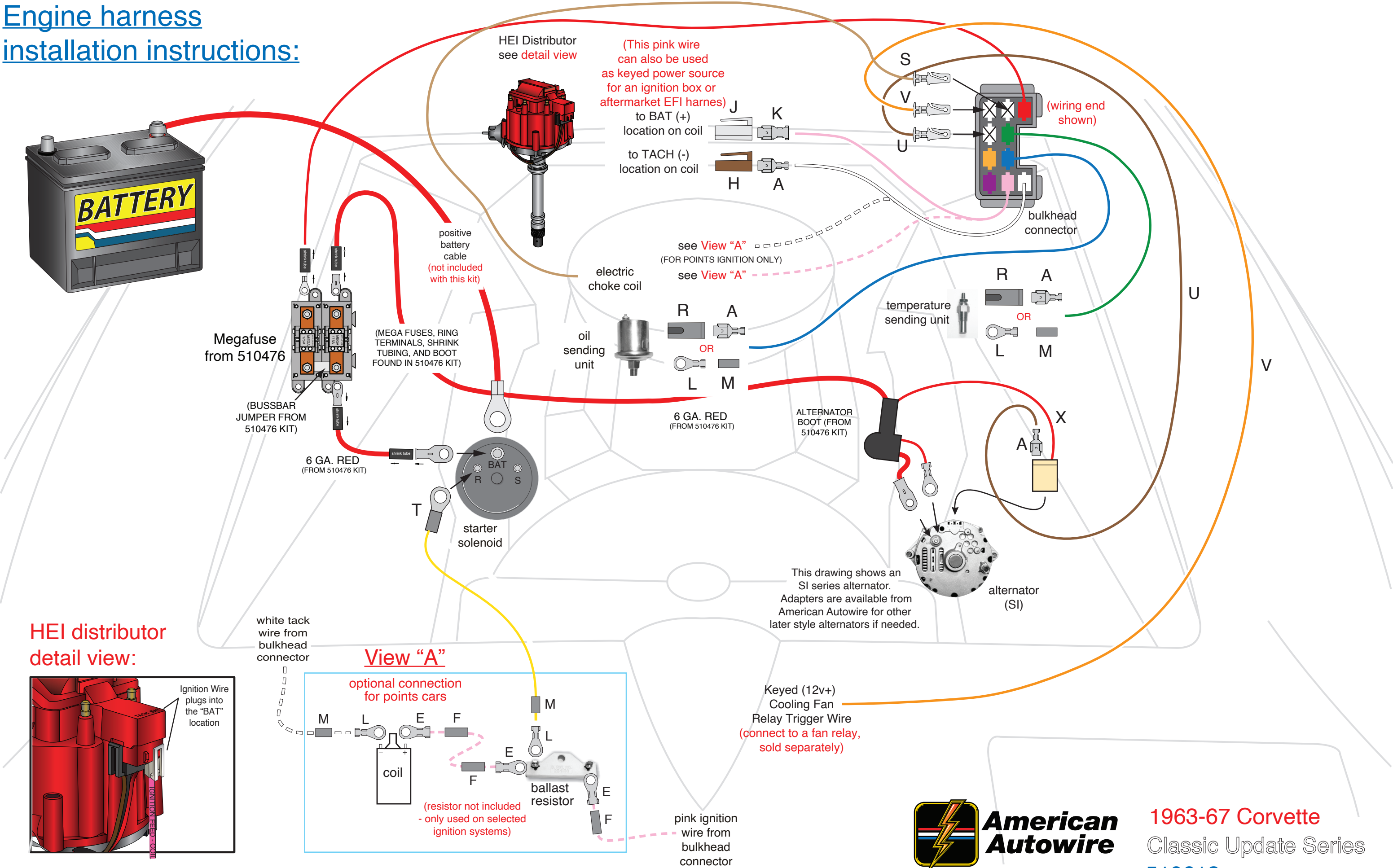


ALTERNATOR REGULATOR
- Z

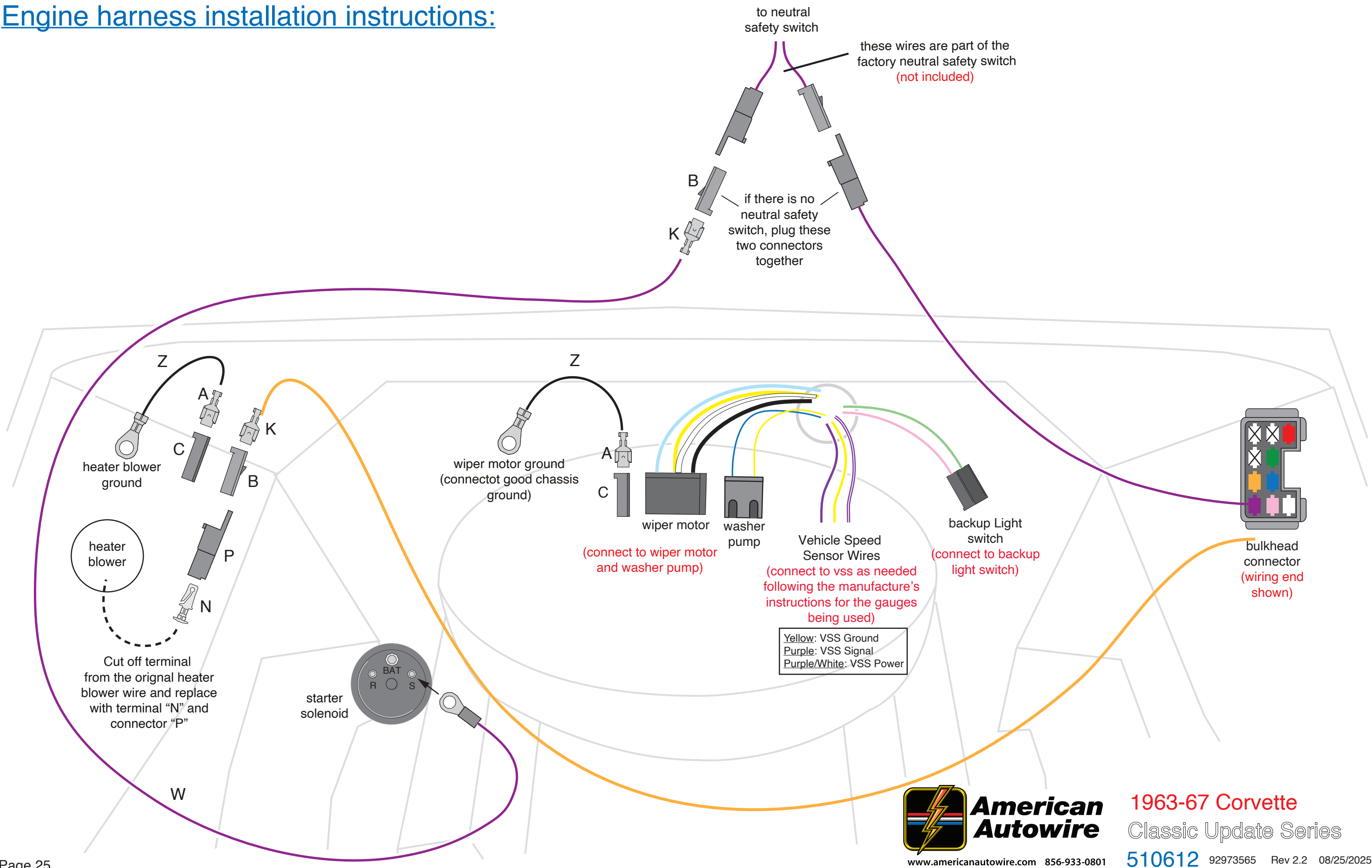


BLOWER AND WIPER MOTOR GROUNDS (2)

Engine harness
installation instructions:



Engine harness installation instructions:



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**

www.americanautowire.com 856-933-0801

1963-67 Corvette
Classic Update Series
510612 92973565 Rev 2.2 08/25/2025

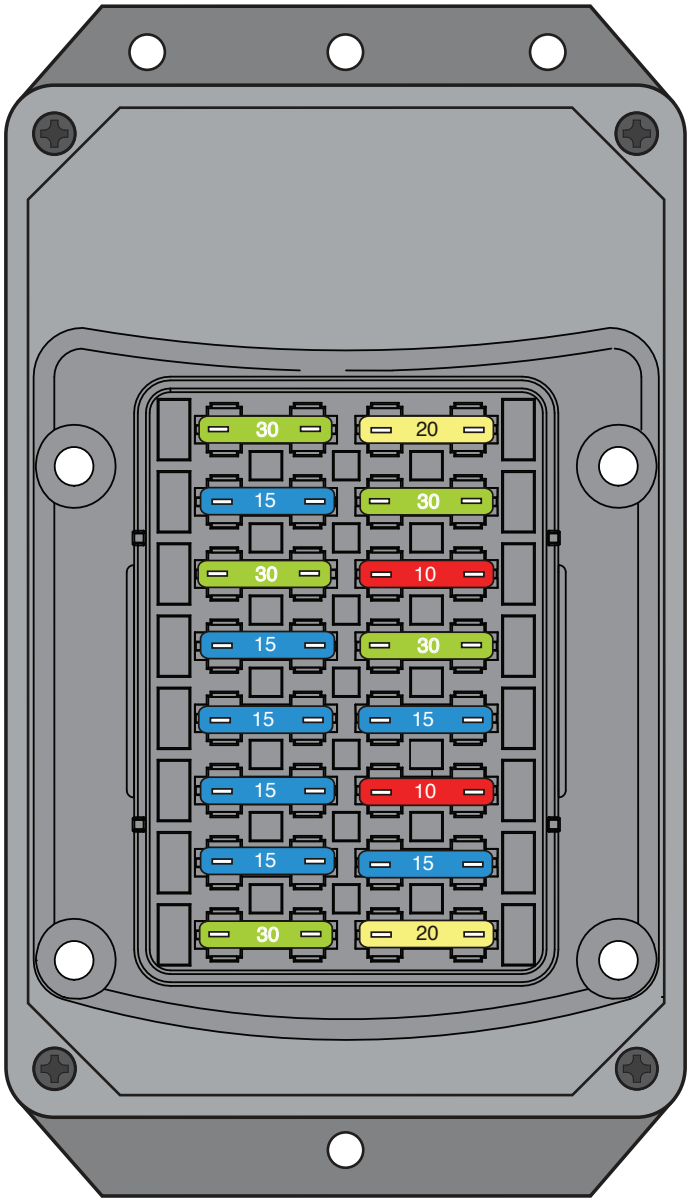
Fuse Box lid



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
Park Lights 15A - BAT	4	12	Engine Fan 30A - ACC
Power Locks 15A - BAT	5	13	Turn 15A - IGN
Stop/Courtesy 15A - BAT	6	14	Gauges, B/U 10A - IGN
Hazard 15A - BAT	7	15	Elec. Choke 15A - IGN
Pwr. Window 30A - IGN	8	16	Fuel Pump 20A - IGN

Fuse Values and Locations



Fuse/Circuit table

Fuse #	Fuse Block Cover Label	Fuse Rating	Description
1	Bat-Spare	30A	Battery feed spare
2	Clock - Bat	15A	Battery feed for a Clock and a Radio.
3	Power Seats	30A	Battery feed for optional Power Seats.
4	Park Lights	15A	Battery feed to Park Lights
5	Power Locks	15A	Battery feed to Power Locks
6	Stop / Courtesy	15A	Battery feed for Brake Lights and Courtesy Lights.
7	Hazard	15A	Battery feed for optional Hazard Lights and optional battery feed.
8	Power Window	30A	Ignition feed for optional Power Windows.
9	Wiper	20A	12V Accessory feed for Wiper/Washer system.
10	Heat / AC	30A	12V Accessory feed for Heater/AC System.
11	Radio	10A	12V Accessory "on-off" feed to Radio.
12	Engine Fan	30A	12V Accessory for an optional Electric Fan System, Relay key-on trigger
13	Turn	15A	Ignition feed for the Turn Signals.
14	Gauges, B/U	10A	Ignition feed for Dash Gauges/Warning Lights, Back Up Lights
15	Electric Choke	15A	Ignition feed for an Electric Choke, ECM Ignition Feed
16	Fuel Pump	20A	Ignition feed for an Electric Fuel Pump

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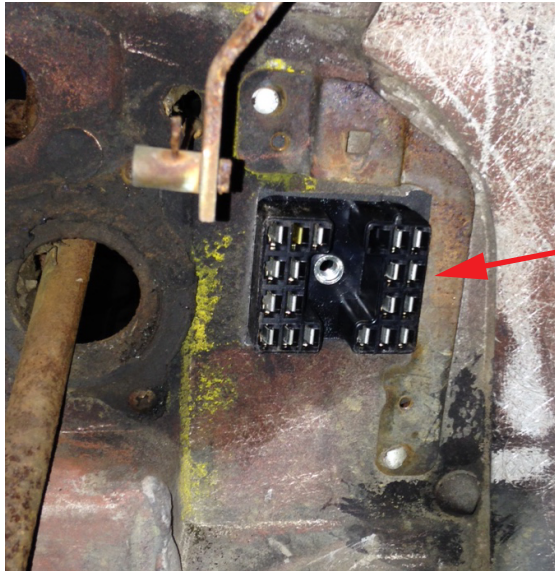


Align this template along the factory opening. You will need to remove a very small amount of material from the left hand and bottom edges of the stock bulkhead opening. This can be done with a good, sharp file, or a dremel tool.

Drill new mounting hole with a 0.125 bit

remove this gray area

Viewed from engine compartment



bulkhead connector, viewed from engine compartment

Drill new mounting hole with a 0.125 bit

Firewall modification template for the 1963 - 1967 Corvette Classic Update Kit

This Classic Update Series kit uses a later style GM bulkhead assembly which has a different mounting footprint than the original bulkhead connector for your car. Therefore, it will be necessary to modify your firewall to accept this later design bulkhead. This enclosed template must be used for this purpose.

The gray area should be cut out with a razor knife to define the area of material that needs to be removed from the existing bulkhead area. We suggest that this template be glued to a stiff piece of cardboard or thin piece of plastic, or be applied directly to the cleaned firewall on the **engine compartment** side of the car, then proceed as follows:

1. Position the template against the firewall aligning the top and right hand edges with the top and right hand edges of the existing bulkhead opening in the firewall.
2. Trace the new bulkhead opening area onto the existing firewall and cut out the area that needs to be removed. It may be necessary to do some fine tuning on the hole size for an exact fit.
3. Drill two new 0.125 holes as shown above. Using the 2 new bulkhead mounting washers and screws provided in the dash loose piece kit, attach the new bulkhead into the firewall taking note to keep the indexing nub on the bulkhead connector up and to the left (from the inside of the car).

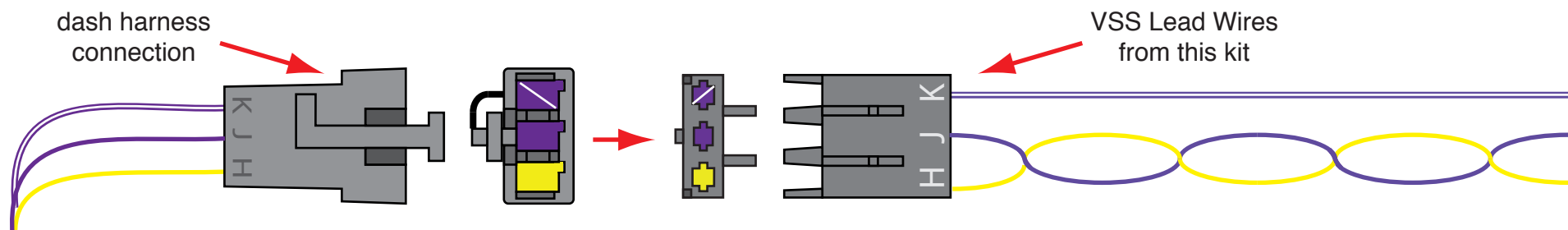
PRINT ON ADHESIVE LABEL SHEET

92971437

Firewall Template instructions
Rev 0.0 11/29/2016

PRINTING INSTRUCTIONS: **DO NOT FIT TO PAGE OR SCALE**

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.



www.americanautowire.com 856-933-0801

VSS LEAD WIRES
Various Applications
Classic Update Series

510730

92972371 Rev 0.0 4/9/2019



520001 Digital Gauge System Dim Wire Kit:

ALL GM Classic Update Kits (See page 2 for 510298 Mopar Cuda & Challenger Kit)

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 “REAR RUNNING LIGHTS” Wire. **DO NOT** cut the terminal off this wire, 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:

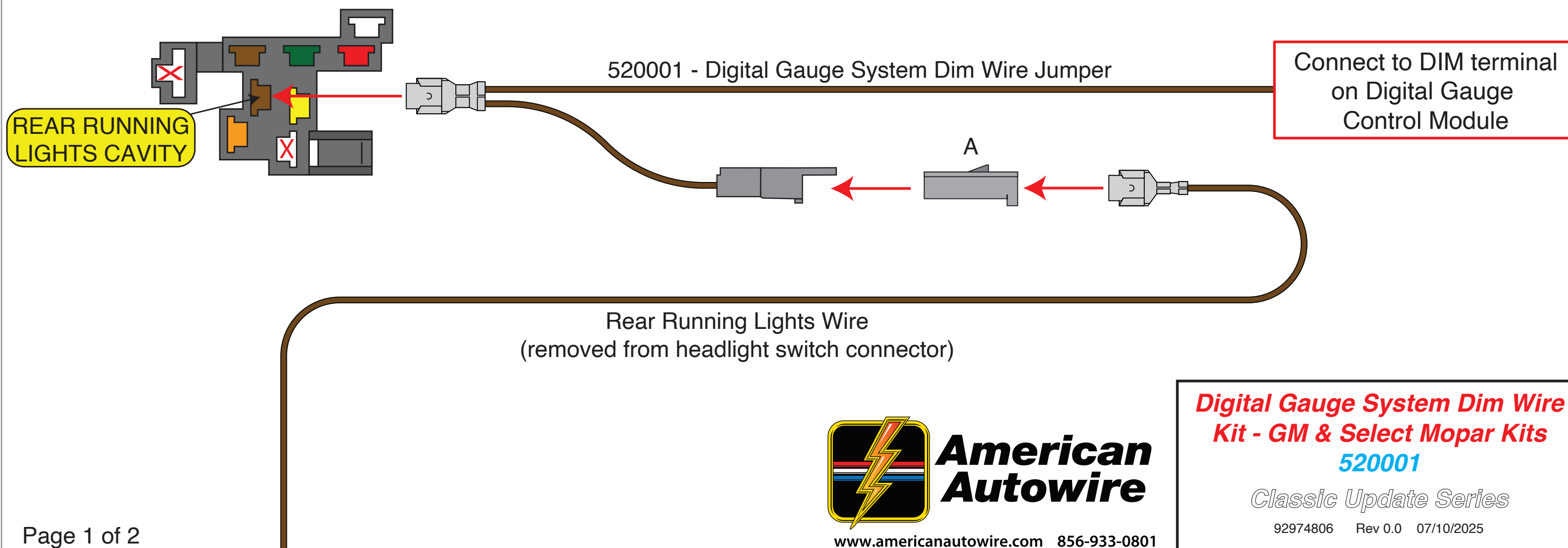
Take the pre-terminated end of the dim wire jumper, which includes two wires in one terminal, and insert it into the now vacant cavity of the headlight switch connector (where the rear running lamps wire was originally removed).

3. Reconnect the Rear Running Lights Wire:

Insert the now loose “REAR RUNNING LIGHTS” wire terminal into the provided 56Fx1 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.



520001 Digital Gauge System Dim Wire Kit:

510298 Mopar Cuda & Challenger Classic Update Kit (ONLY)

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 Park/Tail Lights connector in the headlight connection section of the 510291 Dash Harness, and remove the brown "PARK LIGHTS" / "REAR RUNNING LIGHTS" Wires from the single cavity connector. **DO NOT** cut the terminal off these wires, 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:

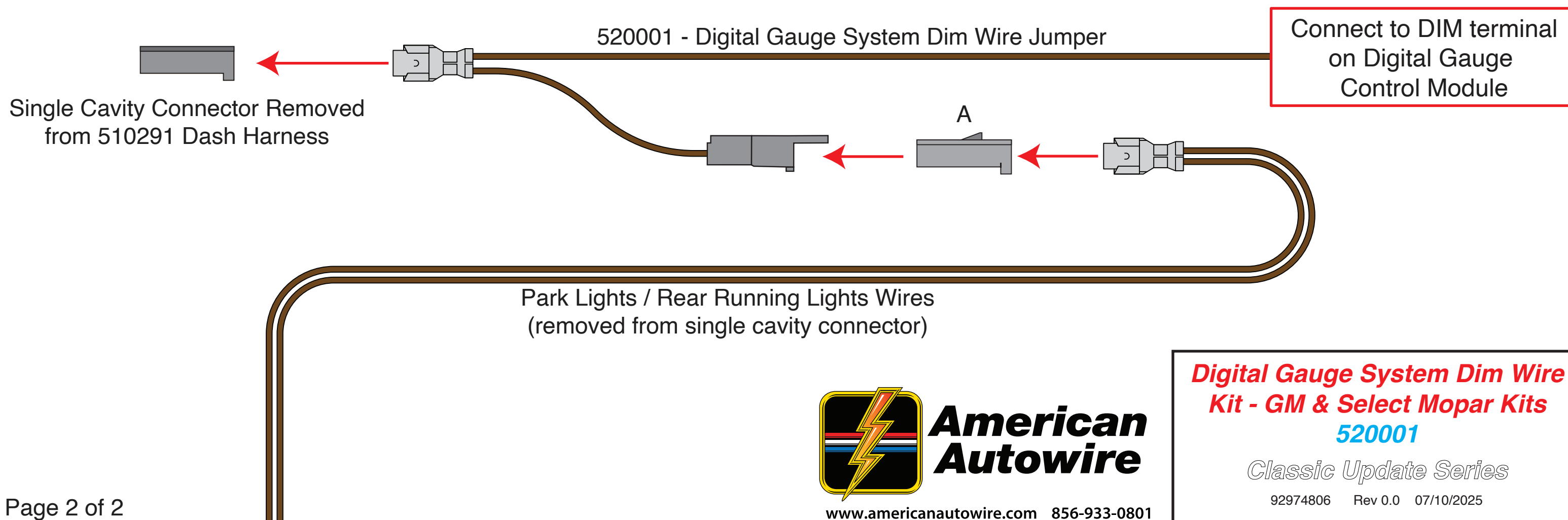
Take the pre-terminated end of the dim wire jumper, which includes two wires in one terminal, and insert it into the single cavity connector that was removed from the dash harness.

3. Reconnect the Rear Running Lights Wire:

Insert the now loose "PARK LIGHTS" / "REAR RUNNING LIGHTS" wires previously removed from the single cavity connector on the dash harness into the provided 56Fx1 connector (**Item "A"**). Plug this connector into the short pigtail section of the dim wire jumper as illustrated below.

4. Connect to the Digital Gauge System:

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



Before you begin:

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

Fuse Block Mounting and Assembly:

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

Battery Feed Wiring:

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

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

Alternator Feed Wiring:

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

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

Panel Feed Wiring:

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

Parts Legend:

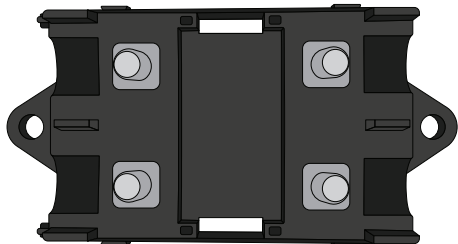
A



6 Gauge Charge Wire - QTY (1)

(144.0” Length)

B



Megafuse Block - QTY (1)

(Lid not shown)

C



175A Megafuse - QTY (2)

D



Megafuse Block Busbar - QTY (1)

E



Alternator Boot - QTY (1)

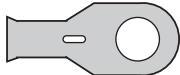
F



3/8” Shrink Tubing - QTY (1)

(8.0” Length)

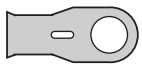
G



6Ga. Starter Ring Terminal - QTY (2)

Fits 3/8” Stud

H



6Ga. Megafuse Ring Terminal - QTY (3)

Fits 5/16” Stud

J



6Ga. Alternator Ring Terminal - QTY (2)

Fits 1/4” Stud

K



10Ga. Megafuse Ring Terminal - QTY (2)

Fits 5/16” Stud

bag

Z



American

Autowire

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856-933-0801

Alternator and Main Power

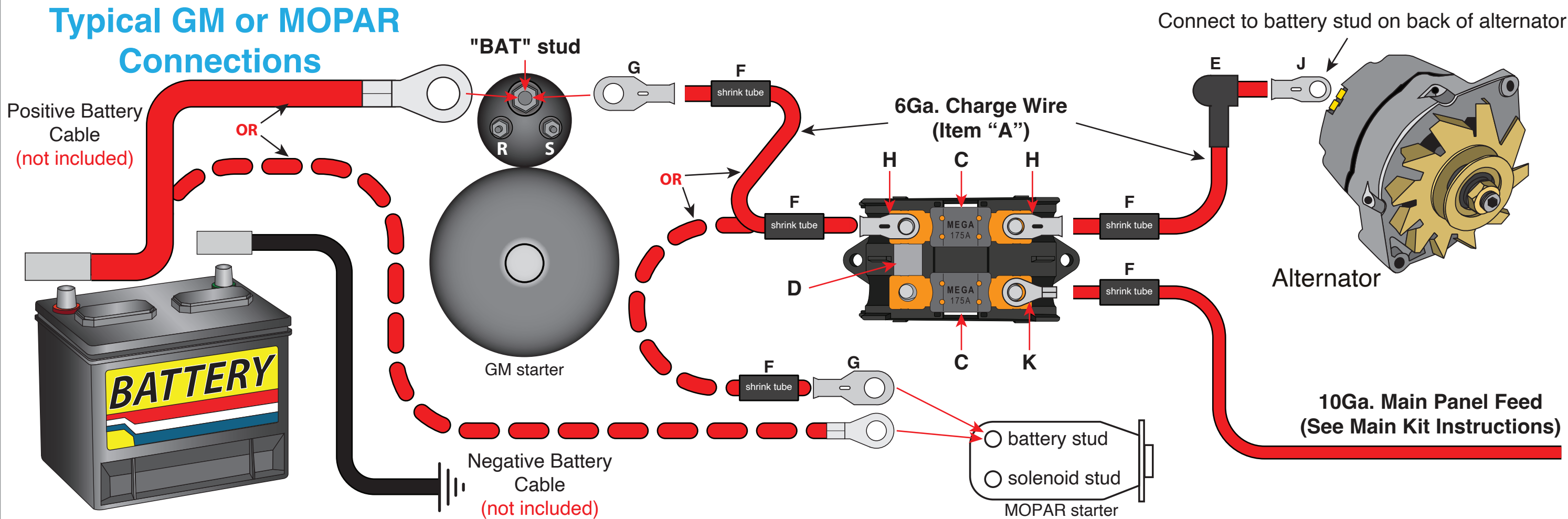
Connection Kit

510476

Classic Update Series

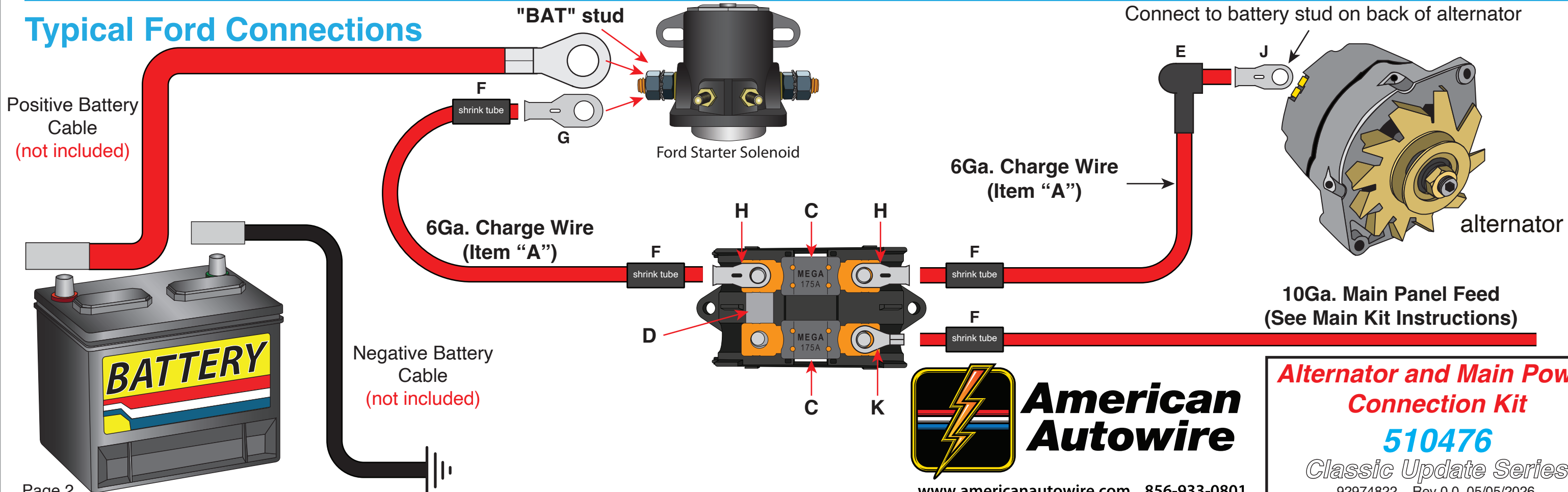
92974822 Rev 0.0 05/05/2026

Typical GM or MOPAR Connections



bag
Z

Typical Ford Connections



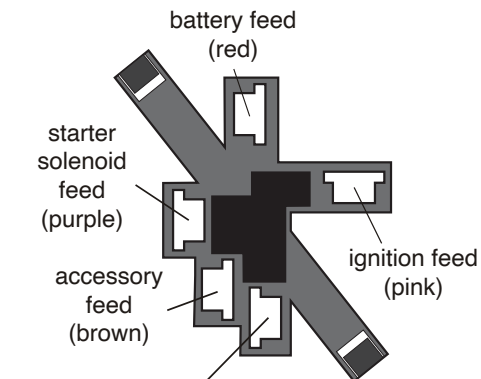
**American
Autowire**

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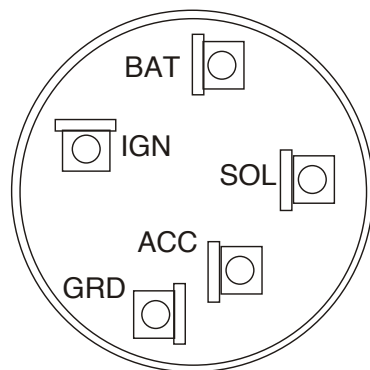
**Alternator and Main Power
Connection Kit**
510476
Classic Update Series
92974822 Rev 0.0 05/05/2026

CONNECTOR "D" DETAIL:

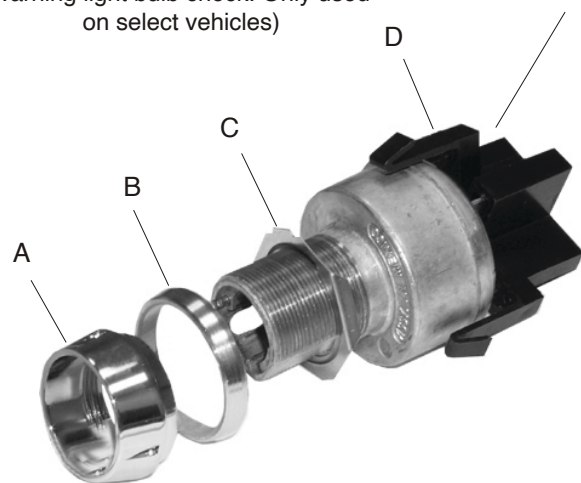
NOTE: The wire colors below are shown looking into the face of the connector with the wires plugged in from behind.



IGNITION SWITCH DETAIL:



Connector "D" is pre-wired on the dash harness. This is not a loose connector.



500672:



500674:



INSTALLATION:

NOTE: This package may include a copper lamp holder bracket. That bracket is not used in this application and its installation can be ignored.

1. Due to the nature of the chrome plating on threaded collar A, AAW recommends threading the nut on and off of the switch by hand a few times to clean up the threads before installing the switch into your dash.
2. Plug in connector D from the dash wiring harness (bag G).
3. Install the back-up nut C onto the switch. The depth of this nut will have to be determined when mounting the switch.
4. Insert the switch into the hole in the dash panel.
5. Install your original dash bezel plate.
6. Slide on collar B.
7. Screw on threaded collar A
8. Insert your original or New AAW lock cylinder into the new switch to complete your installation.

NOTE: AAW has new lock cylinders with the correct GM style keys for this ignition switch. Check the table below for the correct key and tumber for your vehicle.

CLASSIC UPDATE KIT PART #	CLASSIC UPDATE APPLICATION	KEY & LOCK CYLINDER PART # REQUIRED
500423	1955-56 Chevy Car	500672
500434	1957 Chevy Car	500672
500481	1955-59 Chevy Truck	500672
510217	1959-60 Chevy Impala	500672
510063	1961-64 Chevy Impala	500672
510267	1953-62 Chevy Corvette	500672
500467	1947-55 Chevy Truck	500674
500560	1960-66 Chevy truck	500674
510360	1965 Chevy Impala	500674
510372	1966-68 Chevy Impala	500674

NOTE: Please keep in mind that this is an upgraded switch, not an original replacement, and as such, the flat side on this switch may be in a different location than was your original. If you mount this new AAW switch in your dash and the flat side is in fact in a different location, the key may not line up as the original did. This will not alter the performance of the switch in any way. If you wish for your key to line up as it did in the OEM application, you will need to file out the flat spot in your original dash opening so that the switch can be rotated to the correct position. Once the backing nut C is set so that the depth of the switch is correct for your application, and bezel nut A is firmly tightened, the switch will be secure and will not rotate.



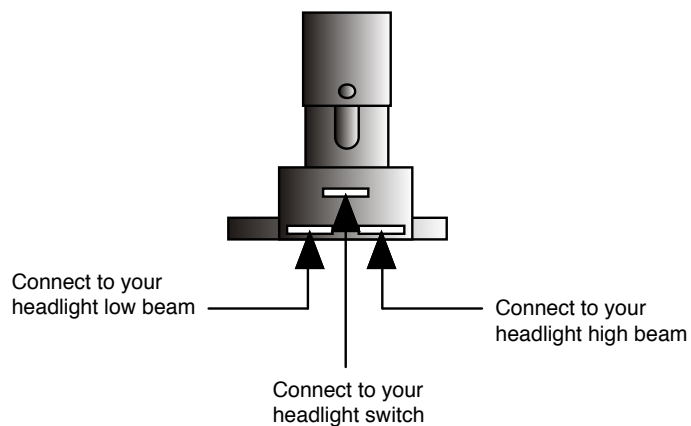
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IGNITION SWITCH
Classic Update Series
VARIOUS APPLICATIONS

510632

92972596 instruction rev 1.0 10/10/2024



Connect the Dimmer Switch wires as shown above.

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



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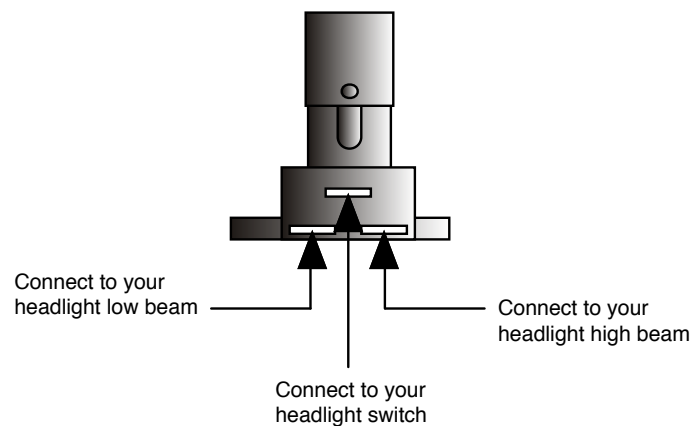
PART #

500042

DESCRIPTION:

DIMMER SWITCH

92964573 Rev 3.1 12/5/2014



Connect the Dimmer Switch wires as shown above.

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



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PART #

500042

DESCRIPTION:

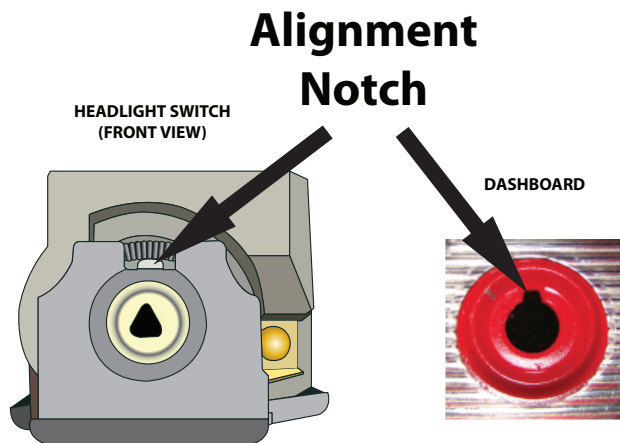
DIMMER SWITCH

92964573 Rev 3.1 12/5/2014

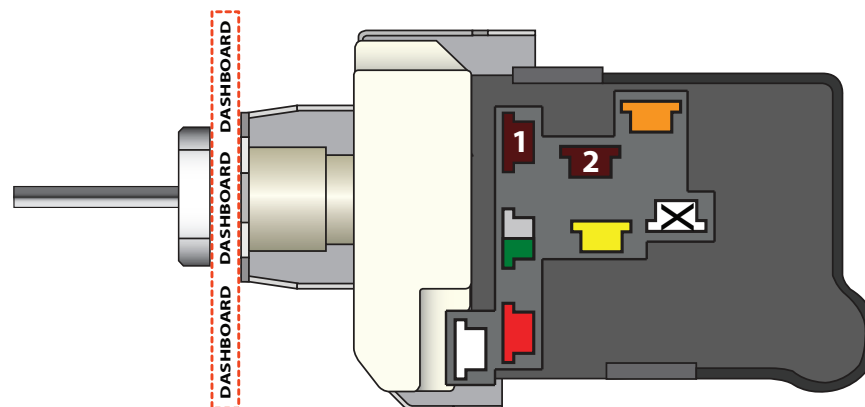
Most switches supplied with Classic Update and Universal Kits ship with the shaft pre-installed. In many instances, the switch can be installed without removing the shaft, but in some cases the switch shaft may need to be trimmed to fit your specific dash. In this situation, reference Trim to Fit instructions on the back of this page for details.

To install your new headlight switch:

1. Install the switch from behind the dash, and align the switch body with the mounting hole. The switch body has an alignment tab that must line up with the notch in the dashboard mounting hole.



2. Install the switch mounting nut and tighten.
3. Gently press shaft into switch until it stops, then press firmly until it "clicks." Pull shaft back out to confirm it is seated correctly. The shaft should be locked into place inside switch.
4. If the shaft does not lock, reinsert applying moderate pressure and slowly move shaft side to side for lock to engage. Make sure switch body is still supported to prevent flexing. Press shaft firmly until it clicks into place.
5. Ensure the shaft is fully seated and in the off position.



1	Parking Lights - Stay on with headlights
2	Tail Lights - On in the park and headlight positions
	Fused Battery Feed - For park, tail and dash lamps
	Headlight Feed - Power to the headlight dimmer switch
	12V Battery Feed - Unfused power to the switch for headlights
	Courtesy Ground - Ground feed to the dome and courtesy lights
	Part-time Parking Lights - Turns off when the headlights are on (Not supported by all kits)
	OR Dash Lights - Output to the dash light fuse or lights



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PART #

500332

DESCRIPTION:

Headlight Switch

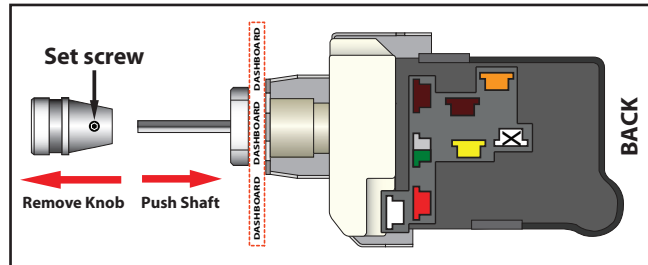
92964649 Rev 3.0 1/10/2020

To Trim Shaft to Fit or Remove Shaft:

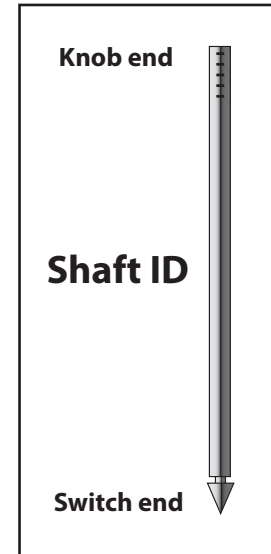
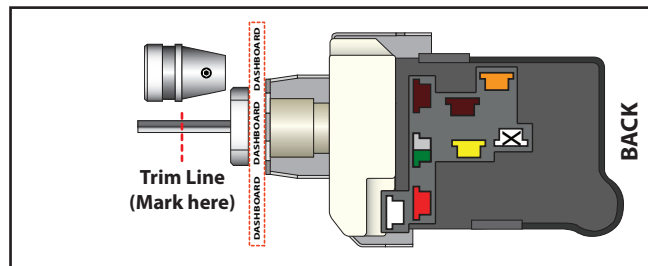
The headlight shaft knob should extend from the face of the mounting nut, and must allow enough clearance for the switch to turn off. If the shaft is longer than necessary for your specific dash it can be trimmed to fit. Always trim the knob end of the shaft only and follow the guidelines below for best results.

1. With the headlight switch installed, loosen the set screw and remove the knob. Make sure the switch is in the "off" position by pushing the shaft toward the back of the switch.

Switch in OFF position
(shaft pushed all the way in)



2. Set knob alongside shaft and mark the desired location for cutting on the shaft.



3. Remove the shaft and trim at mark. The shaft can be released from the switch by pulling it outward (toward the rear of the vehicle). Once fully in the "On" position, press and hold the release button on the base of the switch body. Once button is pressed, continue to pull the shaft outward. New switches may be tight, and it might be necessary to move the shaft side to side slightly while pulling to release.

