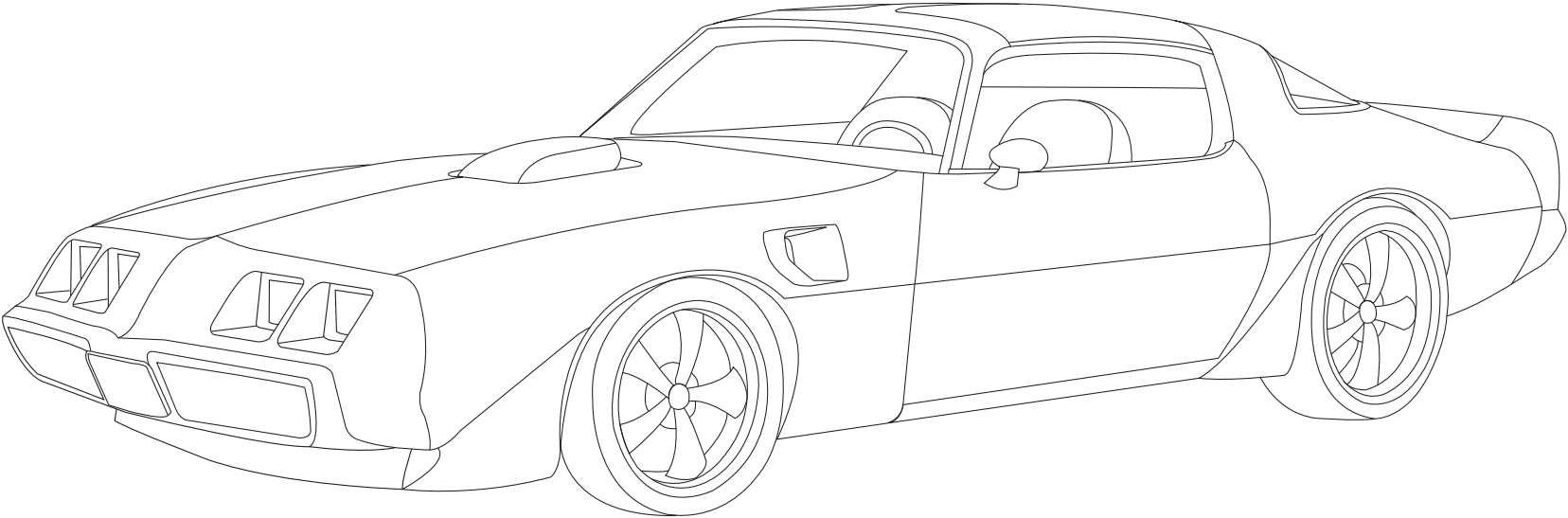




WARNING:
Validate the kit contents with the component list included on this page, before proceeding. This kit is intended to be used in a modified vehicle. Please read this page thoroughly and be sure that you understand everything explained on it prior to opening any of the enclosed packages, or before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

- 1. This new upgraded AAW wiring system should typically be used in a MODIFIED application only.
- 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. For factory A/C Harnesses, call American Autowire for your application.
- 3. This kit supports 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, low amperage alternators is seriously discouraged as they cannot handle the higher current requirements of most updated ignition systems, electric fans, aftermarket A/C systems, stereo systems, air ride suspensions, and other power hungry accessories that will ultimately create performance issues within the system.
- 4. For 1979 applications, pulse wipers will require use of the original pulse wiring harness or the addition of part number 510934
- 5. AAW 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 infused, 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.
- 7. If your car has the GM on-board C4 computer system that was used for California emissions in 1980, you will need to reuse that harness as this new kit does not include any of the wiring for that system.



510689 - Classic Update Series Kit
1979-80 Firebird

This kit contains the following components:

Bag	Part Number	Description	Quantity
	500332	Headlight Switch	1
	500707	Fuse, Relay, and Flasher kit	1
	500708	Courtesy Lamp Kit	1
	500919	Practice Terminal Crimping Set	1
G	510684	Dash Harness kit	1
H	510685	Instrument Cluster wiring kit	1
J	510686	Engine Wiring Kit	1
L	510687	Front Light Wiring kit	1
M	510690	Rear Body Wiring kit	1
N	510702	Parts kit	1
Z	510476	Alternator and Main Power Conn kit	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.

1979-80 Firebird
Classic Update Series
510689



START HERE !

PLEASE READ THIS BEFORE STARTING INSTALLATION !

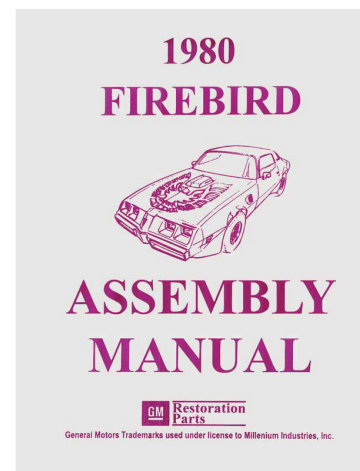
This wiring kit is designed for ease of installation. Please read the guidelines below, BEFORE STARTING your installation, to guarantee a successful job. Use an appropriate crimping tool, which folds the wings of the open barrel terminals down into the wire, as shown on this page. If you use our crimping 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
1980 p/n 36357



"SI" series alternator to
"CS" series alternator
conversion kit p/n 37796

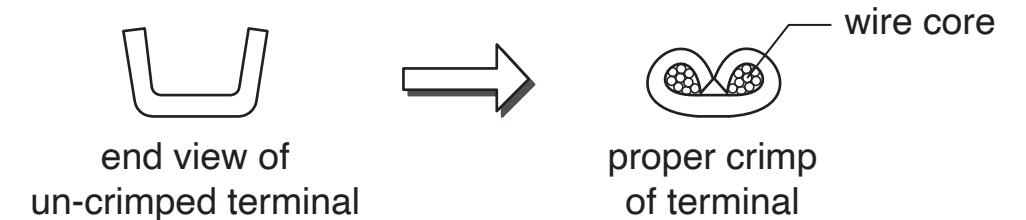


p/n 510701
Heated Rear Glass Kit



p/n 510704
Power Window
and Lock Kit

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 1979-80 Firebird:

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



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

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:

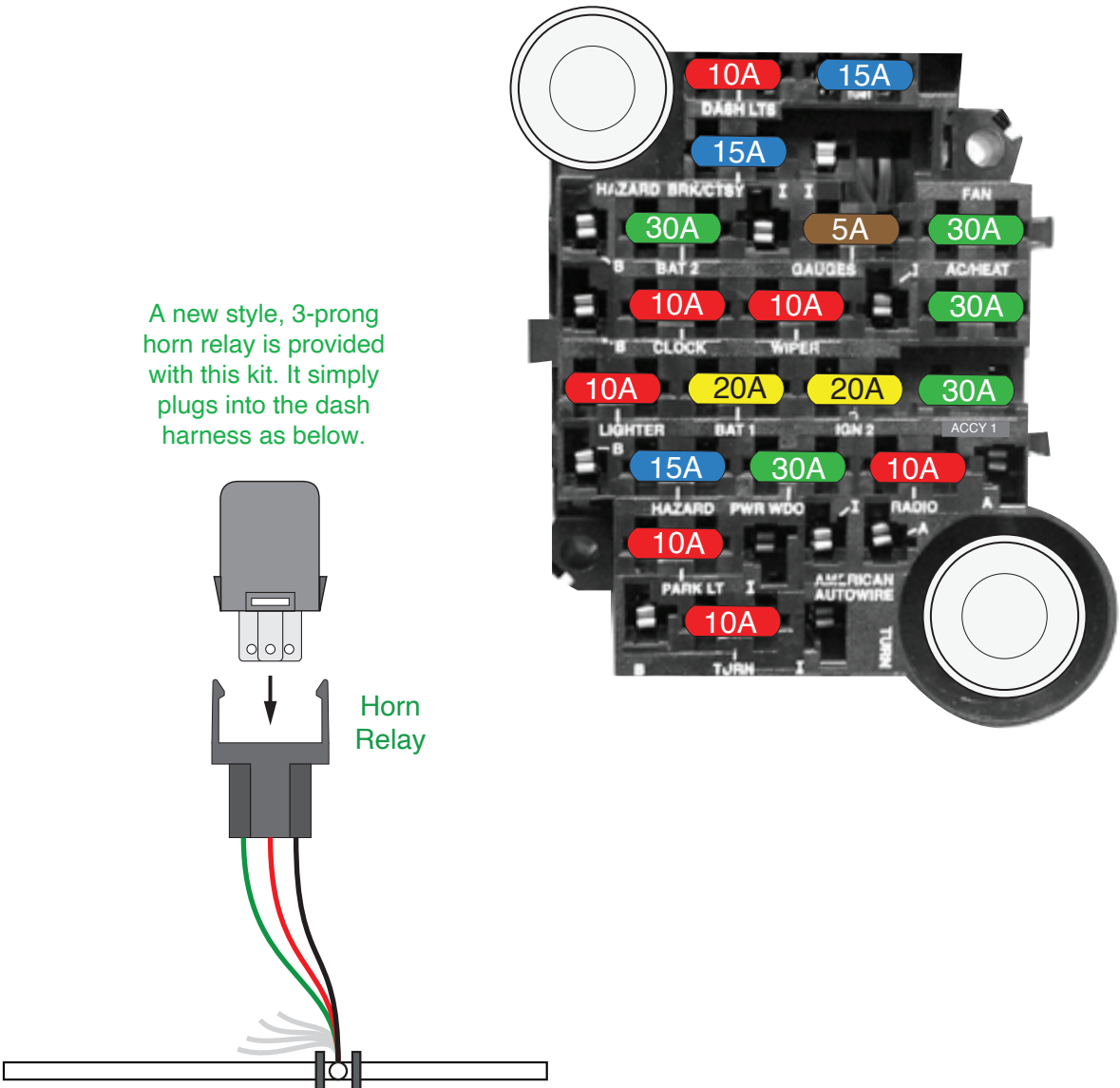
Table of Contents:

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.
H	10 - 12	Gauge Cluster Harness - This Harness contains: - Gauge connections for aftermarket and factory gauges.
M	13 - 15	Rear Body Harness - This Harness contains: - Tail light, turn signal, reverse light, and running light connections. - Fuel pump connections.
L	16 - 17	Front Light Harness - This Harness contains: - Headlight, turn signal, running light connections. - Windshield washer connection. - Electric fan relay trigger.
J	18 - 20	Engine Harness - This Harness contains: - Temperature, oil pressure, tachometer wiring. - Ignition system / ECU power. - Alternator connections. - Brake fluid level wiring.



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, Hazard Flasher and Turn Flasher into the Fuse Block (see detailed picture below) and the Horn Relay into this harness (see detailed picture below).

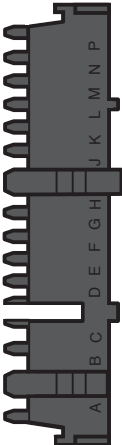


1979-80 Firebird
Classic Update Series

510689 92971802 Rev 8.0 8/19/2025

Dash/Main harness installation instructions:

Shown below, are the supplied misc. terminals, plastic connector bodies, hardware, jumpers and extensions, included in the Dash/Main Harness, Parts Kit (510702) and Loose Piece bags, 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 connector, 1 pc.)



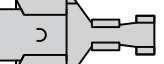
B

(Pack-Con male terminal, 15 pcs.)



C

(Screw, 3", Fuse Box, 2 pcs)



D

(56 series single female terminal, 6 pcs.)



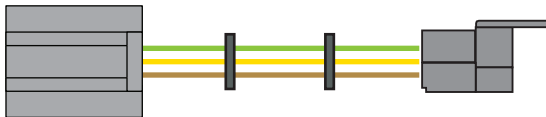
E

(56 series double female terminal, 6 pcs.)



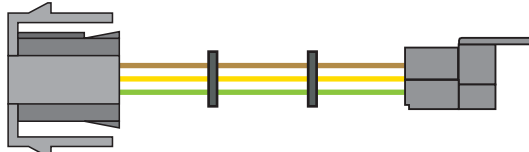
F

(56 Series double female connector, 1 pc)



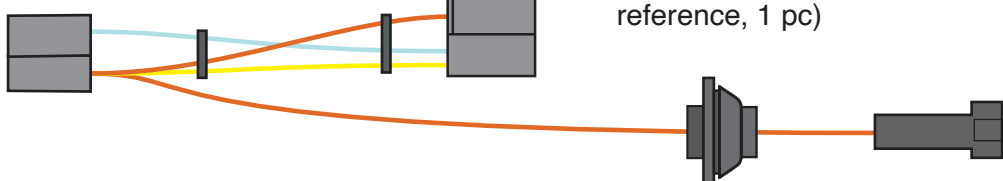
G

(1974-78 dimmer extension - reference, 1 pc;
NOT USED IN THIS KIT)



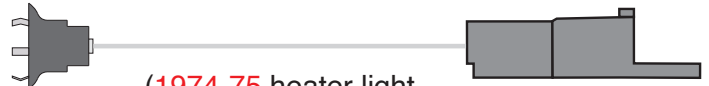
H

(dimmer extension - Parts Kit 510702 reference, 1 pc)



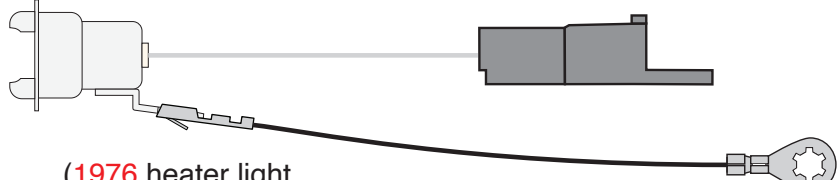
J

(heater harness - reference, 1 pc)



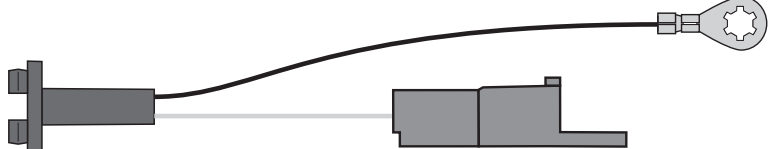
K

(1974-75 heater light extension - reference, 1 pc;
NOT USED IN THIS KIT)



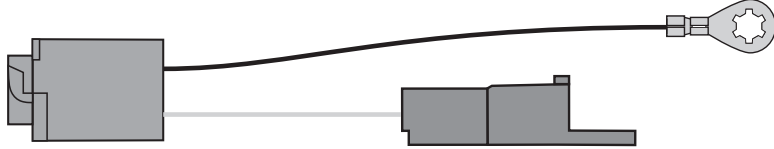
L

(1976 heater light extension - reference, 1 pc;
NOT USED IN THIS KIT)



M

(1977-78 heater light extension - reference, 1 pc;
NOT USED IN THIS KIT)



N

(heater light extension - Parts Kit 510702 reference, 1 pc)



P

(1980 neutral safety switch extension - Parts Kit 510702 reference, 1 pc)



R

(1974 kickdown switch extension - reference, 1 pc;
NOT USED IN THIS KIT)



T

(1980 pulse wiper extension - Parts Kit 510702 reference, 1 pc)



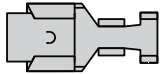
U

(automatic console indicator lamp extension - Parts Kit 510702 reference, 1 pc)



V

(56 Series double male connector, 1 pc)



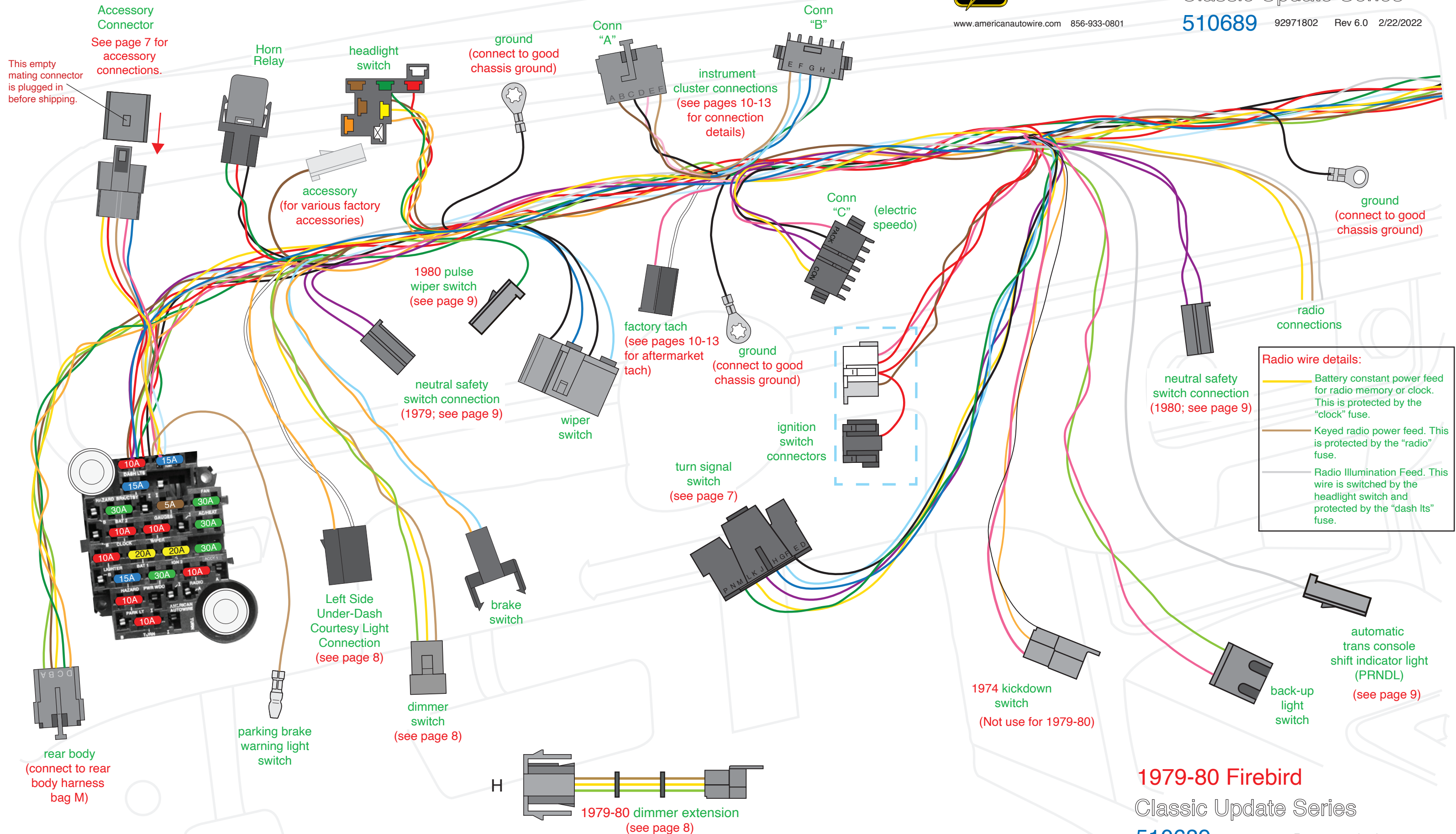
W

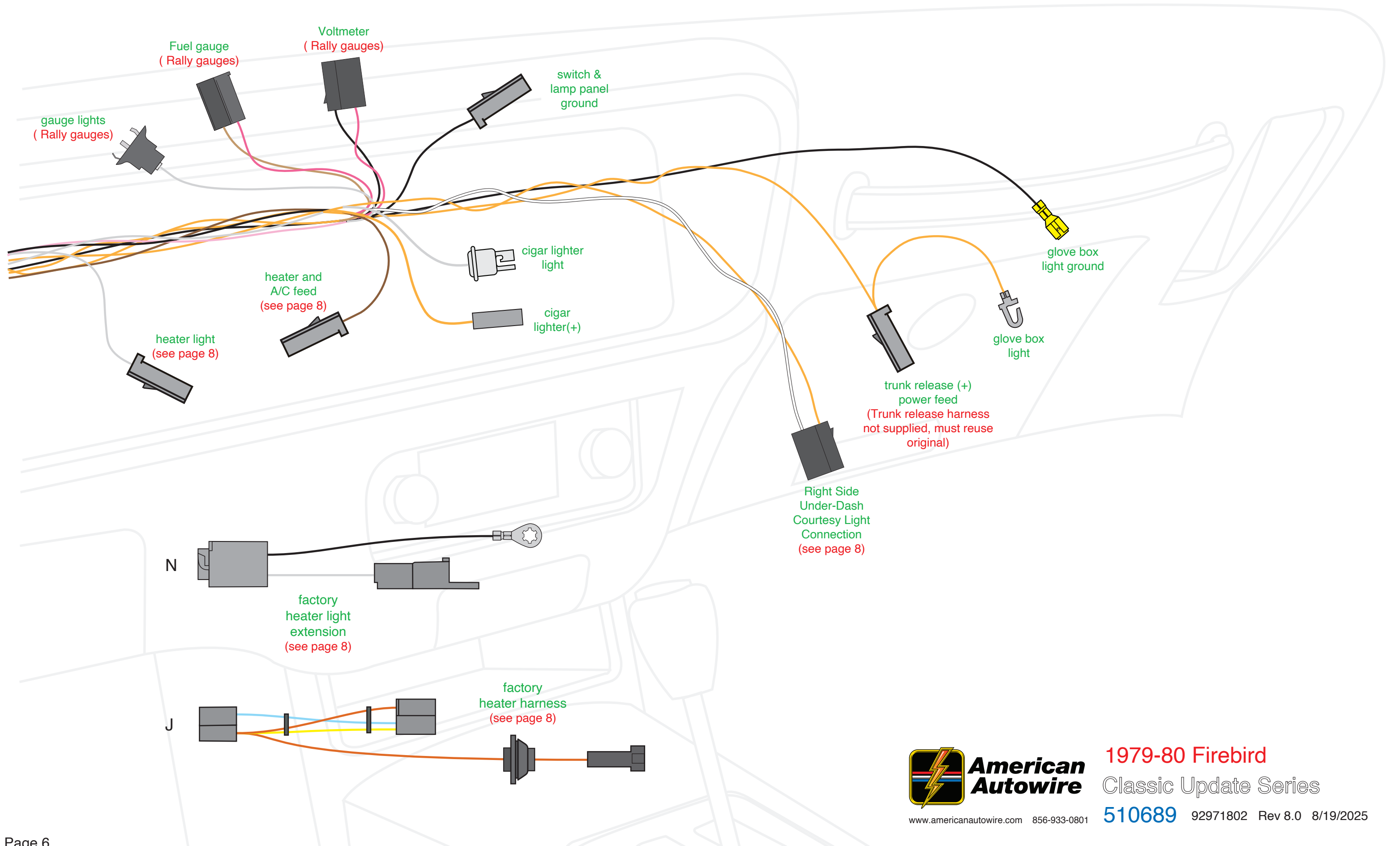
(56 series single female terminal, large gauge, 3 pcs.)



X

neutral safety switch jumper

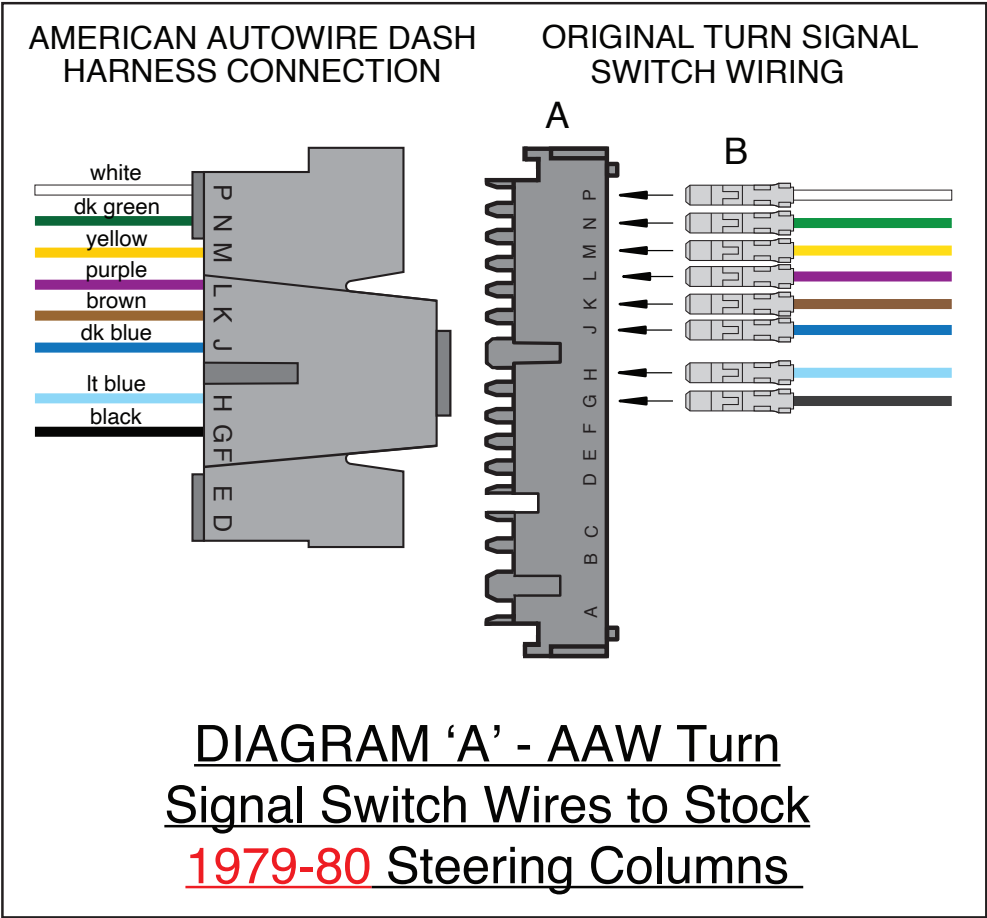




Dash/Main harness installation instructions:

“Table B”

AAW Turn Signal Switch wires to stock 1979-80
Pontiac Firebird 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
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: 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 wires and plug them into connector “A” (see Parts Kit 92971783).

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.

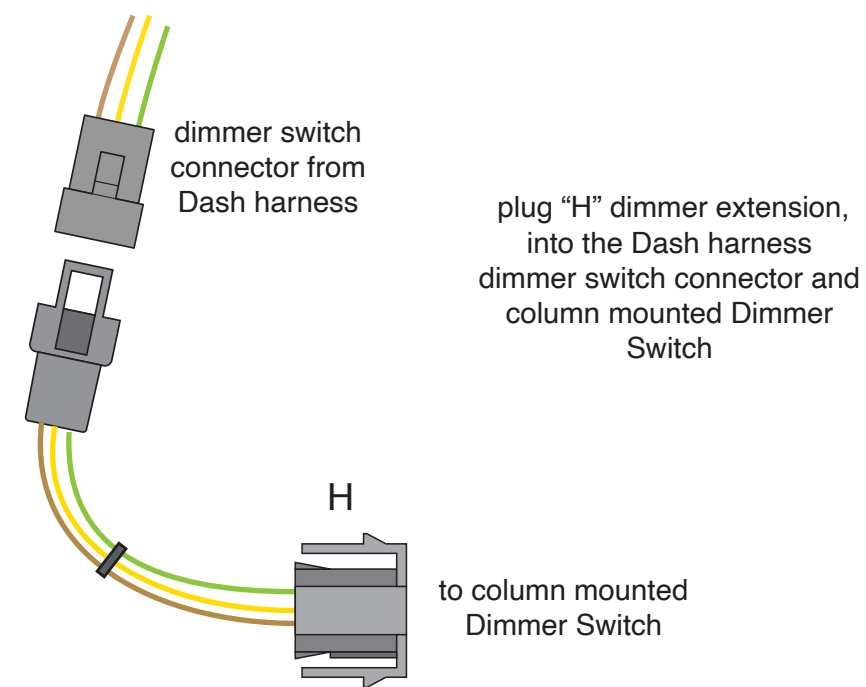
Accessory Connector

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

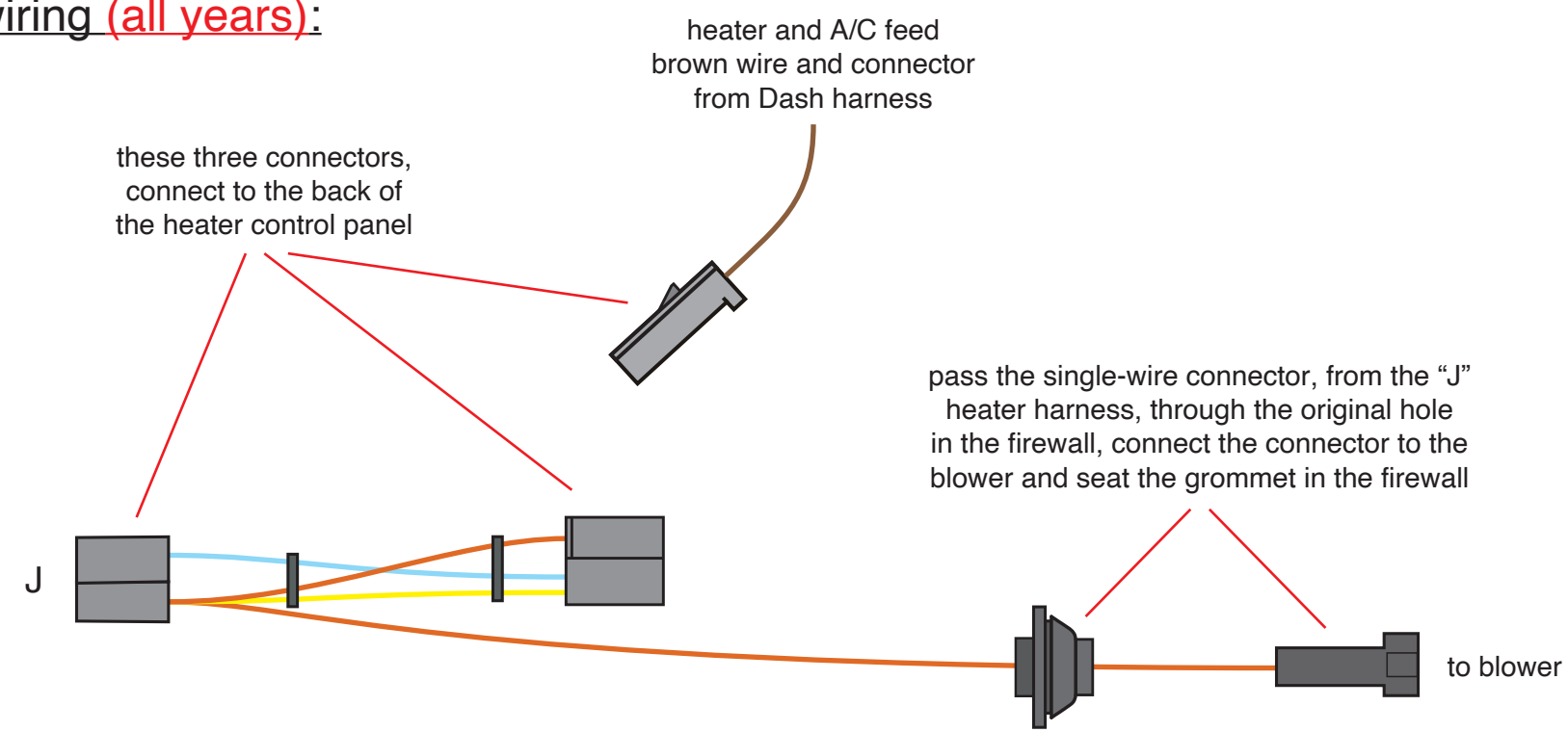
Wire Color	Fuse Block Marking	Fuse rating	Description
Tan	ACCY1	30A	Fused 12 volt ACCESSORY feed which (may also be used to feed power to another accessory circuit).
Dark Blue	FUEL	15A	Fused 12 volt IGNITION feed for fuel pump (may also be used to feed power to another ignition circuit).
Orange	BAT1	20A	Fused 12 volt BATTERY feed for power seats (may also be used to feed power to another battery circuit).
Pink	IGN1	20A	Fused 12 volt IGNITION feed which may be used to feed power to another ignition circuit.
Red	BAT	30A	Fused 12 volt BATTERY feed (may also be used to feed power to a battery circuit).
Yellow	PWO WDO	30A	Fused 12 volt ACCESSORY feed for power windows (may also be used to feed power to another accessory circuit).

Dash/Main harness installation instructions:

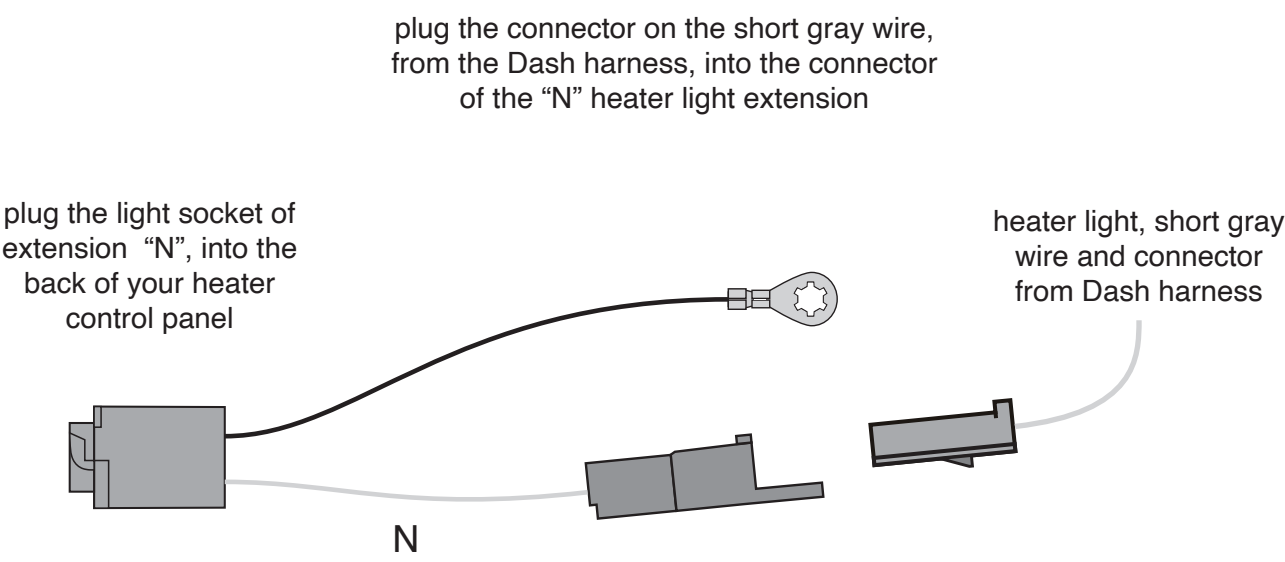
Dimmer switch wiring (all years):



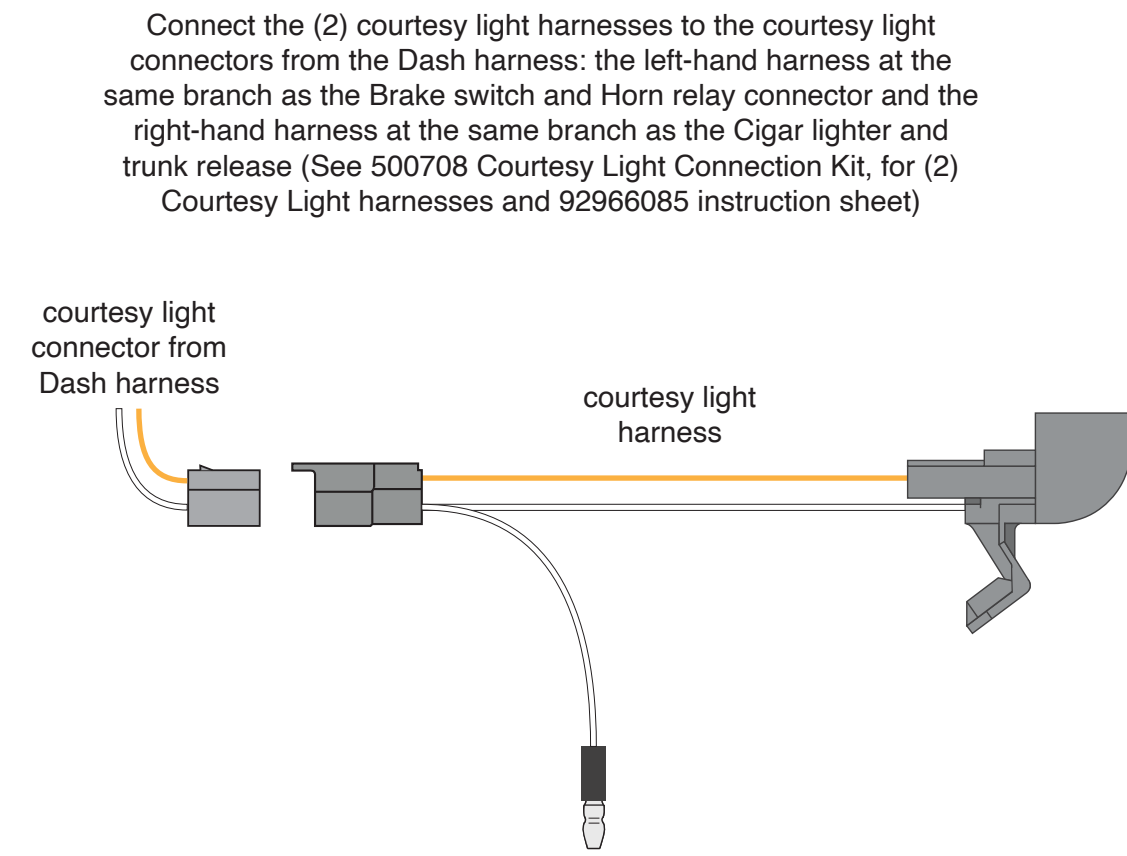
Heater wiring (all years):



Heater light wiring (all years):

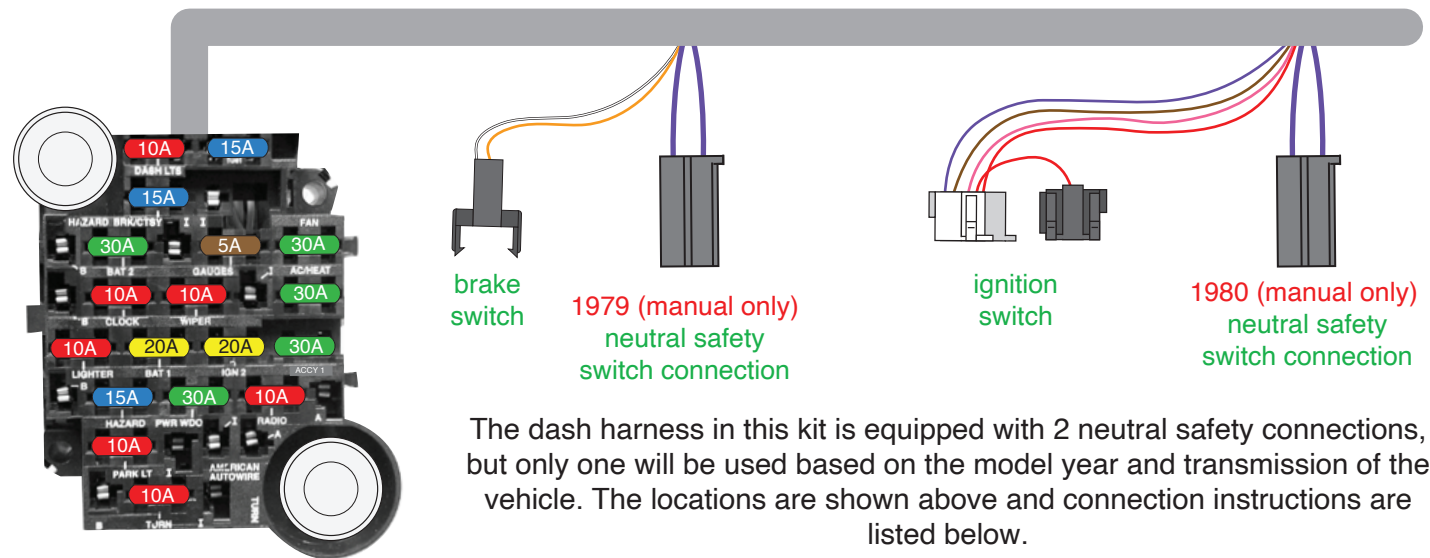


Courtesy light wiring (all years):



Dash/Main harness installation instructions:

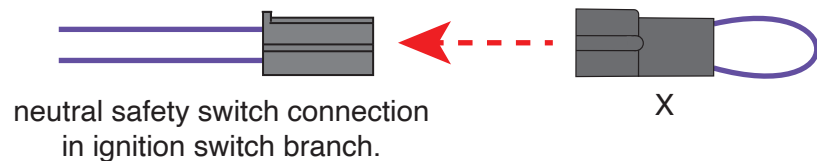
Neutral Safety switch wiring:



Automatic Cars: The 1979 & 1980 factory neutral safety switch was a mechanical lock-out inside the steering column. Because there is no electrical connection in the neutral safety mechanism, you must install the included NSS Jumper "X" (found in the 510702 parts kit) into one of the neutral safety switch connections on the dash harness. If this jumper is not installed, the vehicle WILL NOT start.

Manual Cars: For 1979, route the 1979 (manual only) neutral safety switch connection located in the brake light switch branch of the dash harness to the pedal mounted clutch switch and plug the connector onto the terminals on the switch. For 1980, find the 1980 NSS extension "P" in the 510702 parts kit, and insert the loose ends into connector "V" from the 510684 dash harness loose piece kit. Plug the connector "V" end of extension "P" into the neutral safety switch connection located in the ignition switch branch of the dash harness. Plug the other end of extension "P" on to the clutch pedal mounted switch.

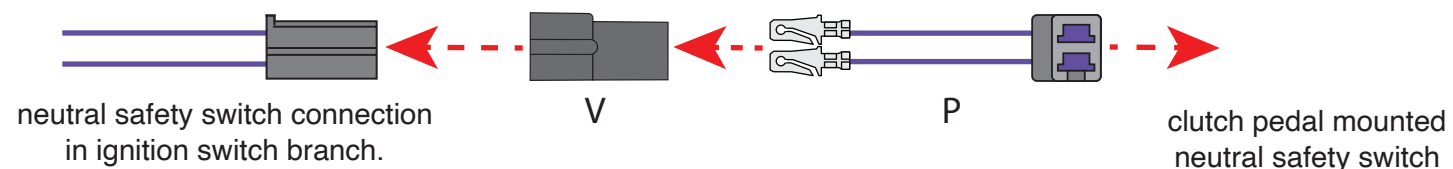
1979 & 1980 (automatic only)



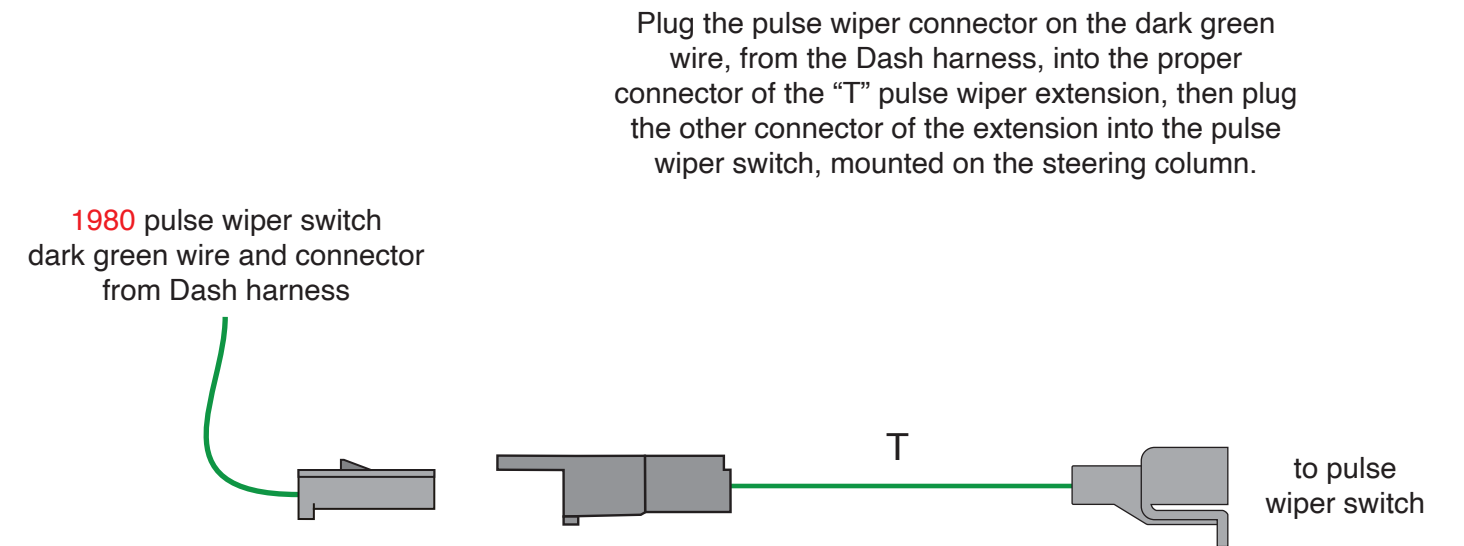
1979 (manual only)



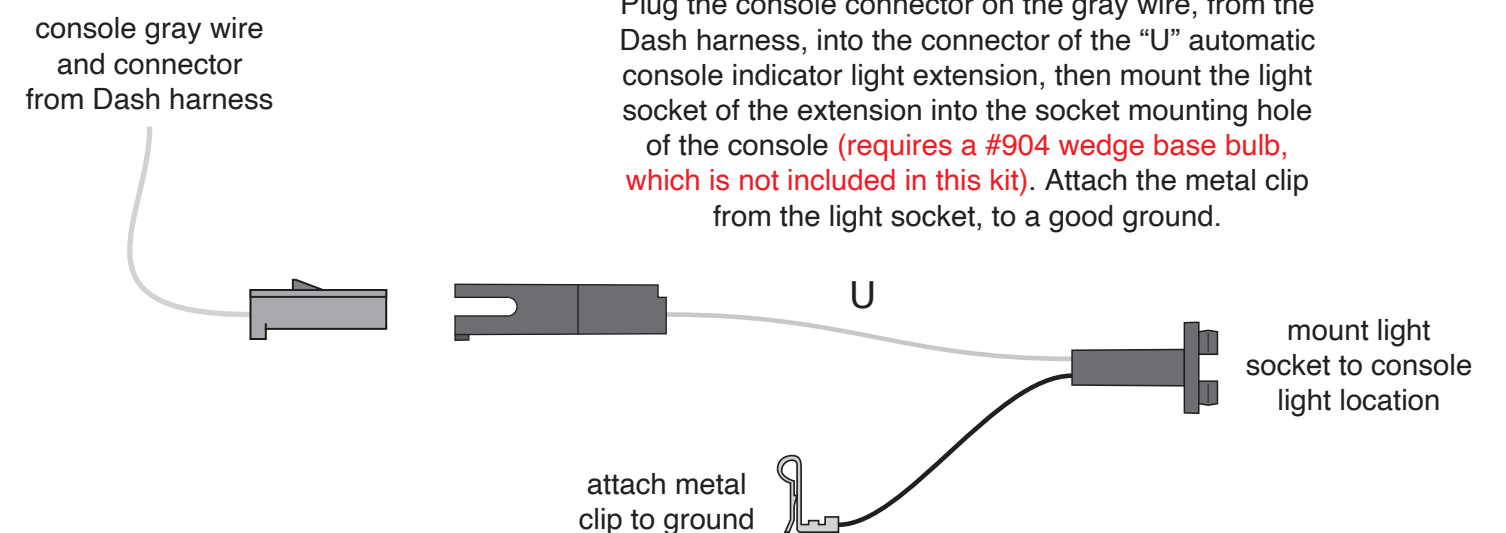
1980 (manual only)



1980 Pulse Wiper wiring:



Automatic Trans Console wiring (all years):



1979-80 Firebird

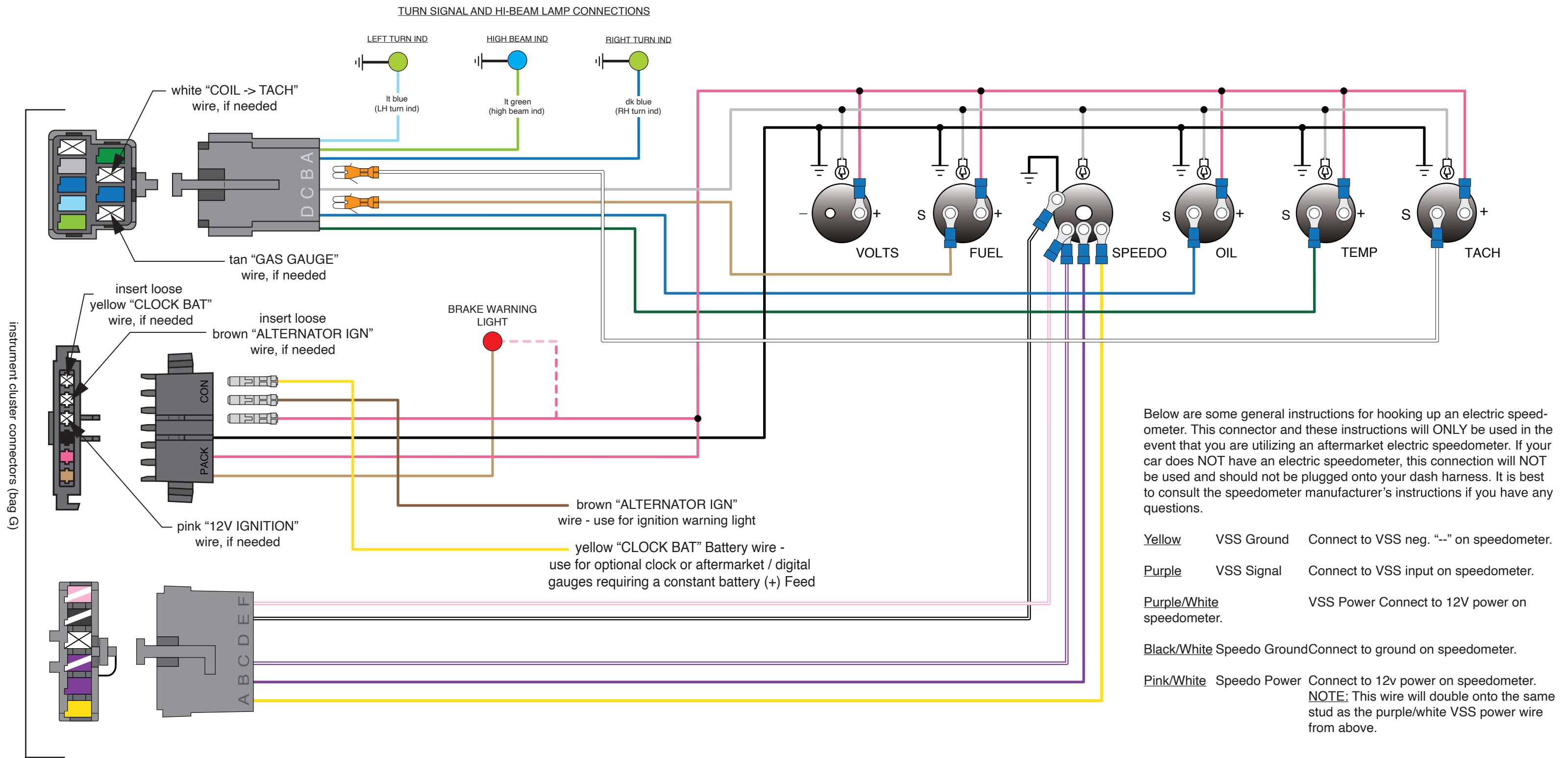
Classic Update Series

510689 92971802 Rev 8.0 8/19/2025



www.americanautowire.com 856-933-0801

Gauge Cluster harness (aftermarket gauges) installation instructions:



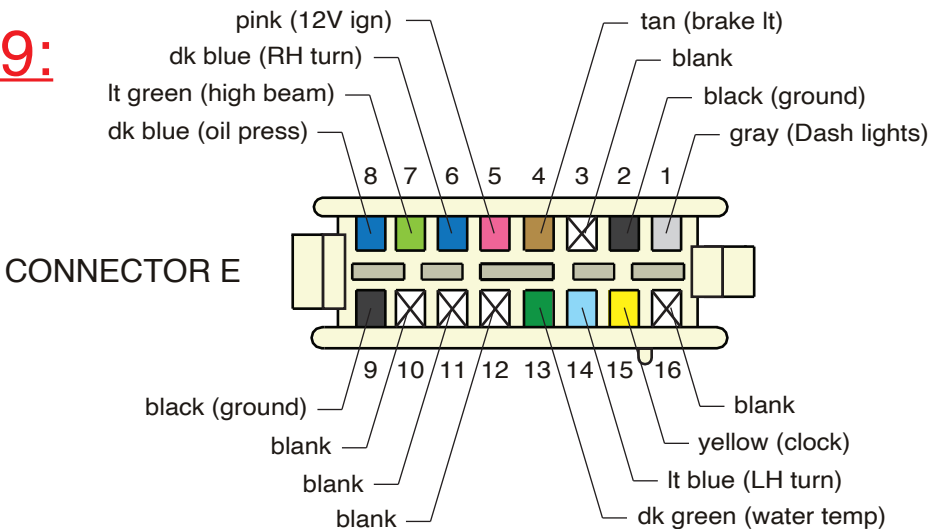
See pages 10-12

1979-80 Firebird
Classic Update Series

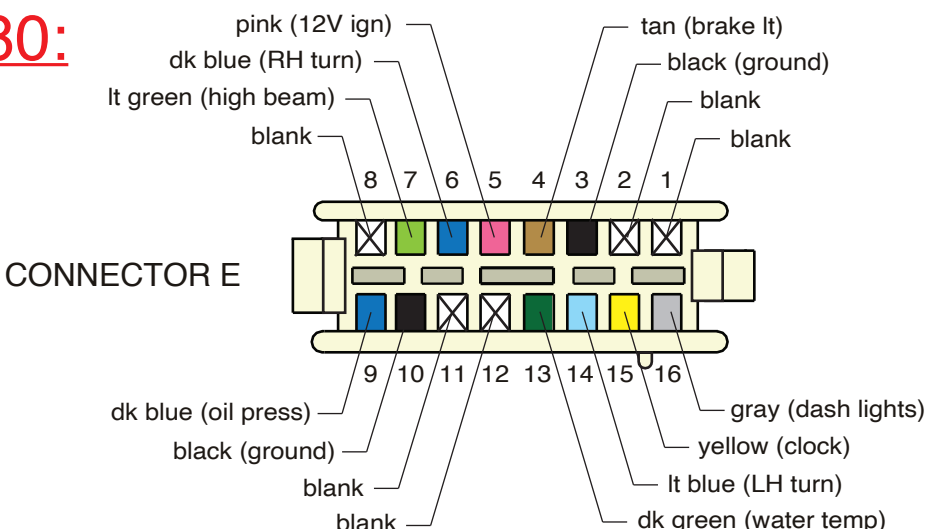
Gauge Cluster harness installation instructions: Rally Sport Gauges: All year

NOTE: see page 6 for fuel gauge and voltmeter connections.

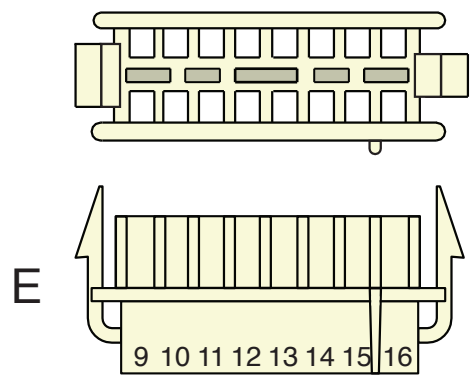
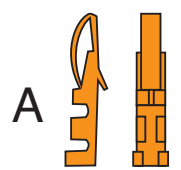
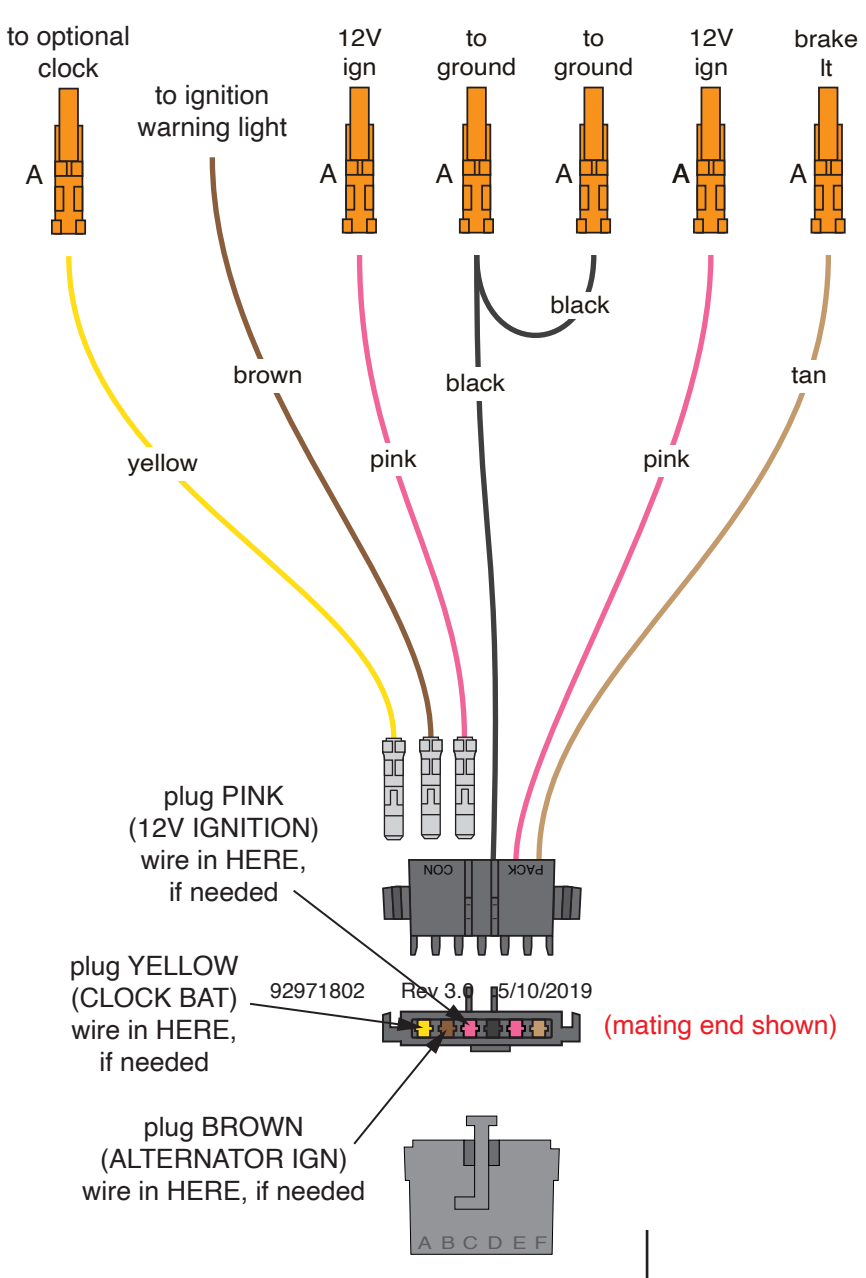
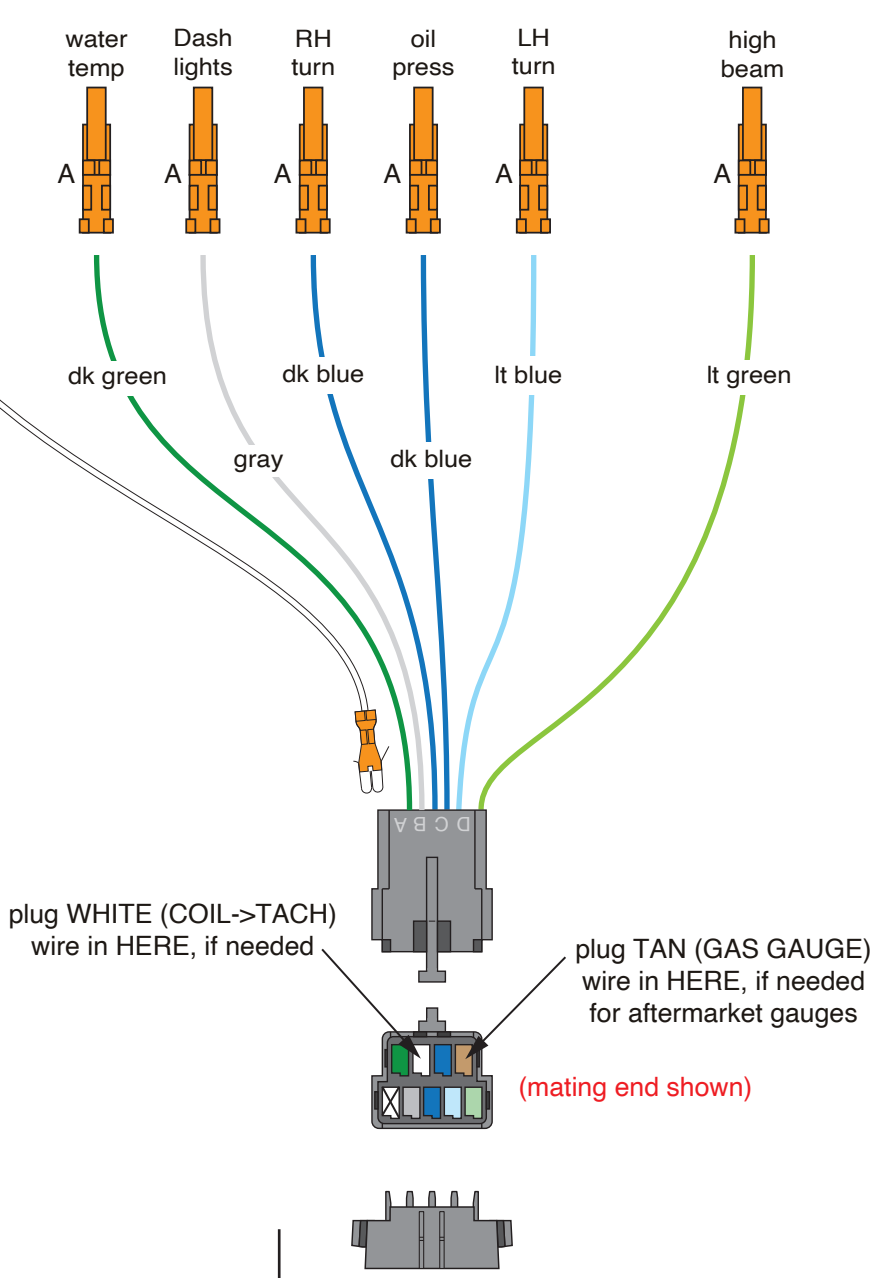
1979:



1980:



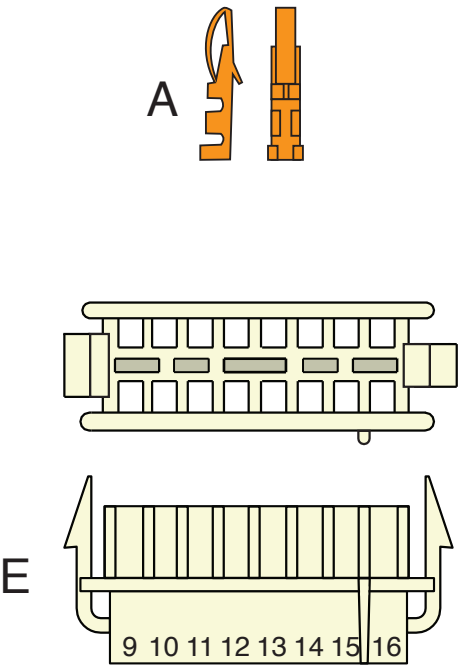
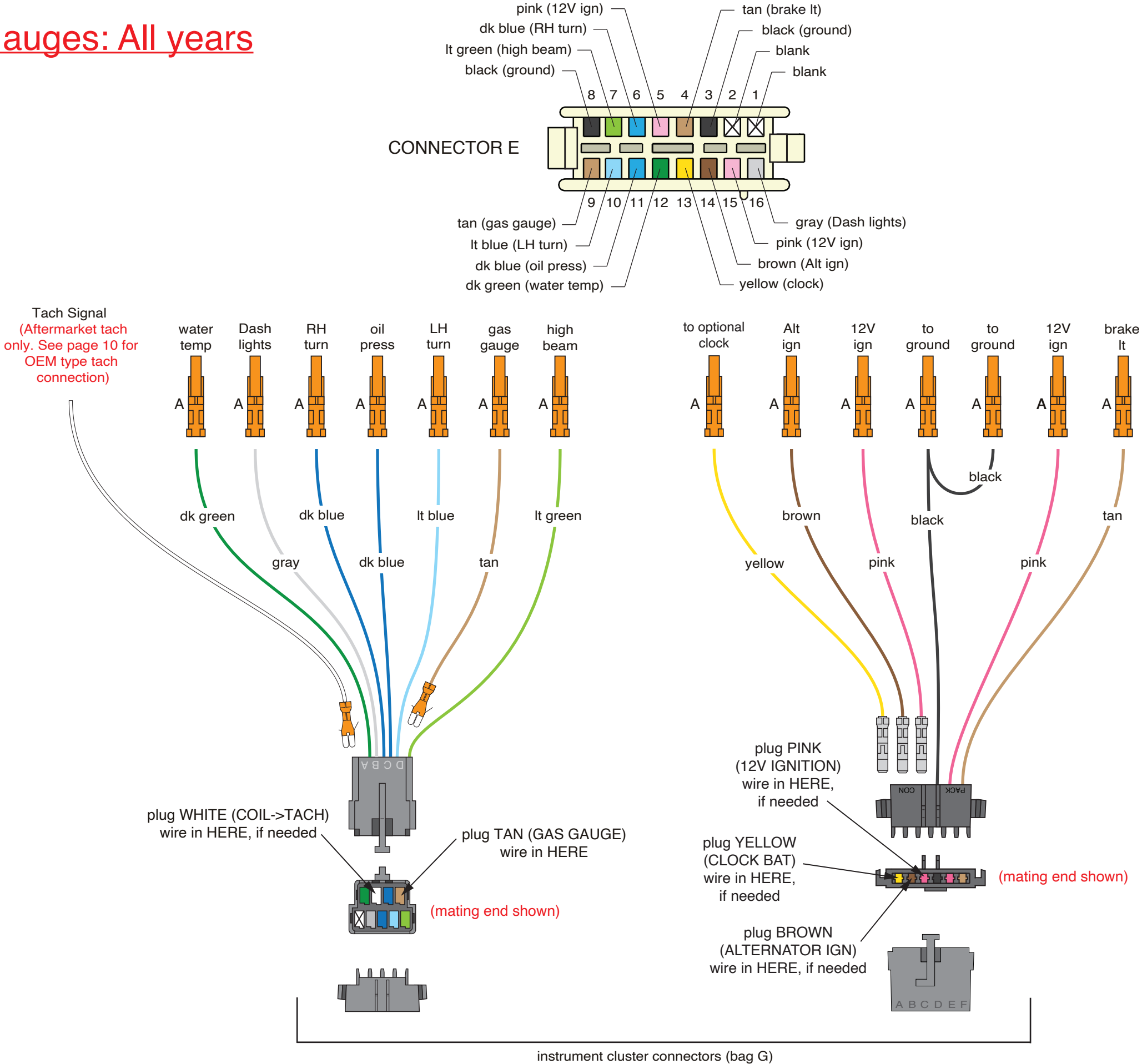
Tach Signal
(Aftermarket tach only. See page 10 for OEM type tach connection)



1979-80 Firebird
Classic Update Series
510689 92971802 Rev 8.0 8/19/2025

Gauge Cluster harness installation instructions:

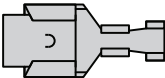
Standard Gauges: All years



Rear Body harness installation instructions:

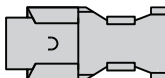
Shown below, are the supplied misc. terminals, plastic connector bodies, clamps and wire extensions, included in the Rear Body Harness and Loose Piece bags, that will be used to complete your Rear Body harness connections. They are itemized and referred to on this page, just as they are on the following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

A



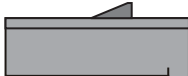
(56 Series single female terminal, 6 pcs)

B



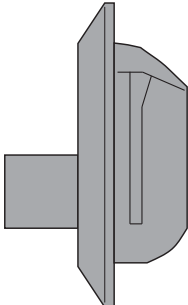
(56 Series double female terminal, 12 pcs)

C



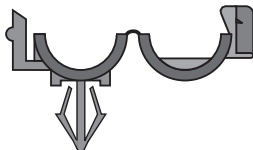
(56 Series single female connector, 1 pc)

D



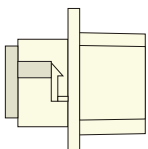
(grommet, 2 pcs)

E



(clip, conduit, 7 pcs)

F



(socket, wedge base, 2 pcs)

G



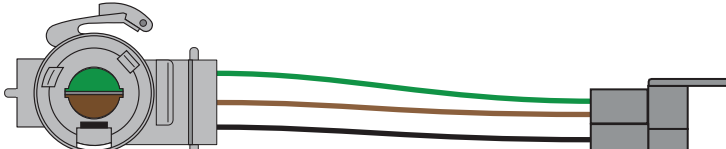
(terminal, wedge base, 5 pcs)

H



(LH tail, stop & directional light extension - reference, 2 pcs)

J



(RH tail, stop & directional light extension - reference, 2 pcs)

K



(tail light extension - reference, 2 pcs; **standard**)

L



(back-up light extension - reference, 2 pcs)

M



(side marker light extension - reference, 2 pcs)

N



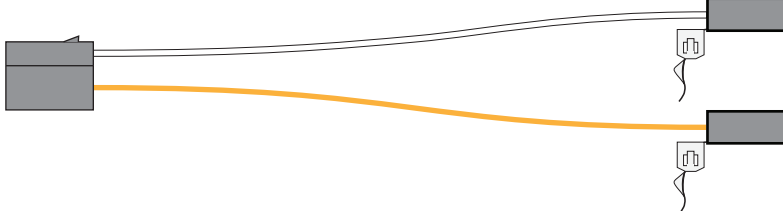
(tail light extension - reference, 4 pcs; **deluxe**)

P



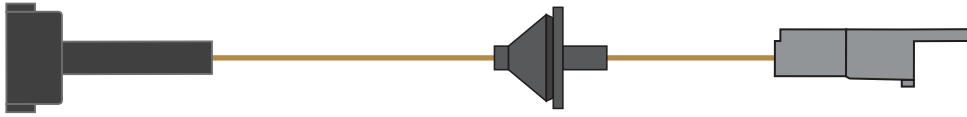
(license plate light extension - reference, 1 pc)

R



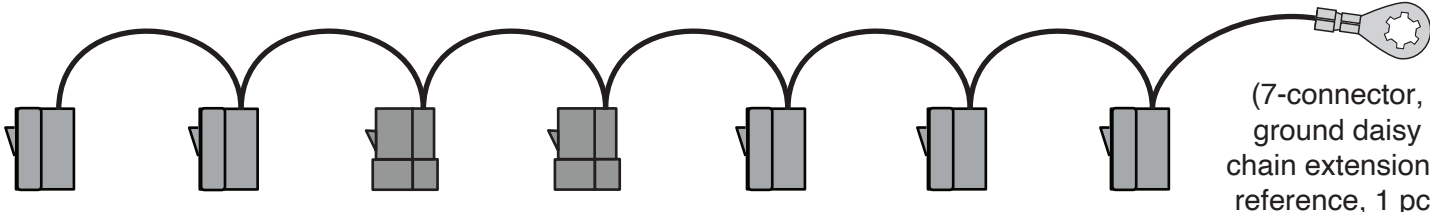
(dome light extension - reference, 1 pc)

T



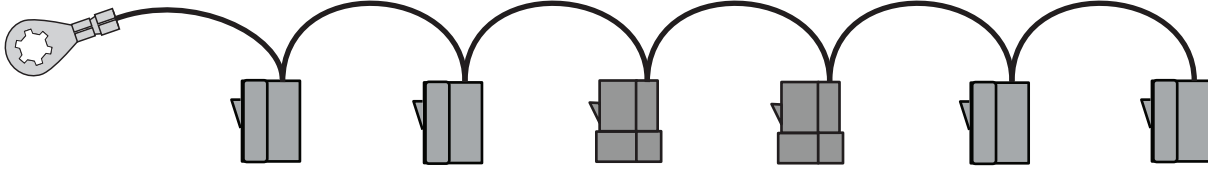
(fuel gauge extension - reference, 1 pc)

U



(7-connector, ground daisy chain extension - reference, 1 pc)

V



(6-connector, ground daisy chain extension - reference, 1 pc)

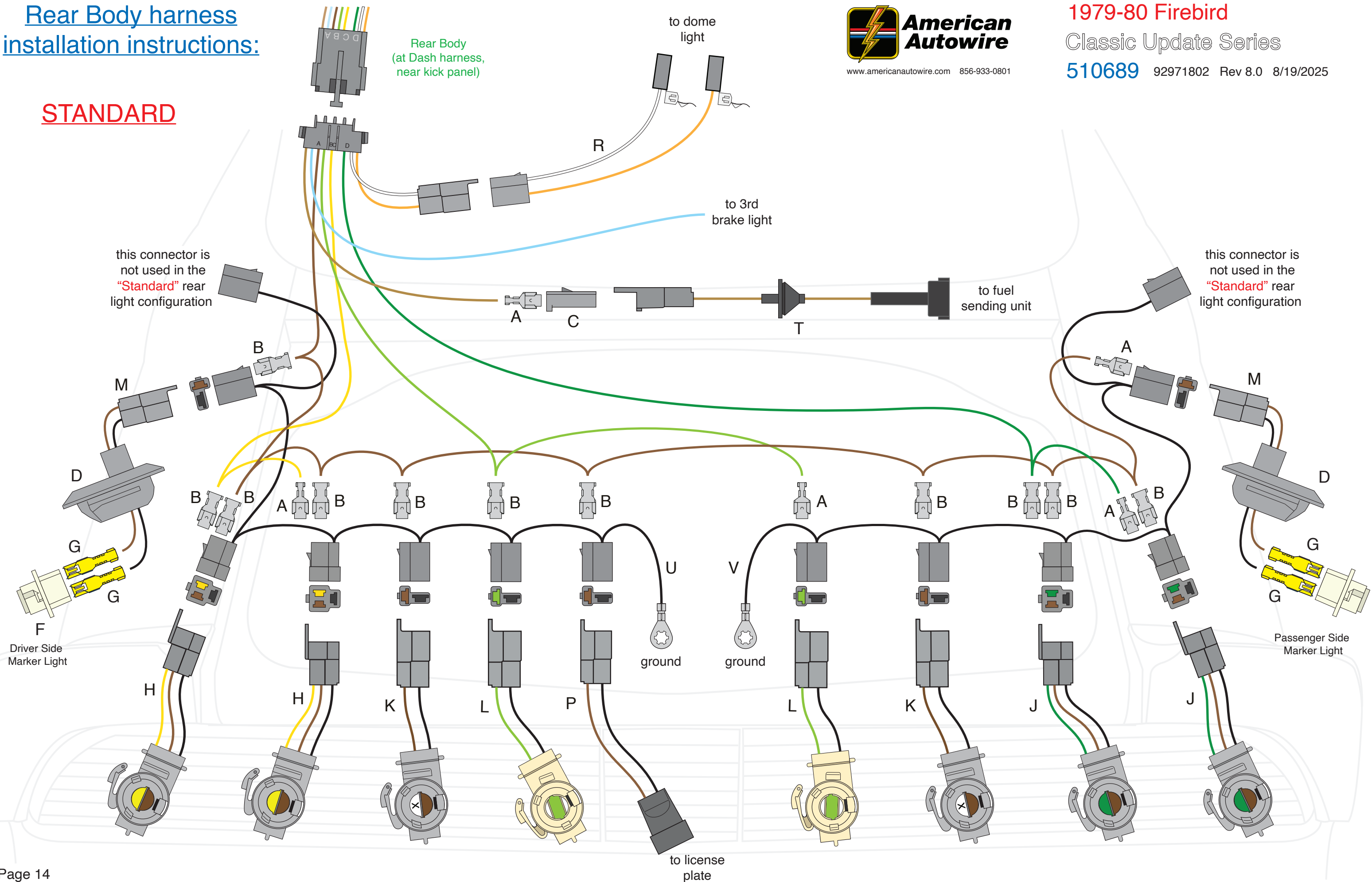
1979-80 Firebird
Classic Update Series
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Rear Body harness installation instructions:

STANDARD



1979-80 Firebird
Classic Update Series
510689 92971802 Rev 8.0 8/19/2025

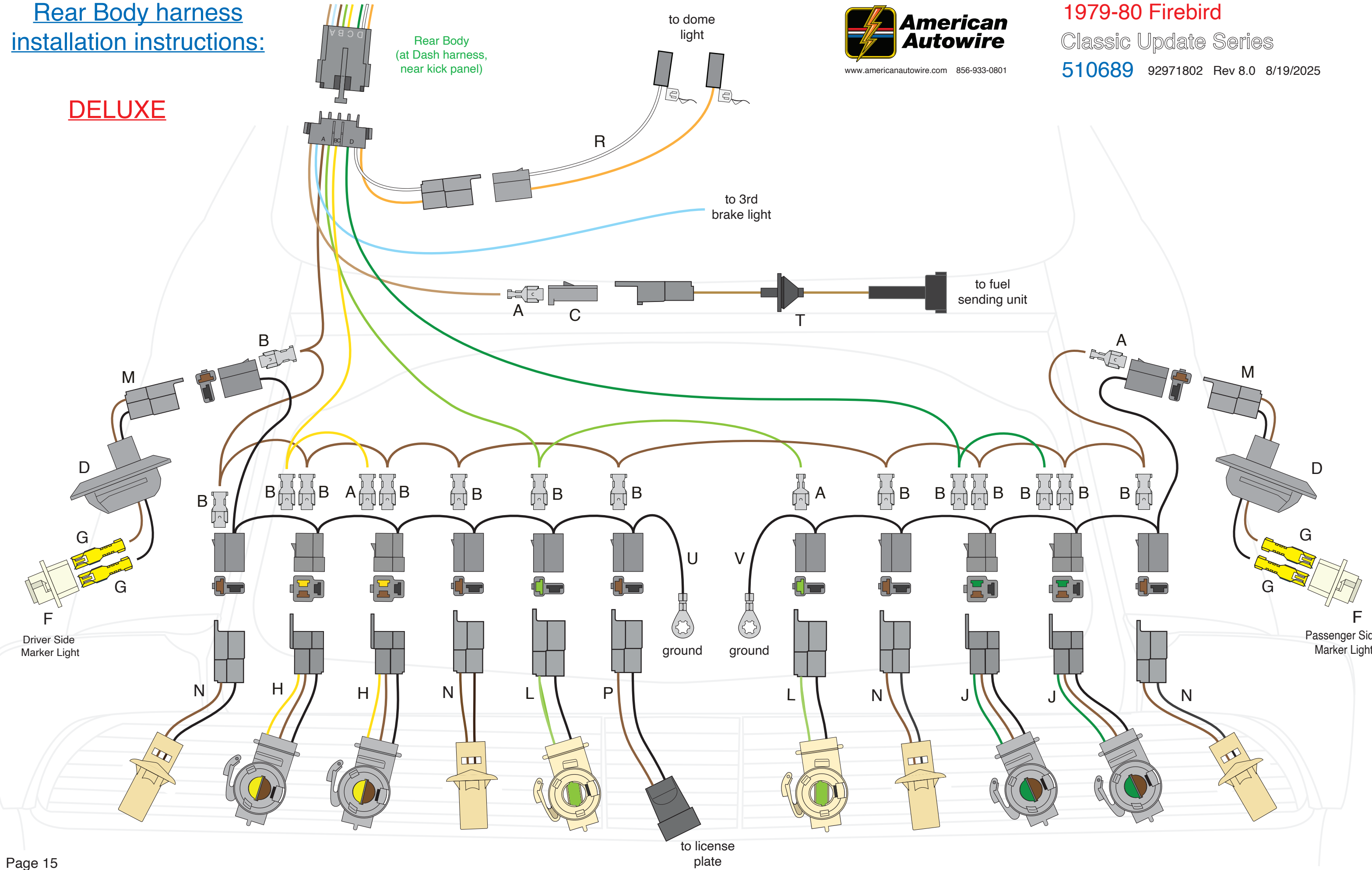


Rear Body harness
installation instructions:

DELUXE



1979-80 Firebird
Classic Update Series
510689 92971802 Rev 8.0 8/19/2025



Front Light harness installation instructions:

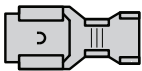
Shown below, are the supplied misc. terminals, plastic connector bodies, clips, grommets, pigtails and wires, included in the Front Light Harness and Loose Piece bags, that will be used to complete your Front Light harness connections. They are itemized and referred to on this page, just as they are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

A

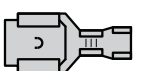
(56 Series double female connector, 2 pcs)

B

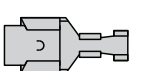
(56 Series single female connector, 2 pcs)

C

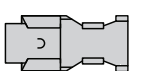
(59 Series double female terminal, 9 pcs)

D

(59 Series single female terminal, 4 pcs)

E

(56 Series single female terminal, 7 pcs)

F

(56 Series double female terminal, 6 pcs)

G

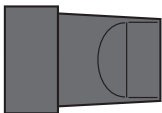
(wedge base single female terminal, 5 pcs)

H

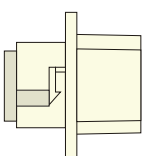
(56 Series single female connector, 2 pcs)

J

(clip, 8 pcs)

K

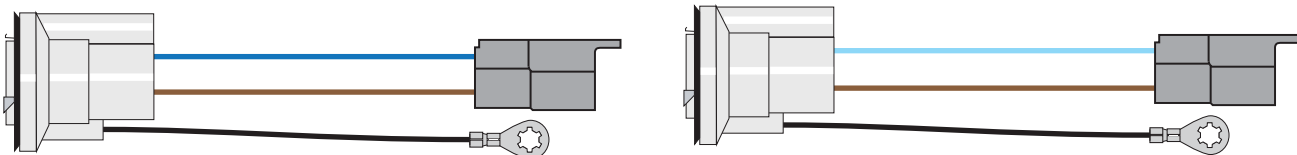
(grommet, 1 pc)

L

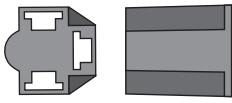
(light socket, wedge base, 2 pcs)

M

(1977-80 high-beam headlight pigtails - reference, 2 pcs)

N & P

(1974-76 LH and RH park/turn light pigtail -reference, 2 pcs;
NOT USED IN THIS KIT)

Q

(59 series triple female connector, 2 pcs.)

R

(low beam headlight ground wires - reference, 2 pcs)

T

(VSS ground wire - reference, 1 pc)

U

(VSS signal wire - reference, 1 pc)

V

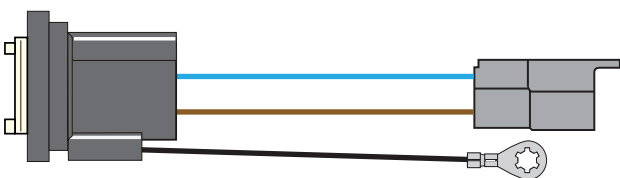
(VSS power wire - reference, 1 pc)

W

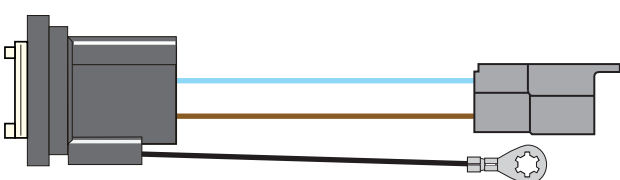
(transmission kickdown solenoid - reference, 1 pc)

AA

(1977-78 park/turn pigtails - reference, 2 pcs;
NOT USED IN THIS KIT)

BB

(1979-80 RH park/turn light pigtail - Parts Kit 510702 reference, 1 pc)

CC

(1979-80 LH park/turn light pigtail - Parts Kit 510702 reference, 1 pc)

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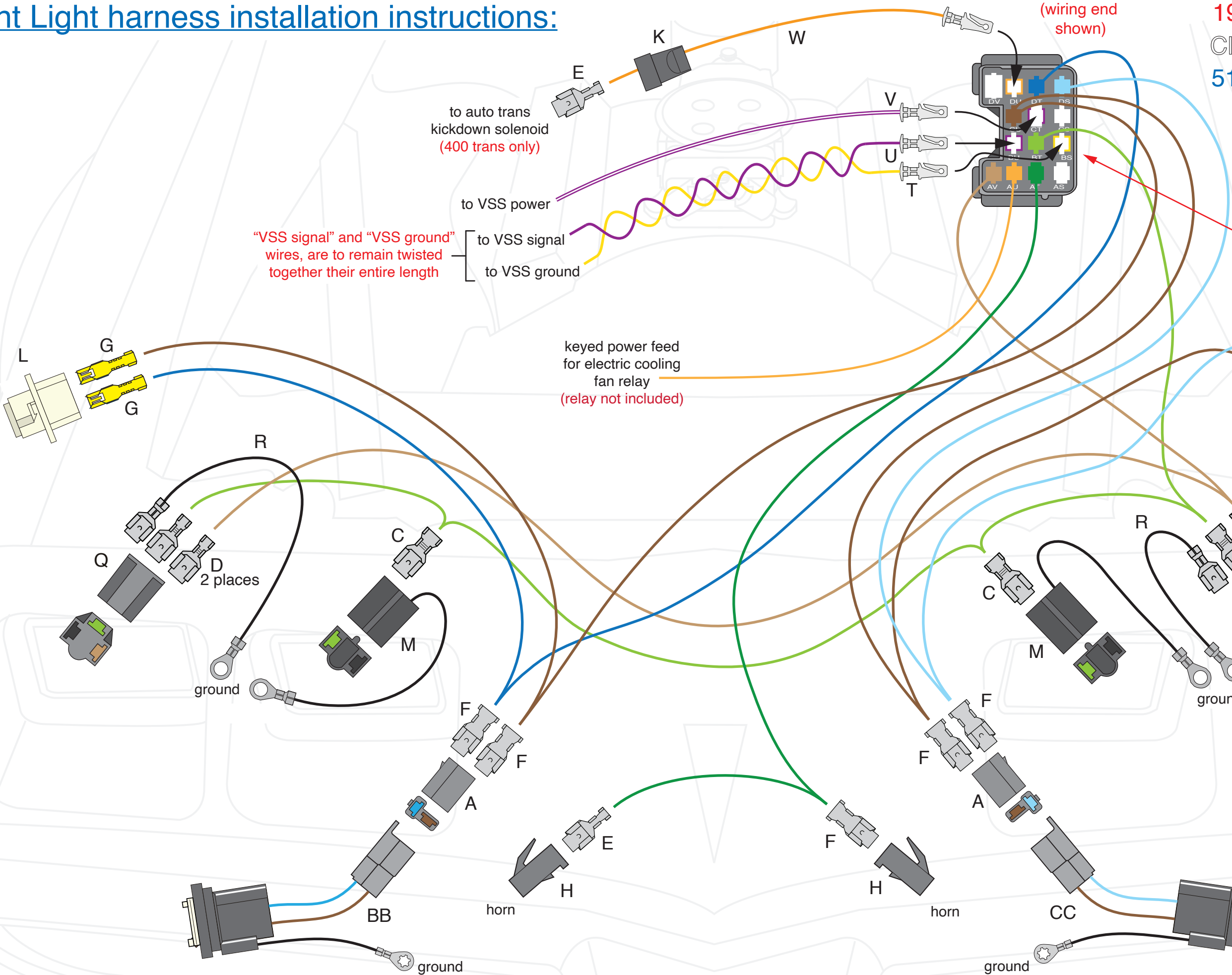
1979-80 Firebird
Classic Update Series
510689 92971802 Rev 8.0 8/19/2025

Page 16

Front Light harness installation instructions:

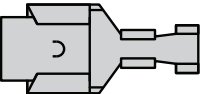


Note: After the front light bulkhead connector is plugged in, AAW recommends sealing the holes and gaps on the wire exit side of the connector with dielectric grease.

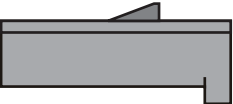


Engine harness installation instructions:

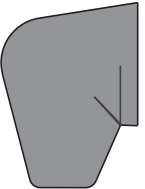
Shown below, are the supplied misc. terminals, sleeves, plastic connector bodies and wires, included in the Engine Harness and Loose Piece bags, that will be used to complete your Engine harness connections. They are itemized and referred to on this page, just as they are on the following pages of this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

A

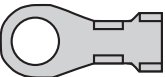
(56 Series single female terminal, 12 pcs)

B

(56 Series single female connector, 2 pc)

C

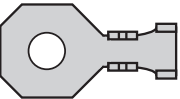
(rubber boot, 1 pc)

D

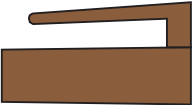
(ring terminal, 5 pcs)

E

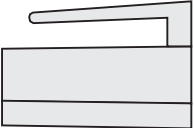
(large sleeve, 4 pcs)

F

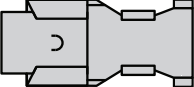
(ring terminal, 2 pcs)

G

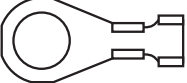
(56 Series single female connector, 1 pc)

H

(56 Series single female connector, 1 pc)

J

(56 Series double female terminal, 6 pcs)

K

(ring terminal, 6 pcs)

L

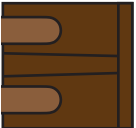
(small sleeve, 5 pcs)

M

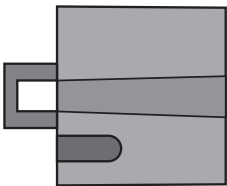
(1974-77 56 Series single female connector, 3 pcs;
NOT USED IN THIS KIT)

N

(1975-77 56 Series double female connector, 1 pc;
NOT USED IN THIS KIT)

P

(1979-80 56 Series double female connector, 1 pc)

R

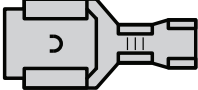
(1975-77 56 Series double female connector, 1 pc;
NOT USED IN THIS KIT)

T

(56 Series single male connector, 1 pc)

U

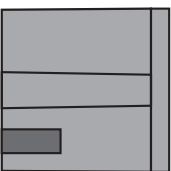
(59 Series single female connector, 1 pc)

V

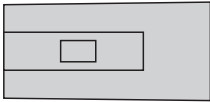
(59 Series single female terminal, 2 pcs)

W

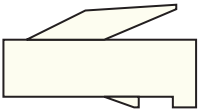
(1978-80 56 Series 3-way female connector, 1 pc)

Y

(56 Series double female connector, 1 pc ;
NOT USED IN THIS KIT)

AA

(56 Series double female connector, 1 pc)

BB

(56 Series single female connector, 1 pc)

CC

(GM "SI" jumper harness - reference, 1 pc)

EE

(1980 pulse wiper extension - reference, 1 pc)

FF

(electric choke wire - reference, 1 pc)

GG

(coil-tach wire - reference, 1 pc)

HH

(1974-77 brake light/switch wire - reference, 1 pc)

JJ

(1978-80 brake pressure differential warning switch jumper - reference, 1 pc)



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1979-80 Firebird

Classic Update Series

510689 92971802 Rev 8.0 8/19/2025

Engine harness installation instructions:

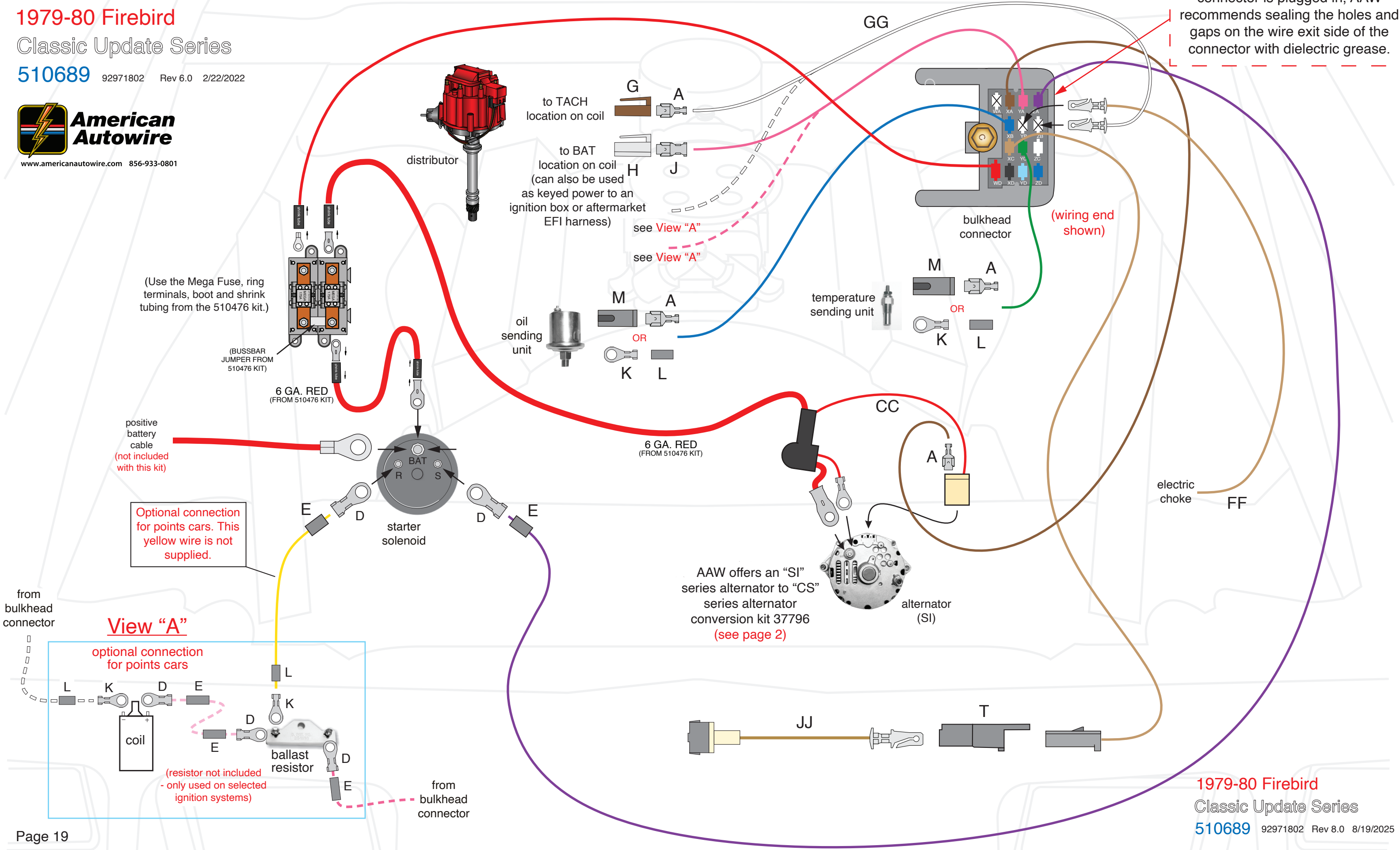
1979-80 Firebird

Classic Update Series

510689 92971802 Rev 6.0 2/22/2022



Note: After the engine bulkhead connector is plugged in, AAW recommends sealing the holes and gaps on the wire exit side of the connector with dielectric grease.



(Use the Mega Fuse, ring terminals, boot and shrink tubing from the 510476 kit.)

(BUSSBAR JUMPER FROM 510476 KIT)

6 GA. RED (FROM 510476 KIT)

positive battery cable (not included with this kit)

Optional connection for points cars. This yellow wire is not supplied.

6 GA. RED (FROM 510476 KIT)

AAW offers an "SI" series alternator to "CS" series alternator conversion kit 37796 (see page 2)

from bulkhead connector

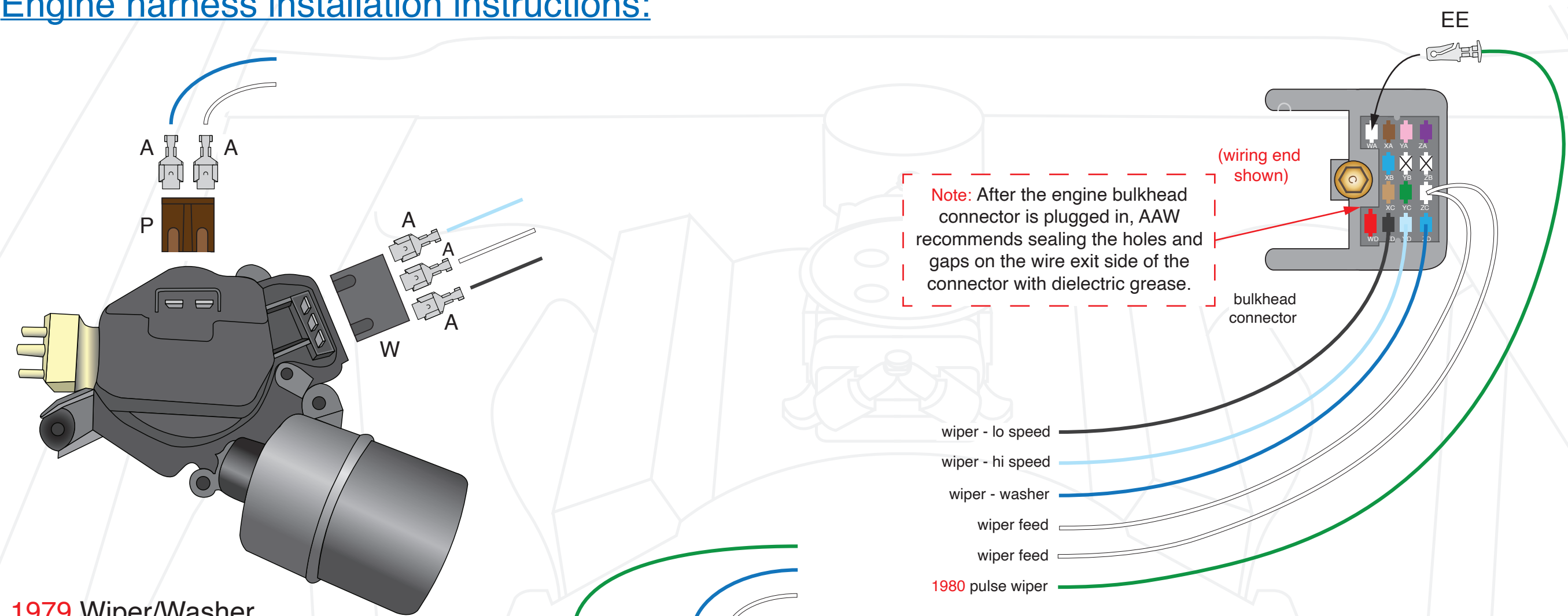
View "A"

optional connection for points cars

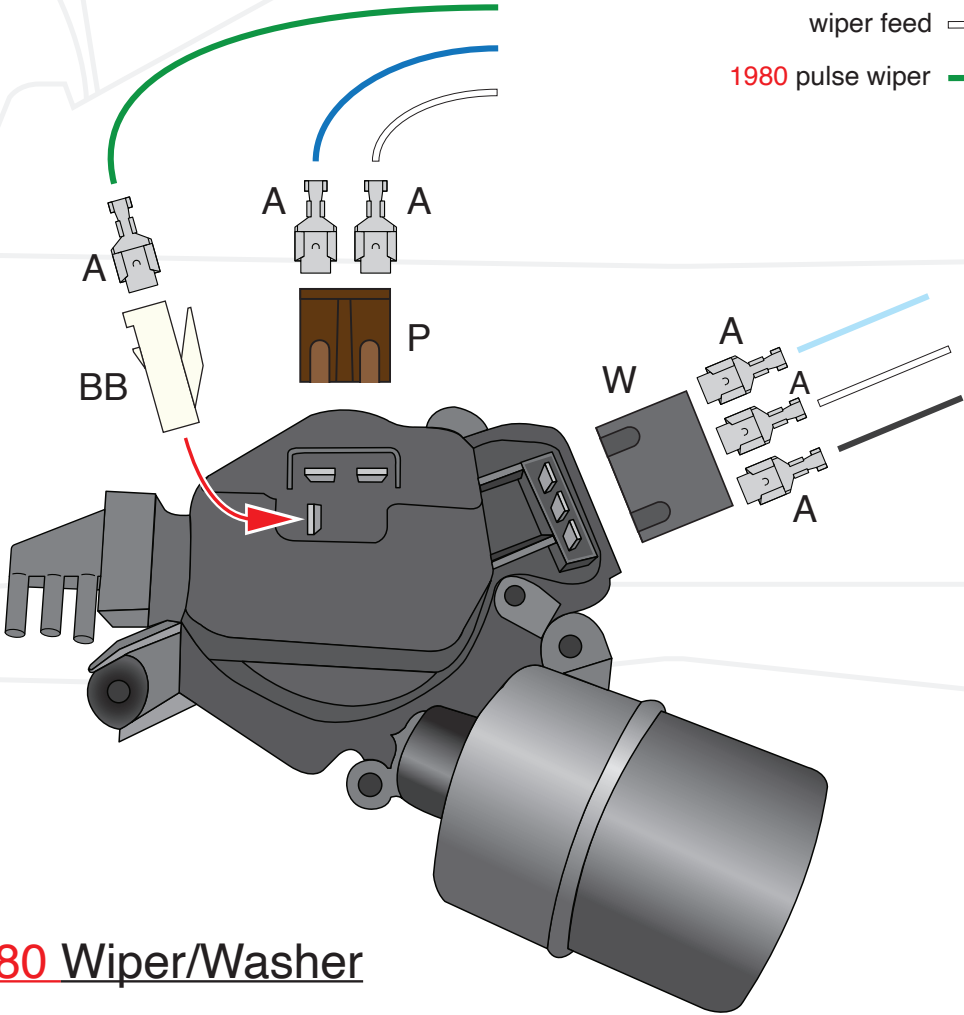
(resistor not included - only used on selected ignition systems)

from bulkhead connector

Engine harness installation instructions:



1979 Wiper/Washer



1979 **PULSE WIPER NOTE:** Pulse wipers will require the reuse of the original pulse wiring harness or the addition of part number 510934

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.



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Before you begin:

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

Fuse Block Mounting and Assembly:

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

Battery Feed Wiring:

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

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

Alternator Feed Wiring:

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

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

Panel Feed Wiring:

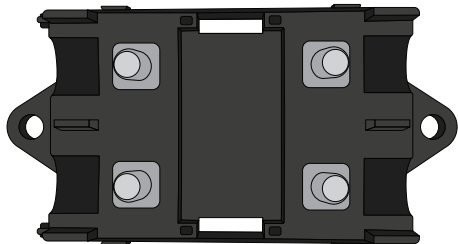
Locate the 10Ga. “12V Battery Feed” wire from the engine or panel subkit, route it to the Megafuse block, cut to length, and slide a piece of the cut shrink tubing (Item “F”) over the cut end. Crimp and solder a 10 GA. megafuse ring terminal (Item “K”) on the end and insulate the crimp with the shrink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

Parts Legend:

A



B



C



D



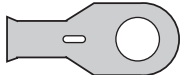
E



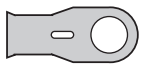
F



G



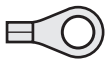
H



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

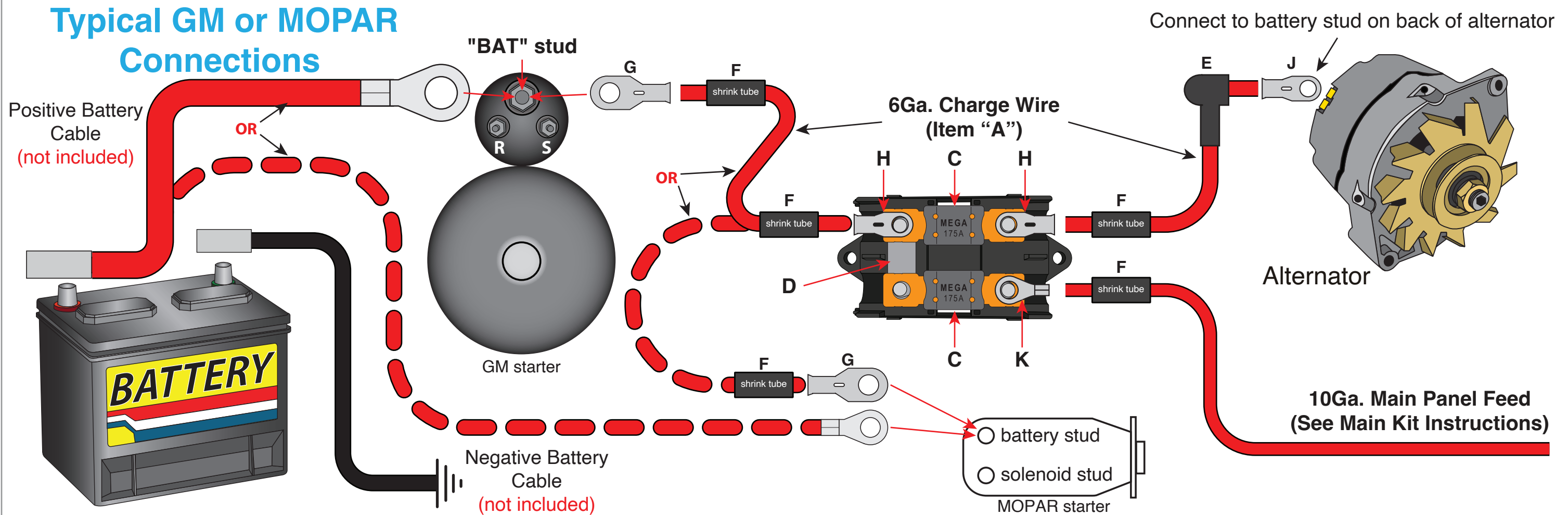
Connection Kit

510476

Classic Update Series

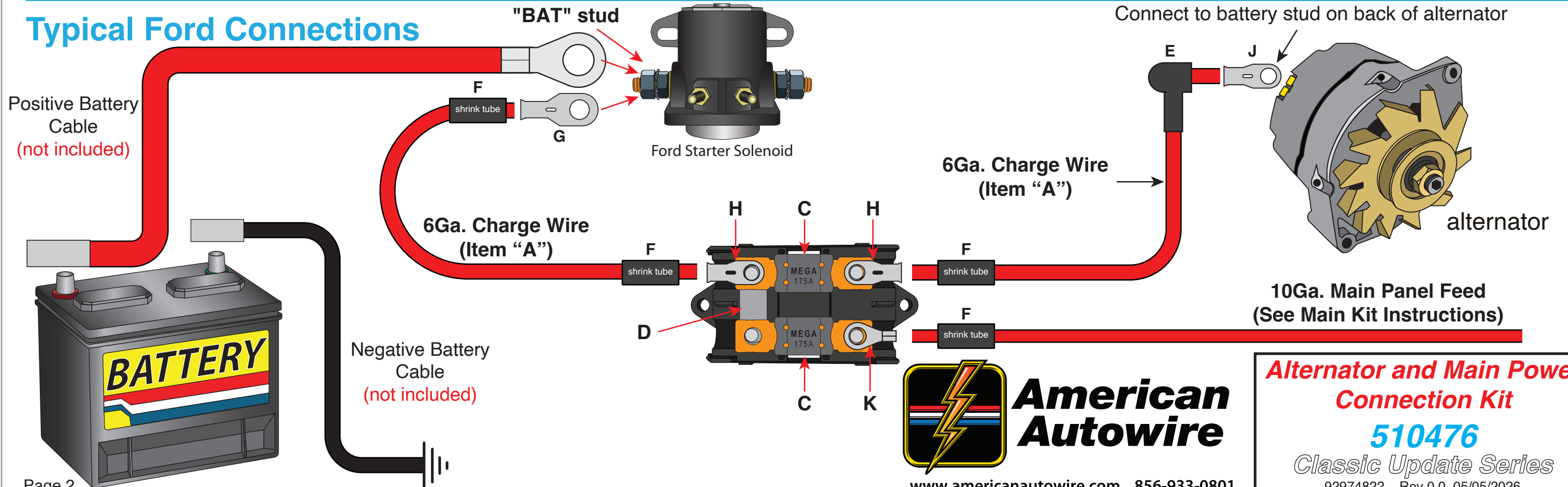
92974822 Rev 0.0 05/05/2026

Typical GM or MOPAR Connections



bag
Z

Typical Ford Connections



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Autowire**

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**Alternator and Main Power
Connection Kit**

510476

Classic Update Series

92974822 Rev 0.0 05/05/2026

Building the 6Ga. charge wires and connecting them and the main panel power feed wire to the Megafuse assemblies:

NOTE: Make sure that your battery is disconnected! You will need to install the preassembled Megafuses from page 2 in your vehicle to start this part of the installation.

1. Pre-cut item F shrink tubing into (6) 1.00" - 1.25" pieces.
2. Take the 12-foot piece of 6Ga. red wire from this kit and route it from your starter (or other battery feed) over to the area where you have mounted your Megafuse and cut it to length. Strip the insulation on each end back 1/2". Install 2 pieces of shrink tubing F onto the wire. At the starter end, crimp and solder (1) of terminal G onto the wire. At the Megafuse end, crimp and solder (1) of terminal H onto the wire. Slide the shrink tubing over the terminals and heat it up to shrink it down.
3. Take the remaining portion of the 12-foot piece of 6Ga. red wire from this kit and route it from your alternator over to the area where you have mounted your Megafuse and cut it to length. Strip the insulation on each end back 1/2". Install 1 piece of shrink tubing F onto the wire. At the alternator end, slip on boot E as shown on page 3, then crimp and solder (1) of terminal J onto the wire. At the Megafuse end, crimp and solder (1) of terminal H onto the wire. Slide the shrink tubing over terminal H and heat it up to shrink it down.
4. Take the 10Ga. red main power feed wire from your engine or panel sub-kit and route it over to the area where you have mounted your Megafuse and cut it to length. Strip the insulation back 3/8". Install 1 piece of shrink tubing F onto the wire, then crimp and solder (1) of terminal K onto the wire.
5. Remove the 4 loosely tightened nuts and lock washers from the assembled Megafuses, then using the drawing on page 3 as a guide, install your pre-assembled wires from steps 2-4 above. Re-install the 4 nuts and lock washers onto the assembled Megafuses and tighten them down. This part of your installation is now complete.

510476

Z

DESCRIPTION:

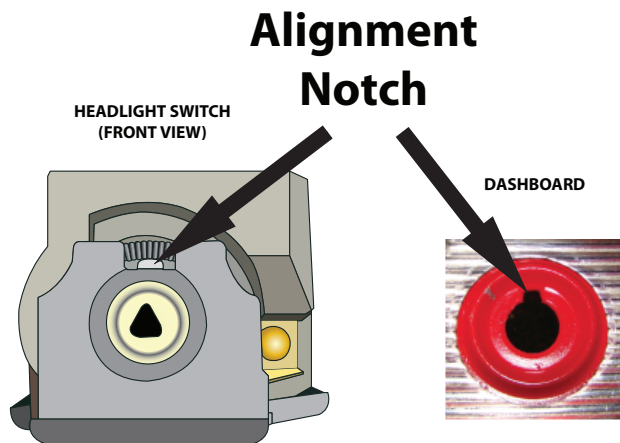
**Alternator and Main Power
Connection Kit
Various Applications**

92972153 instruction sheet rev 0.1 6/24/2019

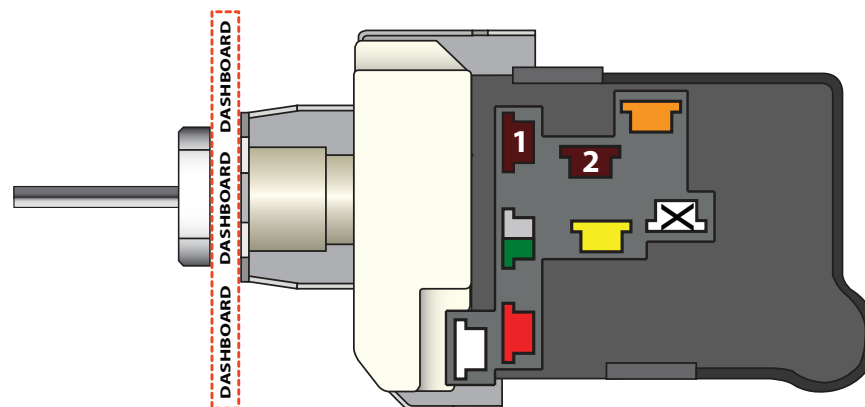
Most switches supplied with Classic Update and Universal Kits ship with the shaft pre-installed. In many instances, the switch can be installed without removing the shaft, but in some cases the switch shaft may need to be trimmed to fit your specific dash. In this situation, reference Trim to Fit instructions 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)
	Dash Lights - Output to the dash light fuse or lights
OR 	



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PART #

500332

DESCRIPTION:

Headlight Switch

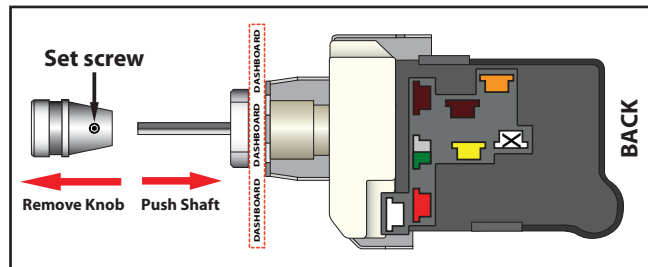
92964649 Rev 3.0 1/10/2020

To Trim Shaft to Fit or Remove Shaft:

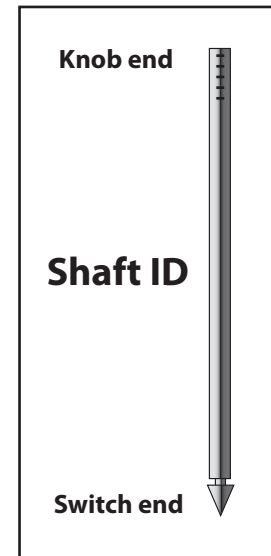
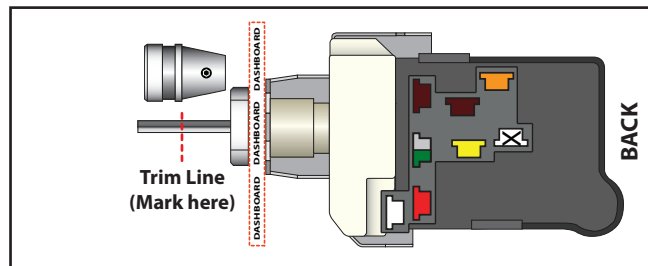
The headlight shaft knob should extend from the face of the mounting nut, and must allow enough clearance for the switch to turn off. If the shaft is longer than necessary for your specific dash it can be trimmed to fit. Always trim the knob end of the shaft only and follow the guidelines below for best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

