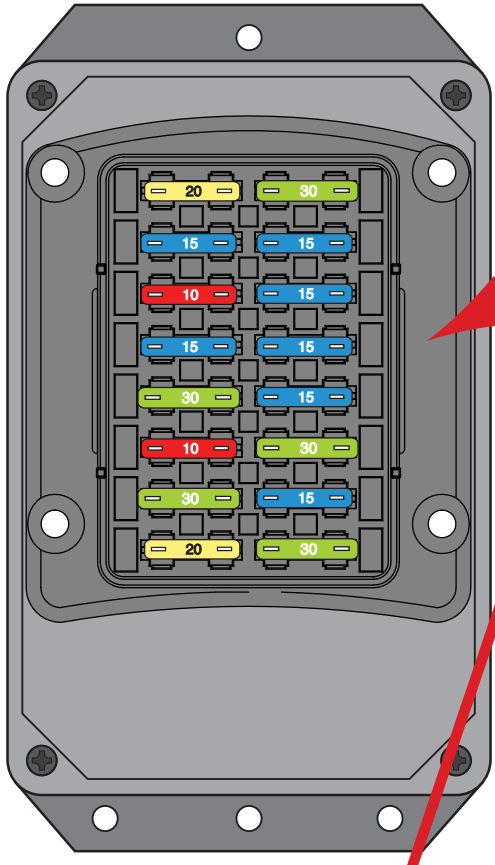
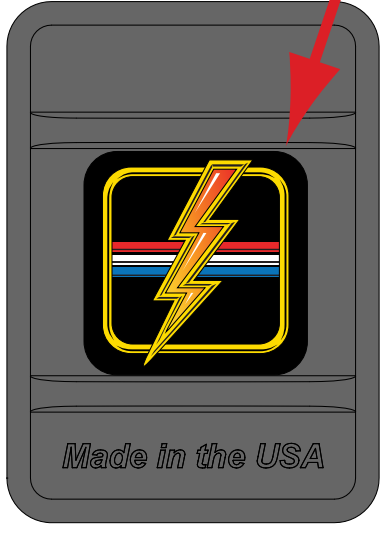
Fuse Box



Fuse Box Lid



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

KIT BOX CONTENTS:

Number	Description
92969868	Firewall Mounting Template
92973593	Kit Main Instructions
92973605	Warning Sheet
510476	Alternator and Main Power Connection Kit
510893	Main Dash Harness Kit w/ AAW Fuse Panel
510270	Instrument Cluster Wiring Kit
520001	Digital Gauge System Dim Wire
510271	Rear Body Wiring Kit
510272	Courtesy Light Connection Kit
510273	Headlight Connection Kit
510910	Front Light & Main Power Wiring Kit
500862	Headlight Switch
510145	Fuse, Relay & Flasher Kit
510237	Dimmer Switch
510632	Ignition Switch
500919	Practice Terminal Kit

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Classic Update Kit
1953-62 Corvette
510267

92973793 Rev. 1.0 10/20/2025



WARNING: Validate the kit contents with the component list included on page 2 of this sheet before proceeding.This harness is intended to be used in a modified vehicle. Please read this sheet thoroughly and be sure that you understand everything explained on it prior to opening any of the enclosed packages, or before attempting to install any of the components. Once this kit has been opened or a component installed, the kit is not returnable.The new fusebox assembly is intended to be installed in the same approximate location as was the original, and the harness routed in the same fashion as was the original. The exact finished location of the new fusebox is not extremely critical as the new harness is long enough that it will install fine as long as the new fusebox is mounted in the general area of your stock original Corvette fusebox.

1. Grounding is extremely important with any Corvette due to the fiberglass body. Your new AAW kit has been engineered to utilize all the stock grounding locations used on an original car. Please be sure that you have good, clean grounding points. If your build is a bit more involved, you may want to consider the use of the AAW complete vehicle assembly grounding system, P/N 500717.

2. This kit only supports the use of a higher current self-exciting 1 wire, GM “SI” series, or other style internally regulated alternator. An adapter (that is not included with this kit) may be necessary for certain applications. The use of a stock, low amperage generator is seriously discouraged as it cannot handle the higher current requirements of updated ignition systems, electric fans, aftermarket A/C systems, stereo systems, air ride suspensions, and other power hungry accessories that will ultimately create performance issues with the system.

3. This kit WILL NOT support the use of a factory ammeter. All AAW kits are engineered to supply the optimum charge to the battery. To achieve this performance, we route our 6ga. charge wire directly from the alternator output terminal to the starter solenoid. Due to the path of the charge being altered from the stock configuration, the gauge can no longer see a charge vs. a discharge, so it will not work properly. When ammeters were originally used, most generator current outputs were rated at maximum of about 25-40 amps. Modified vehicles being built today typically utilize a 100 amp or higher output alternator. With these higher current units, ammeters, generally speaking, become a safety hazard. Ammeters are usually wired in parallel to the charging circuit, are typically unfused, and can short very easily causing a fire. A voltmeter is recommended as a good alternative.

4. This kit IS NOT set up with a resistance wire or a ballast resistor for a standard, points type ignition system. It is wired with a full 12 volt primary ignition feed that is hot in both the start and run positions. It will support HEI, MSD, other electronic ignition systems, as well as computerized Fuel Injection systems. If you wish to run a points type system, there are illustrations on the engine connection pages to do so. Extra parts that are not included in this kit will be required to complete that operation.

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510267
92973605 Rev 0.1 07/23/2025

510267 - Classic Update Series Kit
1953-1962 Chevrolet Corvette

This kit contains the following components:

Bag	Part Number	Description	Quantity
	510632	Ignition Switch	1
	500862	Headlight Switch	1
	500919	Practice Terminal Crimping Set	1
	510145	Fuse, Relay, and Flasher kit	1
	510237	Floor Dimmer Switch	1
G	510893	Dash Harness kit	1
H	510270	Dash Cluster wiring kit	1
L	510910	Front Light and Main Power kit	1
M	510271	Rear Body Wiring kit	1
P	510272	Courtesy Light kit	1
N	510273	Headlight Connection kit	1
Z	510476	Alternator and Main Power Connection kit	1
	520001	Digital Gauge System Dim Wire - GM Kits	1
	92969868	Firewall Mounting Template	1
	92973593	Instruction Sheet for 510267, 53-62 Corvette	1
	92973605	Warning Sheet	1

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

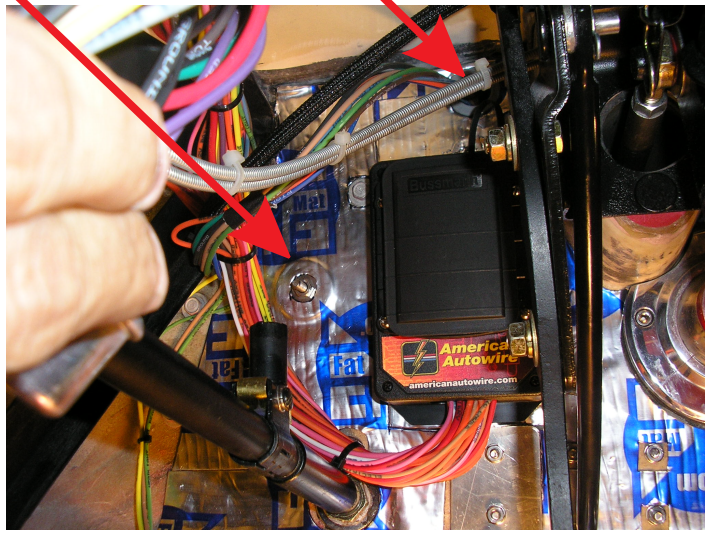
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510267
92973605 Rev 0.1 07/23/2025

1953 - 1962 Corvette Fuse Panel Mounting Template and Instructions

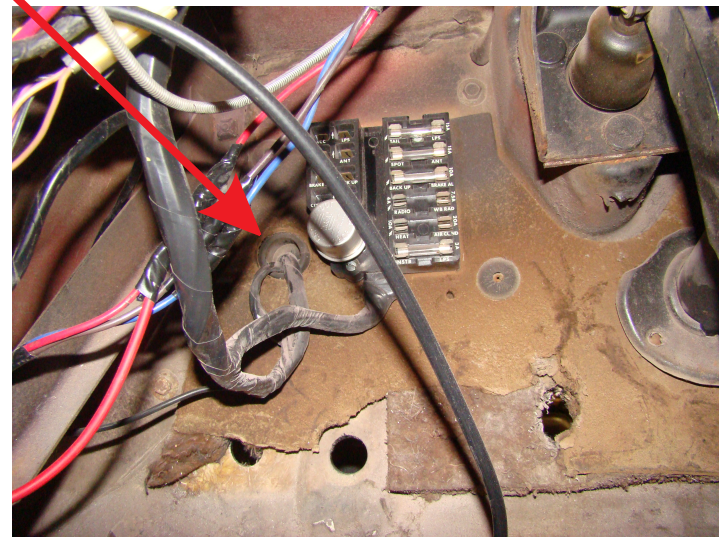
Stock F/L Harness Hole

Custom F/L Harness Hole



NEW AAW application

Stock F/L Harness Hole



Original application

As Viewed From Under the Dash

NOTE:

1. The installation and placement of the new fusebox is not extremely critical for this application. On this page, you will find a photograph of the completed fusebox and dash harness as they were installed in our 62 Pro-Touring Corvette along with a before photo of the stock configuration. Take note of the stock front light harness hole location to the left of the stock fusebox. Our 62 Pro-Touring car had the front light hole relocated up and over the top of the new fusebox so that it routed thru some PVC tubing up underneath the LF fender area instead of along the inside of the LH inner fender. The harness is long enough that you just need to mount the fusebox as the photo depicts. As long as the fusebox assembly is installed in the general area as shown, the harness will install fine.

2. Be sure to check for clearances of any accessories that you might be adding. The stock clutch and brake pedal assembly pose no concerns at all when mounted in this location. There are 2 mounting holes (1 each) on the upper and lower tabs of the fusebox case. Using the fusebox as a template, drill 2 new 11/64" holes in your firewall. 2 new attaching screws and locking nuts have been provided for you to affix the fusebox to the firewall. They can be found in the 510269 loose piece dash kit.

3. Once the fusebox has been attached to the firewall of the car, the harness routes up and over top of the pedal carriage assembly and steering column in behind the speedometer assembly, then along the bottom of the dash frame and over to the RH door jamb area. Please take time to keep it away from any moving items such as the wiper motor linkage.

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92969868

92969868 instructions Rev 0.0 9/10/2012

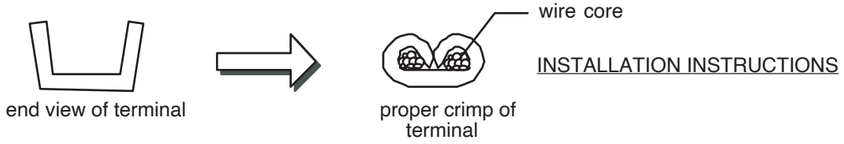
Classic Update Series

1953 - 1962 Chevy Corvette

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



INSTALLATION INSTRUCTIONS

AS THIS HARNESS IS DESIGNED FOR USE IN A MODIFIED CAR REQUIRING A HIGHER RATE OF CHARGE, IT DOES NOT SUPPORT THE USE OF A STOCK (ORIGINAL) ALTERATOR OR GENERATOR. IT IS DESIGNED FOR USE WITH AN INTERNALLY REGULATED GM “SI” STYLE OR SINGLE WIRE STYLE ALTERNATOR. ADAPTERS (WHICH ARE NOT INCLUDED WITH THIS KIT) ARE AVAILABLE FROM SEVERAL SOURCES WILL BE NECESSARY TO USE ANY ALTERNATOR OTHER THAN AN “SI” or 1 WIRE UNIT.

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

STEP 2: START INSTALLING KIT:
This kit is broken down into individual steps that are identified by a letter printed on the instruction sheets visible through each bag. These letters are the order of operation for installaing your kit. Start with bag letter G, then H, etc. The order of installation is shown below. Use this main instruction sheet, 92969849, to complete the installation process.

G - 510893 Dash Harness Kit
H - 510270 Gauge Cluster Kit
L - 510910 Front Light and Main Power Kit
M - 510271 Rear Body Kit
N - 510273 Headlight Bucket Kit
P - 510272 Courtesy Lamp Kit
Z - 510476 Alternator and Main Connection Kit

STEP 3: RECONNECT YOUR BATTERY:
When you have completed the installation and are ready to reconnect the battery, make sure that the following electrical system grounds are in place:

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

STEP 4: CHECK ALL ELECTRICAL FUNCTIONS:
Any non-functioning items should be checked for proper installation. Any problems with your wiring and electrical circuit functions should be addressed to American Autowire Systems, Inc. as soon as possible to avoid any warranty problems.

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

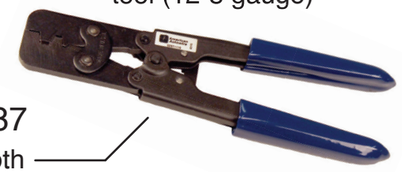
AMERICAN AUTOWIRE MAKES IT EASY !!

We carry many accessories for your 1953-1962 Corvette

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

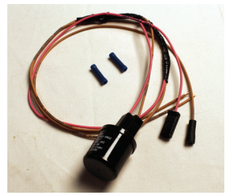


p/n 510586
OEM large terminal crimping tool (12-8 gauge)

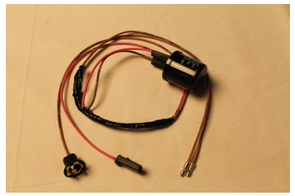


p/n 510587
Includes Both terminal crimping tools

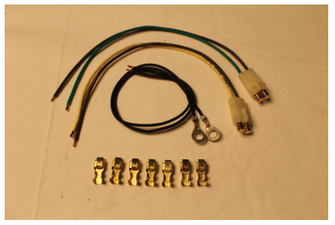
p/n 510325
1953-57 parking brake warning signal kit



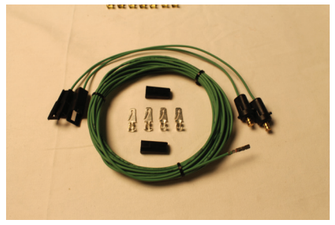
p/n 510326
1958-62 parking brake warning signal kit



p/n 510329
1961-62 optional 3rd stop/tail lamp kit



p/n 510330
1961-62 optional back up lamp kit



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Bag
G

1953-62 Chevy Corvette

Classic Update Series

510267

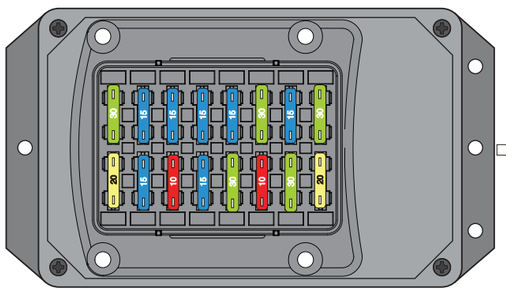
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92973593 Rev 1.0 6/16/2026

Bag
G

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

Fuse label on inside of Fuse Box Cover



Fuse Installation Orientation

dimmer switch
12
11A, 11B
10

horn relay
2C
28
29

hazard flasher
27A
27B

turn flasher
16B
16A

headlight switch
156A,156B
9A
8A,8B
9B
40
2A
10

headlight switch ground
150B,C,D

brake switch
40C,40D
17A,17B

instrument cluster
14B
11B
15B
8A,8C
121
150E,150F
39A,39B
8C,8E
30
35A
39B,39G
31A
39C
8E
151
402
401
139
400

lighter
140

clock feed
99A

clock lamp
8B,8D

htr AC feed
50

radio
lamp
8D
power
43
bat
99B

ground
150F,150G

Circuit Branch 1

Circuit Branch 2

Circuit Branch 3

Circuit Branch 4

Circuit Branch 5

Circuit Branch 6

39G,39C
PB warning lead

40D,40E

156B,156D
58-62 center courtesy lamp

93
wiper feed

2E
5
3A,3B
4,130
ignition switch

33.0

12.0

151
electric speedo ground

156D,156E
40E
53-57 RH courtesy lamp

156E
150G
RH door jamb switch

24
6
39D
5
neutral safety switch

28
LL
27B
16B
18
19
17A
14A&14B
15A&15B
turn signal switch

150A,150B
ground

156A,156C
40B,40C

24
17B
152
150D,150E
40A
30
9B
18
19
rear body

53-57 LH courtesy lamp

156C
150C

LH door jamb switch

35A
39E
121
130
31A
402
400
401
engine connector

main power, coil feed and starter solenoid connector
6
2B
3A

107
100
103
104
105
106
accessories

Plugged into Accessory Connector

150A,150H
main ground

152
fuel tank ground

A B C D E F
9A
15A
14A
150H
parking lamp and ground connector

12
11A
29
300
H/L, horn and electric fan connector

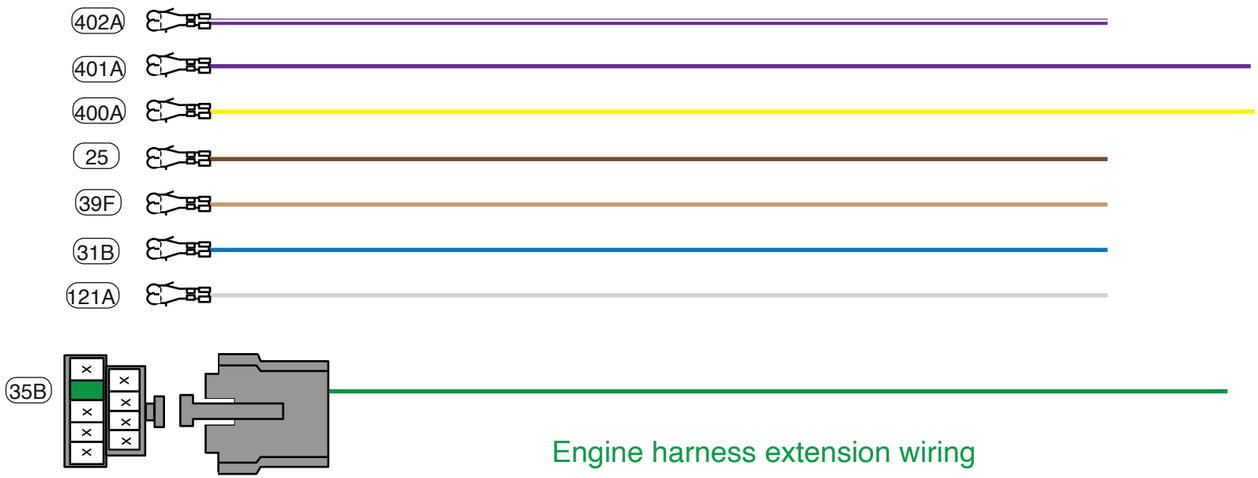
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1953-62 Chevy Corvette

Classic Update Series

510267 92973593 Rev 1.0 6/16/2026

Bag
G



NOTE: wires 400 & 401 must be twisted together

Engine harness extension wiring

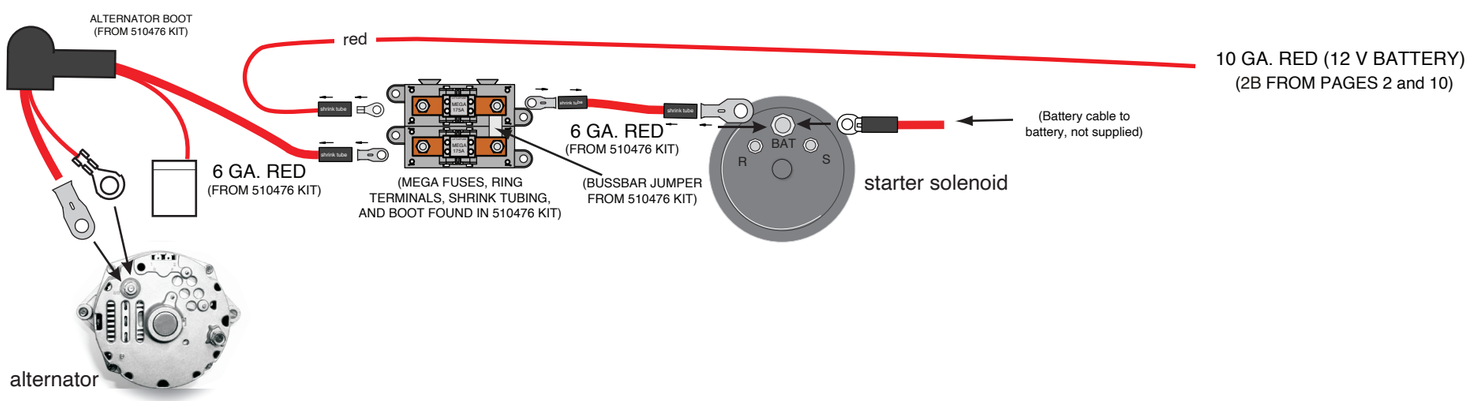
Engine Harness Wiring

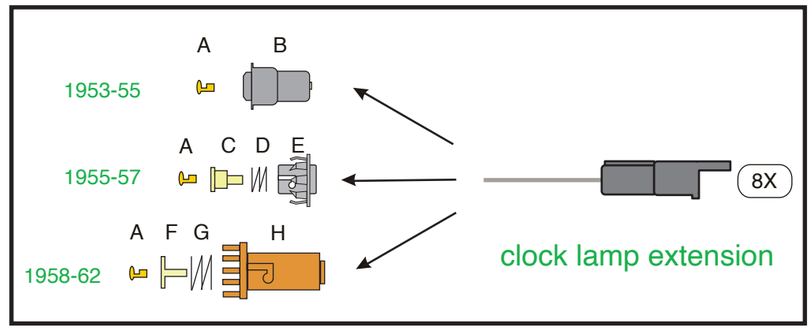
This engine harness extension will be used to complete the wiring out to the engine senders, coil (tach), electric speedometer (if so equipped), electric choke (if so equipped), and the internal alternator regulator plug. In a stock application, the only engine wire necessary would be the dark green temperature gauge wire. If you are using updated electric gauges (as opposed to the stock mechanical gauges), you will need to use some of these other wires. You will need to determine which of the wires you will need for your application and plug them into the engine harness extension plug above maintaining color continuity with the engine connector on the dash harness located at branch 4 on page 5. Once you have loaded the above plug with the necessary wires for your application, take the completed extension and plug it onto the engine connector, then route these wires along with the 2B, 3A, and 6 wires (located at branch 4 on page 5) out through your firewall to the engine bay. See page 10, Figure D for typical connections. See loose piece kit 510269 for any needed terminals and connectors.

Wire #	Wire color	Printing	Procedure
31B	Dk. Blue	Oil Pressure	Oil pressure wire from the engine connector to the oil pressure sender.
35B	Dk. Green	Temp Sender	Temperature sender wire from the engine connector to the temperature sender.
39F	Tan	Electric Choke	12v ignition feed wire from the engine connector to the electric choke.
121A	White	Coil Tach	Tach sender signal wire from the engine connector to the coil or tach feed from your ignition system.
25	Brown	Alt. Ign.	This is the low voltage feed wire from the engine connector to a GM Style “SI” internally regulated alternator.
400A	Yellow	VSS Ground	VSS ground from the engine connector to the vehicle speed sensor. (must twist this with 401A)
401A	Purple	VSS Signal	VSS signal from the engine connector to the vehicle speed sensor. (must twist this with 400A)
402A	Purple/White	VSS Power	VSS 12v fused power from the engine connector to the vehicle speed sensor.

Main Power and Alternator Connections

You can find all the parts and detailed installation instructions for the main power connections in the 510476 kit.







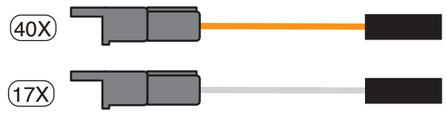
wiper motor ground wire



blower motor ground wire



‘53-’57 cigarette lighter ground wire



‘53-’57 brake lamp switch extensions

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1953-62 Chevy Corvette

Classic Update Series

510267 92973593 Rev 1.0 6/16/2026

Bag **G**

Main Fuse Panel Installation Instructions

The Main Fuse Panel harness is designed to be mounted under the dash on the firewall in the same general area as did the stock harness. See photos of the installed fuse panel on the "fuse panel mounting template and instruction sheet", P/N 92969868. The enclosed representation of the main dash harness shows each circuit branch and identifies each connection by its color and function. Follow this drawing and detail drawings on pages 8, 9, and 10 for the individual circuit connections.

Circuit Branch 1 - Front Lighting connections

Plug the front light connections from the 510910 Front Light and Main Power Kit onto the dash connections, then route the wires out through the firewall. See page 9, "Figure A" for typical connections. See loose piece kit 510893 for any needed terminals and connectors.

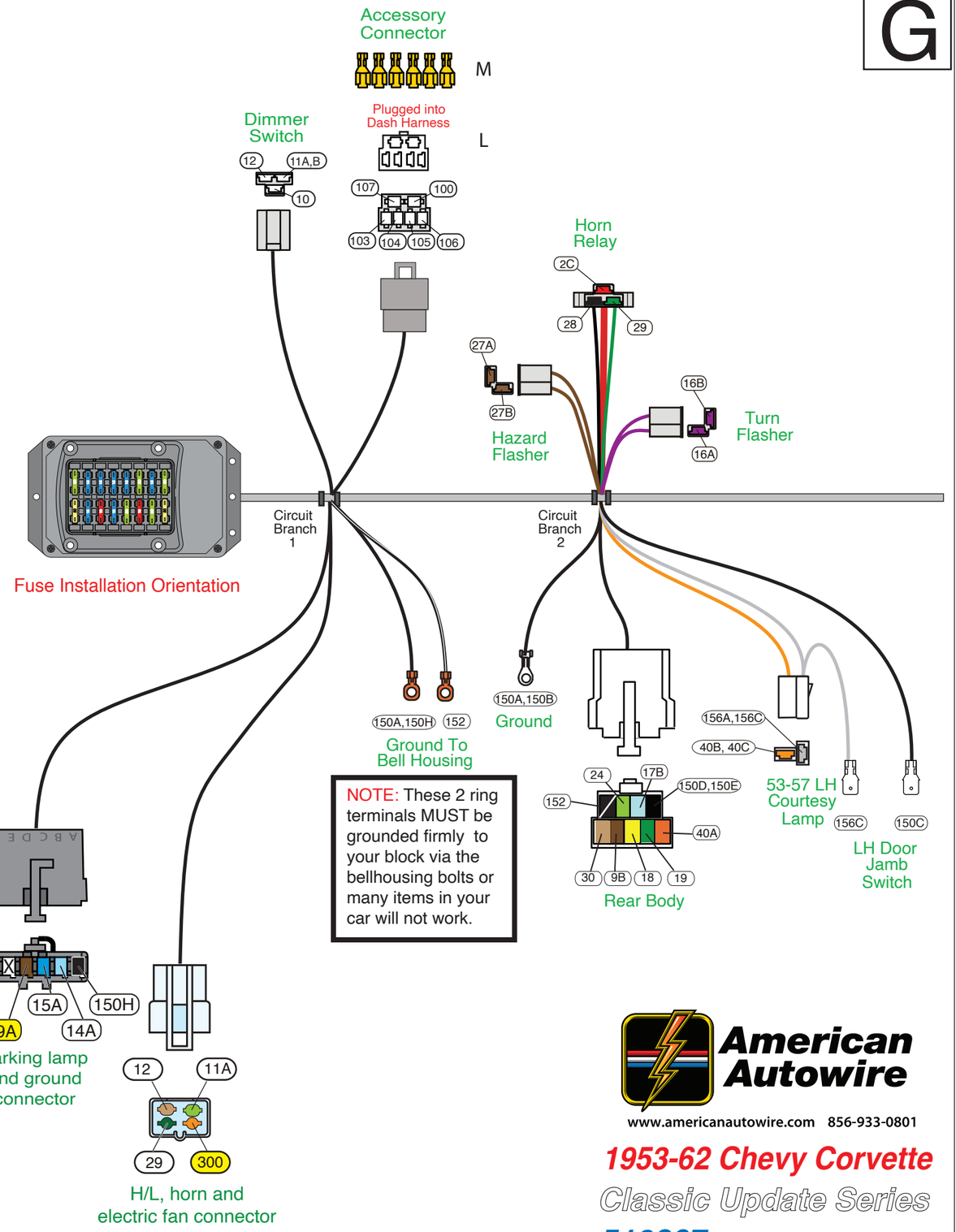
Wire #	Wire color	Printing	Procedure
29	Dark Green	Horn	Connect to the horn power terminal. NOTE: You also will need to run the black 150 wire to your horn's ground terminal in order for the horn to operate.
14A	Light Blue	Left Front Turn	Connect to the blue wire that is in left front directional lamp lead (not included with this kit).
15A	Dark Blue	Right Front Turn	Connect to the blue wire that is in right front directional lamp lead (not included with this kit).
300	Orange	Electric Fan	This is the 12 volt ignition feed to be connected to the trigger wire on your electric fan relay.
9A	Brown	Park Lights	Connect to both the front park / running light lamp lead purple wires (not included with this kit). An in-line splice of this wire or a double up of this wire at the left front parking lamp will be necessary to accommodate the wiring of both of the front parking lights.
11A	Light Green	Headlight-Hi Beam	These wires will mate with the H/L connection kit harnesses, P/N 510273, to complete the front headlight connections.
12	Tan	Headlight-Low Beam	Use the supplied loose piece terminals and connectors in kit 510893 to make these connections to the 510273 H/L connection kit. Select the light green Headlight Hi Beam wire (11A) and tan Headlight Low Beam wire (12). Route these wires to the grill shell area near the LH headlight. Cut the wires to length, double the wires with the cutoff portions, crimp on terminals V and plug into connector N as shown on page 9, Figure A. Route the remaining portion of the wire to the opposite side of the grill shell near the RH headlight, cut to length, crimp on terminals W and plug into connector N as shown on page 9, Figure A. Do not plug these connections onto your 510273 H/L connection kit yet as the ground circuits must first be completed.
150H	Black	Ground	Take this wire to the left H/L area, cut to length, double with the cutoff portion and route to the LH P/L, cut to length, double with the cutoff portion and route to the LH horn, cut to length, double with the cutoff portion and route to the RH horn, cut to length, double with the cutoff portion and route to the RH P/L, double with the cutoff portion and route to the RH H/L. Use the terminals and connectors as shown on page 9 to complete the grounding circuit.
Ground Leads			Main chassis and fuel sender grounds. NOTE: These MUST be firmly attached to your block via the bellhousing bolts.
150A,H	Black	Ground	Main chassis ground to bellhousing flange bolt for instrument cluster, lighTing, and horn ground connections.
152	Black/White		Dedicated fuel tank sender ground to bellhousing flange bolt.

Circuit Branch 1 - Underdash Connections

Wire #	Wire color	Printing	Procedure
Dimmer Switch			
10	Yellow	Dimmer Switch Feed	12v Feed from H/L switch
11A, B	Light Green	Headlight Hi Beam	Switched 12v from dimmer to high beam lamps
12	Tan	Headlight Low Beam	Switched 12v from dimmer to low beam lamps
Accessory Wire Connector			Use the provided connector L and terminals M as power leads for the following:
			Fuse / Rating
103	Tan	Fuel Pump	FUEL 20 amp Fused 12 volt IGNITION feed for fuel pump (or another fused ignition circuit)
104	Orange	Power Seats	PWRSEATS 30 amp Fused 12 volt BATTERY feed for power seats (or another fused battery circuit)
105	Red	Power Locks	PWR LOCKS 15 amp Fused 12 volt BATTERY feed for power door locks (or another fused battery circuit)
100	Red	CB Radio	CB 15 amp Fused 12 volt BATTERY feed for a CB radio (or another fused battery circuit)
106	Pink	Power Window	PWRWDO 30 amp Fused 12 volt ACCESSORY feed for power windows (or another fused accessory circuit)
107	Orange	Spare Battery	BAT SPARE 30 amp Fused 12 volt BATTERY feed (for any application)

Circuit Branch 2- Underdash Connections

Wire #	Wire Color	Printing	Procedure
Horn Relay			Plug the horn relay (found in the 510145 fuse kit) into this connector.
2C	Red	12v Bat	12 volt battery feed.
28	Black	Relay Ground	Relay ground circuit (to steering column).
29	Green	Horn	Triggered 12 volts to horn.
Flashers			Plug one each of the flasher cans (found in the 510145 fuse kit) into these connections.
16, 16A	Purple	Turn Switch Feed	Turn signal flasher leads.
27, 27A	Brown	Hazard Switch Feed	Hazard flasher leads.
Rear Body Connection			The main connector from the Rear Body Kit, 510271 will plug in here to complete the rear body connection.
9B	Brown	Rear Running Lights	12v feed for tail and tag lamps.
17B	Lt. Blue	Third Brake Light	12v feed for optional 3rd brake lamp.
18	Yellow	Left Rear Turn	12v feed to the LH rear stop and turn lamp.
19	Dk. Green	Right Rear Turn	12v feed to the RH rear stop and turn lamp.
24	Lt. Green	Back Up Lt Sw	12v feed to the back up lamps (optional kit, P/N 510330, available).
30	Tan	Gas Gauge	Fuel sender signal wire between the rear body and cluster connections.
40A	Orange	12v Battery Fused	12v battery feed for LED lamps or trunk lamp.
150D, E	Black	Ground	Main chassis ground to rear body connection.
152	Black/White		Dedicated fuel tank sender ground to rear body connection.
1953-57 LH Courtesy Connection			If your car is a 1953-57 model, plug in one of the 1953-57 courtesy lamp extensions from the 510272 kit here.
40B, C	Orange	12v Battery Fused	12v battery feed to LH underdash courtesy lamp for 1953-57 applications only.
156A, C	White	Ctsy Ground	Switched ground to LH underdash courtesy lamp for 1953-57 applications only.
LH Door Jamb Switch			Plug into existing LH door jamb switch (not included with this kit).
150C	Black	Ground	Ground to LH door jamb switch.
156C	White	Ctsy Ground	Switched ground to LH door jamb switch.
Ground			
150A,B	Black	Ground	Main chassis ground to LH dash frame / kick panel area (dash bird cage assembly).



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Bag **G**

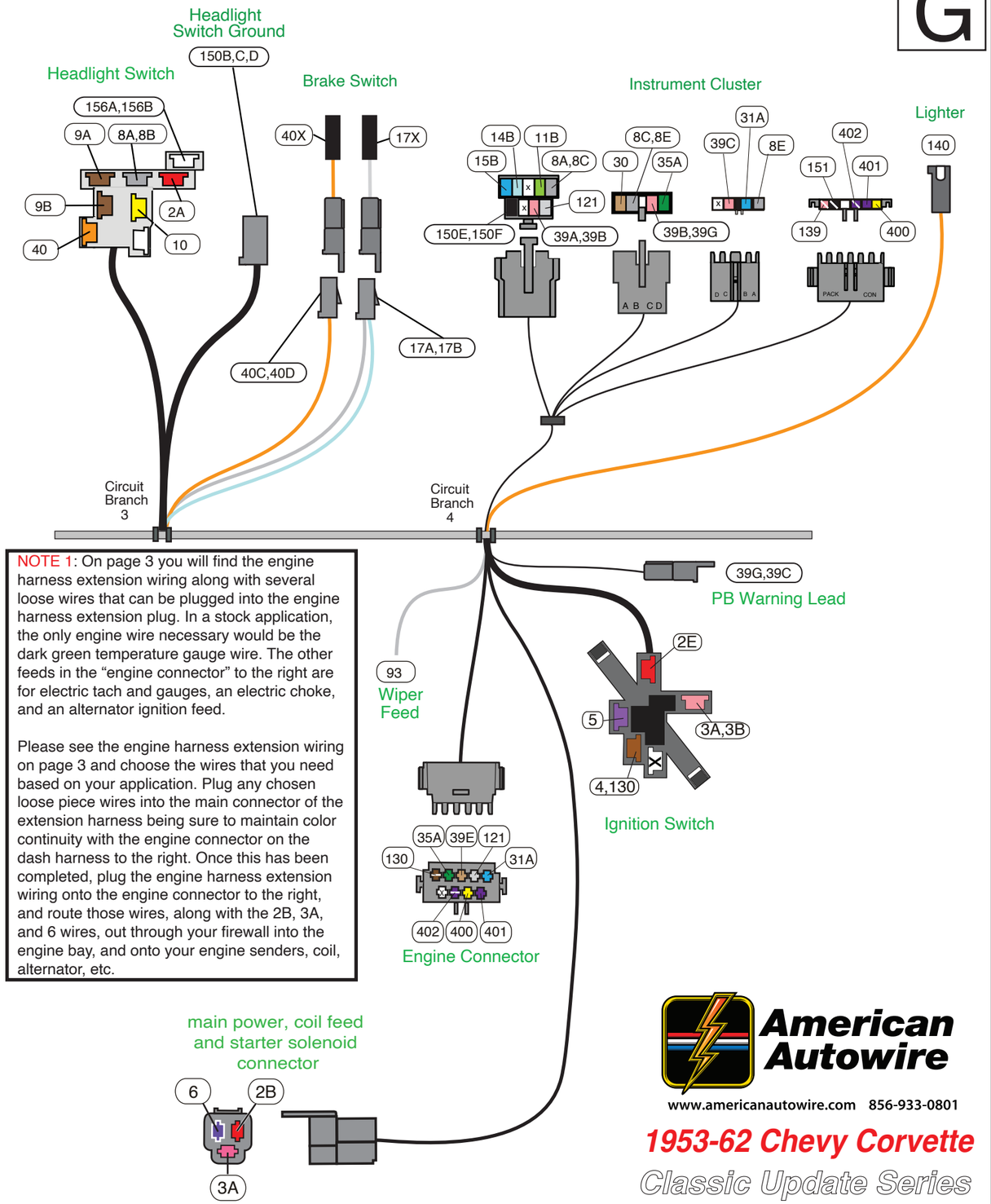
Main Fuse Panel Installation Instructions

Circuit Branch 3 - Underdash Connections

Wire #	Wire Color	Printing	Procedure
Lighting Switch			Plug this connector onto lighting switch 500862.
2A	Red	12v Bat	Unfused 12v battery feed to the lighting switch for headlamps.
8A, B	Gray	Dash Lights	Feed out to dash illumination lamps at cluster.
9A	Brown	Park Lights	Feed out to front parking lamps.
9B	Brown	Rear Running Lamps	Feed out to rear tail lamps.
10	Yellow	Dimmer Sw Feed	Feed to headlight dimmer switch for headlights.
40	Orange	12v Batttery Fused	Secondary fused 12v battery feed to lighting switch for parking, tail, dash illumination, courtesy, and dome lamps.
156A, B	White	Ctsy Ground	Switched ground for courtesy and dome lamps.
Ground Lead			Main H/L switch ground. Plug this black connector onto the male blade on the side of the new 500862 lighting switch.
150B,C,D	Black	Ground	Chassis ground to lighting switch to operate the courtesy and dome lamps.
Brake Light Switch			Plug each these connectors onto either one of the brake light switch blades. NOTE: This harness is set up for the '58-'62 style brake switch which utilized 2 male blade terminals. If your car is a '53-'57 model which utilized a male pin type connection, plug extension wires 40X and 17X (as found on page 3 of this instruction set) onto wires 40C,D and 17A,B and then plug those extensions onto your brake switch.
40C,D	Orange	12v Battery Fused	12 volt fused battery feed the stop lamp switch.
17A	White	Brake Sw	12 volt switched feed out to turn signal switch.
17B	Lt. Blue	Third Brake Light	12 volt switched feed out to third brake light ciruit at rear body connector.

Circuit Branch 4 - Underdash Connections

Wire #	Wire color	Printing	Procedure
Wiper Switch Feed			This is your 12v feed only. This feed must be used in conjunction with your original wiper motor or as the 12v power for any aftermarket switch/motor assembly. NOTE: If you are using a stock wiper motor, a ground wire, 150X (as found on page 3 of this instruction set), has been provided for you to ground your wiper motor assembly.
93	White	Wiper Feed	12v fused feed for wiper switch assembly or motor.
Ignition Switch			Plug this connector onto the 510632 ignition switch.
2E	Red	12v Bat	Unfused feed into ignition switch from the battery.
3A,B	Pink	Ignition Feed	Unfused ignition feed out to fuse panel and ignition system.
4	Brown	Ignition Sw Accessory	Unfused accessory feed out to fuse panel.
130	Brown/White		Altenator regulator exciter feed from the ignition switch to the engine connector. NOTE: This 10 OHM resistance wire wire is doubled with the brown 4 wire at the "ACC" terminal an the ignition switch.
5	Purple	Neutral Safety Switch	Unfused start feed to the neutral safety switch.
Parking Brake Warning Lead			Optional parking brake warning kits 510325 or 510326 will plug into this feed (optional kits not included with this kit).
39C,G	Pink	12v Ign Fused	Fused 12 volt ignition feed for optional extra cost parking brake warning kit ('53-'57 kit, 510325; '58-'62 kit, 510326).
Main Power, Starter, and Ignition Feed Wires			Plug the main power connector from the 510910 Front Light and Main Power Kit onto the dash connector, then route the wires out through the firewall. Connect these wires to your Megafuse assemblies, the starter solenoid, and your ignition system (Coil, HEI, MSD, ECU, etc.). See page 10, "Figures C and D" for typical connections. These wires will route to the engine bay with the engine harness wires. For loose piece terminals and connectors, see kit 510893.
2B	Red	12v Bat	Unfused 12v battery feed from your battery source to the fuse panel. See page 3 for connection to Meagfuses.
3A	Pink	Ignition Feed	Unfused ignition feed from the ignition switch to your ignition system.
6	Purple	Starter Soleniod	Unfused starter solenoid feed from the neutral safety switch to the "S" terminal on your starter solenoid.
Engine Connector			Plug the engine harness extension (as found on page 3 of this instruction set) onto this connection. See NOTE 1 on this page to the right. See page 10, Figure C for typical connections. See loose piece kit 510893for any needed terminals and connectors.
31A	Dk. Blue	Oil Pressure	Oil pressure signal from engine connector to the cluster connection.
35E	Dk. Green	Temp Sender	Temperature sender signal from engine connector to the cluster connection.
39E	Tan	Electric Choke	12v ignition feed for the electric choke from fuse panel to the engine connector.
121	White	Coil Tach	Tach sender signal wire from engine connector to the cluster connection.
130	Brown/White		This is the low voltage feed wire for a GM Style "SI" internally regulated alternator from the ignition switch.
400	Yellow	VSS Ground	VSS ground from engine engine connector to the cluster connection for electric speedometer.
401	Purple	VSS Signal	VSS signal from engine engine connector to the cluster connection for electric speedometer.
402	Purple/White	VSS Power	VSS 12v fused power from cluster connection to engine connector to the cluster connection for electric speedometer.
Instrument Cluster Connections			These connections will plug into the Cluster Connection Kit, 510270. Specific connections are addressed in that kit.
8A,C,E	Gray	Dash Lights	12v feeds out from the lighting switch to the cluster connections for dash illumination lamps.
11B	Lt. Green	Hi Beam Indicator Light	12v feed to the cluster for high beam indicator lamp.
14B	Lt. Bue	Left Turn Ind	12v feed to the cluster for left front turn indicator lamp.
15B	Dk. Blue	Right Turn Ind	12v feed to the cluster for right front turn indicator lamp.
30	Tan	Gas Gauge	Fuel sender signal from rear body harness connection to the cluster connection.
31	Dk. Blue	Oil Pressure	Oil pressure signal from engine connector to the cluster connection.
35A	Dk. Green	Temp Sender	Temperature sender signal from engine connector to the cluster connection.
39 wires	Pink	12v Ign Fused	Fused 12v Ignition feeds to cluster connections for any stock or aftermarket electrical gauges.
121	White	Coil Tach	Tach sender signal wire from engine connector to the cluster connection.
139	Pink/White	Speedo Power	Fused 12v Ignition feed to the cluster connection for electric speedometer.
150 wires	Black	Ground	Gauge cluster ground to cluster connections.
151	Black	Ground	Electric speedometer ground to the cluster connection for electric speedometer.
400	Yellow	VSS Ground	VSS ground to the cluster connection for electric speedometer.
401	Purple	VSS Signal	VSS signal to the cluster connection for electric speedometer.
402	Purple/White	VSS Power	VSS 12v fused power to the cluster connection for electric speedometer.
Cigarette Lighter			Plug this connection onto your original lighter socket assembly. A 1953-57 lighter ground wire (150Z) has also been provided and can be found on page 3 of this instruction set. It installs exactly as your original did.
140	Orange	12v Battery Fused	12v battery feed for the cigarette lighter.



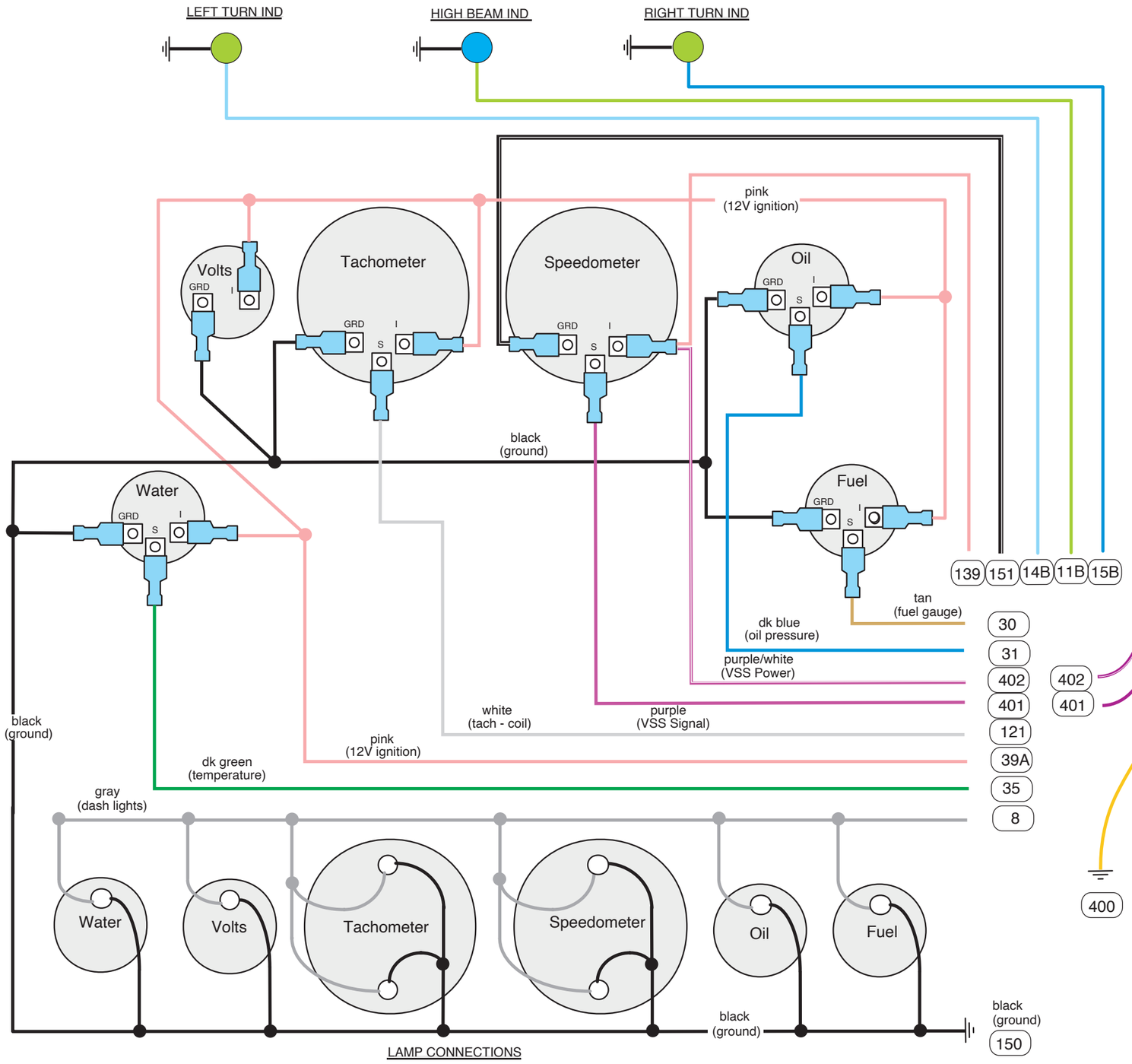
NOTE 1: On page 3 you will find the engine harness extension wiring along with several loose wires that can be plugged into the engine harness extension plug. In a stock application, the only engine wire necessary would be the dark green temperature gauge wire. The other feeds in the "engine connector" to the right are for electric tach and gauges, an electric choke, and an alternator ignition feed.

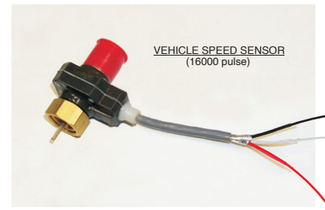
Please see the engine harness extension wiring on page 3 and choose the wires that you need based on your application. Plug any chosen loose piece wires into the main connector of the extension harness being sure to maintain color continuity with the engine connector on the dash harness to the right. Once this has been completed, plug the engine harness extension wiring onto the engine connector to the right, and route those wires, along with the 2B, 3A, and 6 wires, out through your firewall into the engine bay, and onto your engine senders, coil, alternator, etc.

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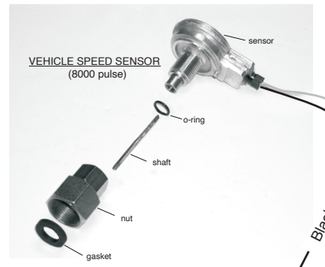
TYPICAL BLADE TYPE GAUGE CONNECTIONS



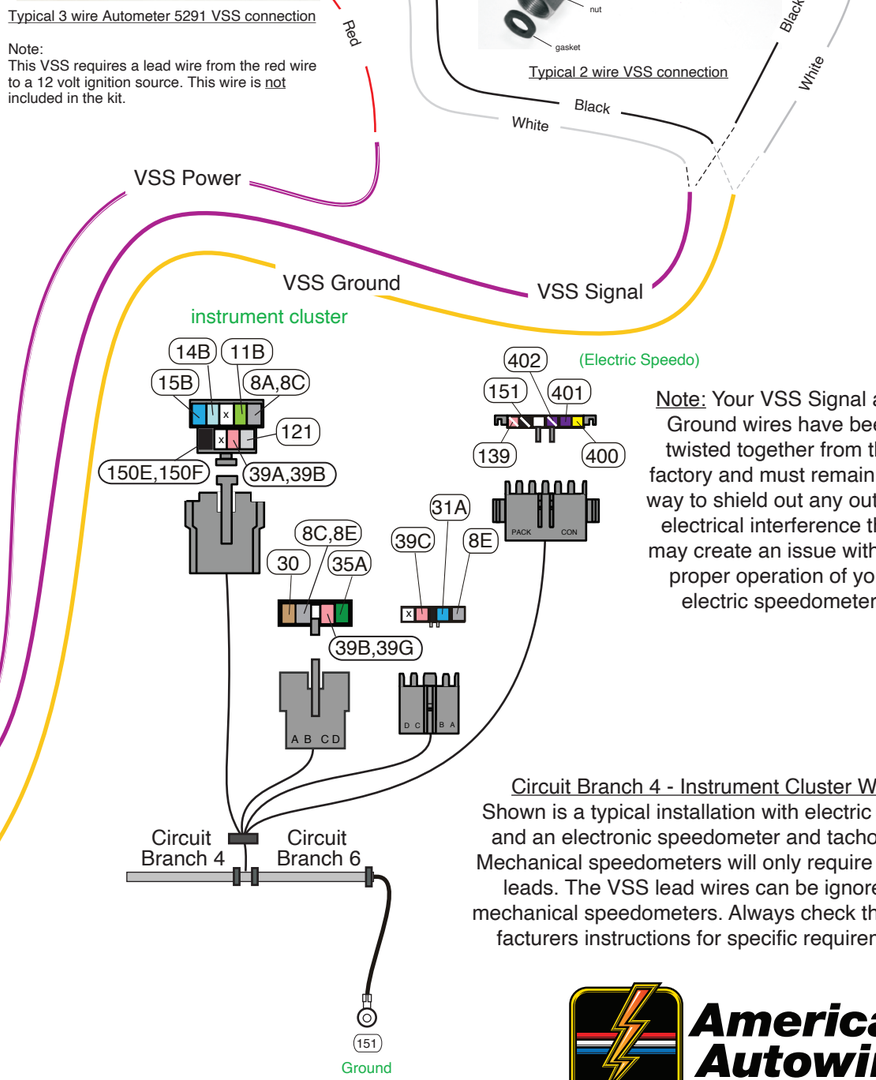


Typical 3 wire Autometer 5291 VSS connection

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



Typical 2 wire VSS connection



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

Circuit Branch 4 - Instrument Cluster Wiring

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

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Main Fuse Panel Installation Instructions

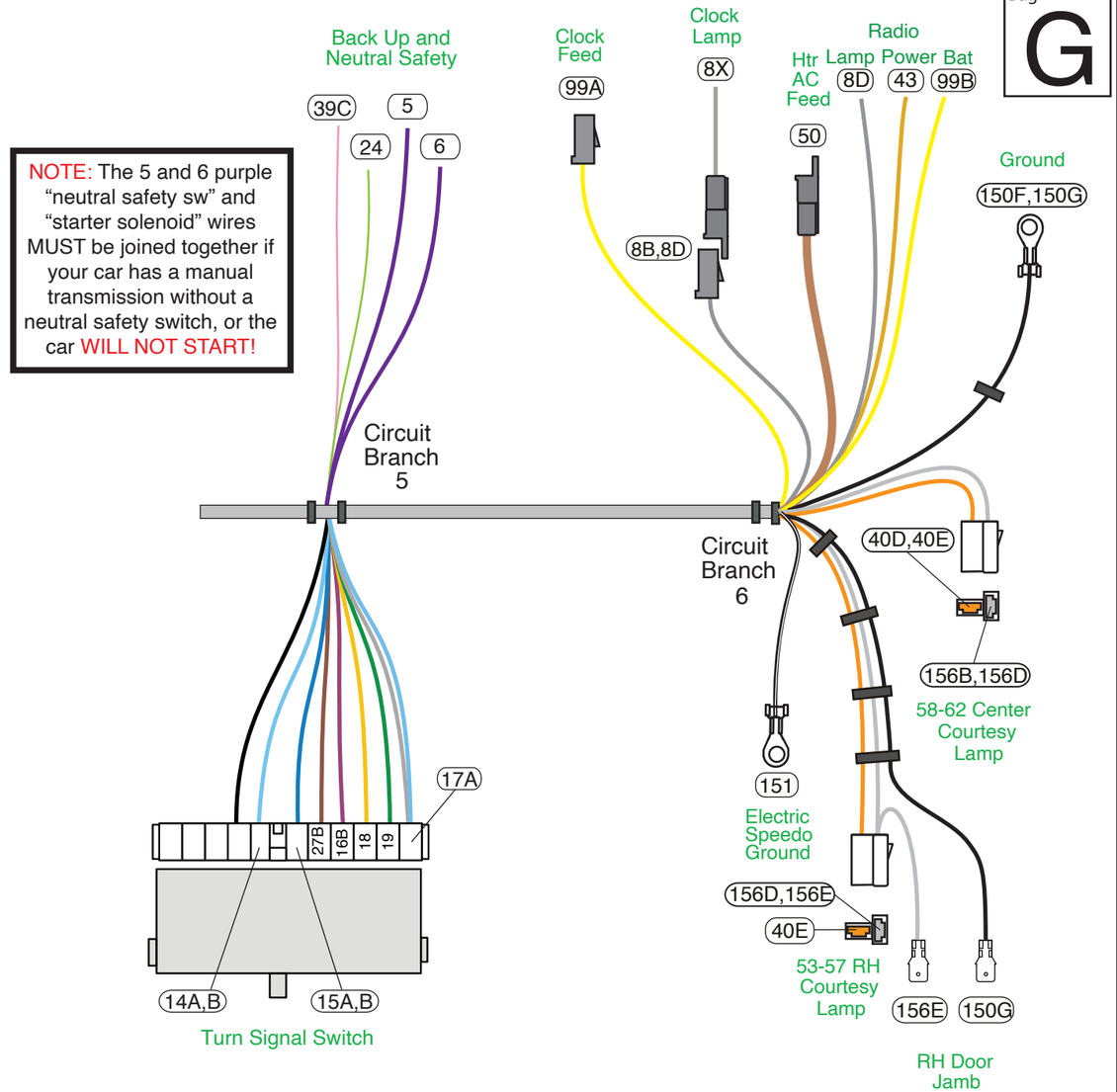
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Circuit Branch 5 - Underdash Connections

Wire #	Wire Color	Printing	Procedure
Back Up and Neutral Safety Switch Connections			A typical connection for your neutral safety and back up switch can be found on page 10, “Figure E”. NOTE: If you are running a manual transmission, and are not running neutral safety switch, you must connect the 5 and 6 wires together, or the car will not start.
24	Lt. Green	Back Up Lt Sw	Switched feed from back up lamp switch to rear body connection.
39C	Pink	12v Ign Fused	12v ignition feed to back up lamp switch.
5	Purple	Neutral Safety Sw	12v feed from solenoid post on the ignition switch to neutral safety switch.
6	Purple	Starter Solenoid	12v starter solenoid feed out to engine connections from neutral safety switch.
Turn Signal Switch Connection			Plug into steering column turn signal connection. If you are using a stock ‘53-’62 Corvette steering column in your car, please refer to “Table A - AAW turn signal wires to stock Corvette turn signal switch” on page 8 for proper mating directions. Our connector mates to a 3 7/8 inch long plug used on 1969-1974 GM, IDIDIT, and many other aftermarket steering columns. Starting from 1975 on up, the GM switch changed and began using a 4 1/4 inch connector. That connector is from the same family and uses the same terminals. By using the supplied mating connector and terminals located in the loose piece kit bag of the dash/main harness (510269), it is easy to adapt any steering column to this kit. The function of the wires are as follows:
14A, B	Lt. Blue	Left Front Turn	LH front turn signal feed out to front light and dash cluster connections.
15A, B	Dk. Blue	Right Front Turn	RH front turn signal feed out to front light and dash cluster connections.
16B	Purple	Turn Switch Feed	Turn signal 12v feed into column from turn flasher.
17A	White	Brake Sw	12v input from brake switch to turn switch for rear brake lights.
18	Yellow	Left Rear Turn	LH rear turn signal feed out to rear body connection.
19	Dk. Green	Right Rear Turn	RH rear turn signal feed out to rear body connection.
27B	Brown	Turn Sw Hazard	Hazard switch 12v feed into column from hazard flasher.

Circuit Branch 6 - Underdash Connections

Wire #	Wire Color	Printing	Procedure
Heat and A/C Feed			This wire will plug onto your stock heater switch or can be used as the “on/off” power source for aftermarket A/C. NOTE: We have also provided you with a blower motor ground wire (150Y) in the event that you are using a stock heater in your car. That wire can be found on page 3 of this instruction set and connects exactly as your original did, from the blower motor case to a chassis ground.
50	Brown	Heater AC Feed	12v switched feed for “on/off” power to your stock heater switch or aftermarket heat and A/C.
Radio Connections			
43	Tan	Radio	12v fused accessory feed for radio “on/off” power.
99B	Yellow	Radio Battery	12v fused battery feed for radio memory.
8D	Gray	Dash Lights	12v feed out from the lighting switch to the factory radio lamp.
Clock Connections			NOTE: We have included a clock lamp extension which can be found on page 3 of this instruction set. Depending on what year your car is, there are 3 different possible configurations that can be used. Please refer to the detail drawing on page three to complete the proper extension for your car. Once completed, plug the extension onto wires 8B, D to complete the lamp circuit for your factory in dash clock.
8B, D	Gray	Dash Lights	12v feed out from the lighting switch for the factory clock lamp.
99A	Yellow	Radio Battery	12v fused battery feed for factory clock assembly.
Ground			
150F, G	Black	Ground	Main chassis ground to RH dash frame / kick panel area (dash bird cage assembly).
1958-62 Center Dash Courtesy Connection			If your car is a 1958-62 model, plug in the 1958-62 center courtesy lamp extension with lamp socket from the 510272 kit here.
40D, E	Orange	12v Battery Fused	12v battery feed to RH underdash courtesy lamp for 1958-62 applications only.
156B, D	White	Ctsy Ground	Switched ground to RH underdash courtesy lamp for 1958-62 applications only.
1953-57 RH Courtesy Connection			If your car is a 1953-57 model, plug in one of the 1953-57 courtesy lamp extensions from the 510272 kit here.
40E	Orange	12v Battery Fused	12v battery feed to RH underdash courtesy lamp for 1953-57 applications only.
156D, E	White	Ctsy Ground	Switched ground to RH underdash courtesy lamp for 1953-57 applications only.
LH Door Jamb Switch			Plug into existing LH door jamb switch (not included with this kit).
150C	Black	Ground	Ground to LH door jamb switch.
156C	White	Ctsy Ground	Switched ground to LH door jamb switch.
Electric Speedo Ground Lead			Attach this wire to a good known chassis ground. (Note: Do not attach this wire with the 150F,G wires)
151	Black	Ground	Chassis ground for electric speedometer at instrument cluster connection.



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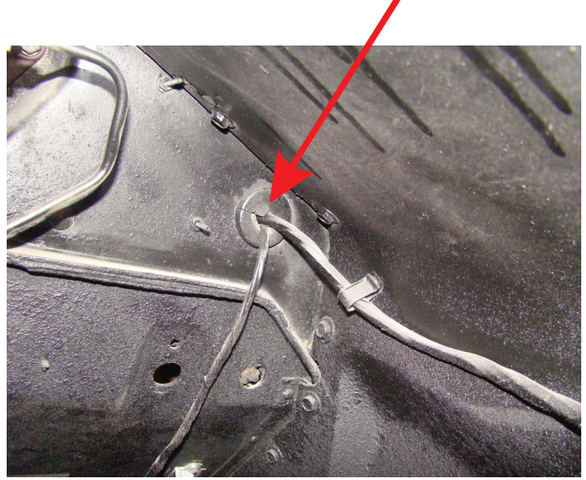
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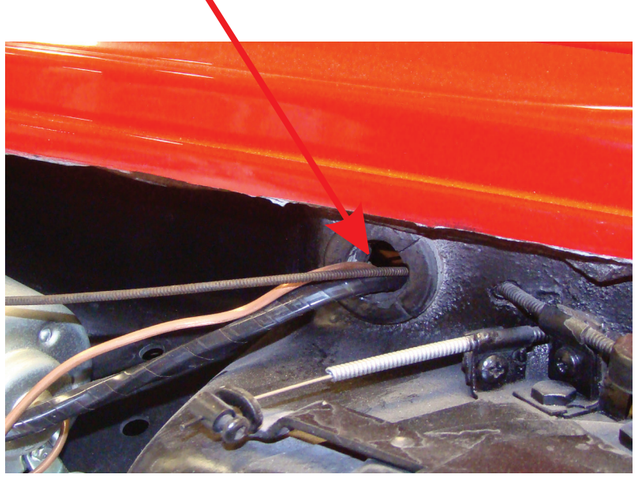
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NOTE: On this page, you will find a photograph of the stock firewall in a typical 1953-62 Corvette. Your new harness has been designed so that the forward lamp and engine wiring will pass through the original firewall pass through locations. We have NOT provided you with any firewall pass through grommets, as we have left that option to the customer. Please be sure to line the opening in your firewall in some fashion so that you do not chaff your new harness. There is also sufficient length on the new harness for custom routing if you have closed this stock hole up and wish to route the wires out into the engine compartment in a different manner. See pages 9 and 10 for the specific connection and routing instructions of all your forward lamp and engine wiring.

Stock Firewall Harness Pass Thru Grommets



Front Light Wiring



Engine Wiring

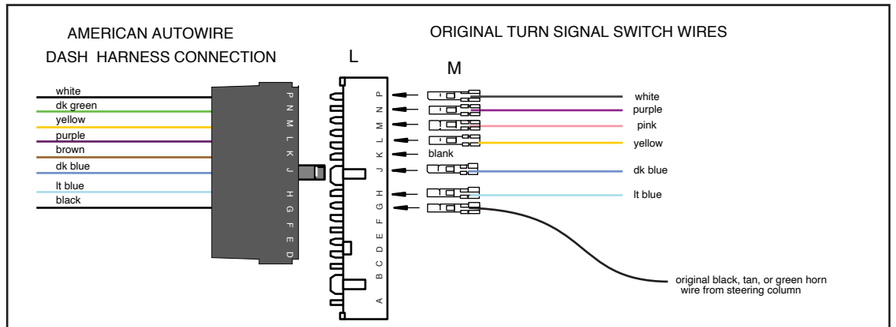
As Viewed From Under the Hood

"Table A"

AAW Turn Signal Switch wires to stock 1953-62 Chevy Corvette turn signal switch.

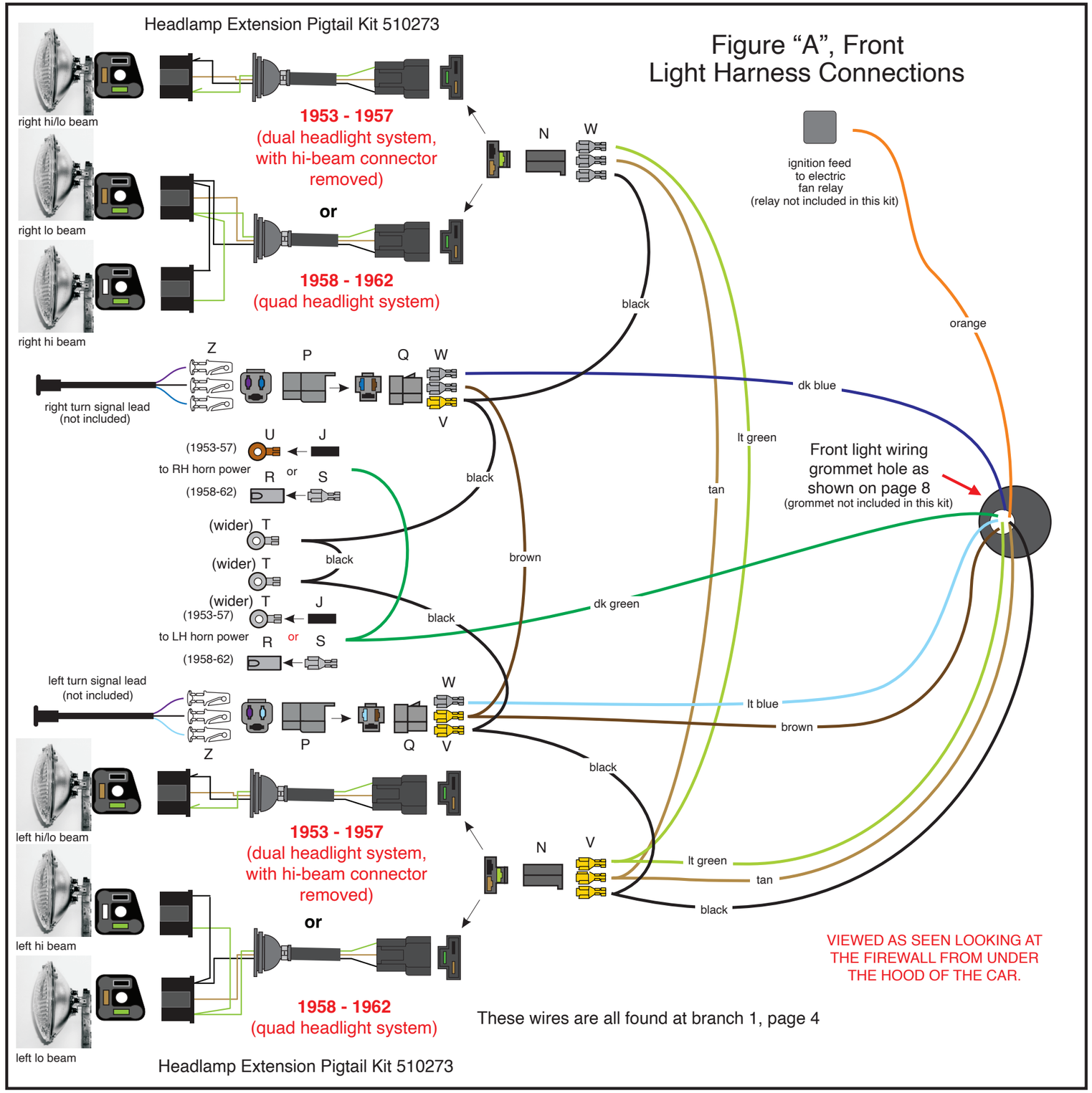
AAW Wire #	AAW Wire color	AAW Wire Printing	Stock Corvette Wire Color
14A,B	Light Blue	Left Front Turn	Light Blue
15A,B	Dark Blue	Right Front Turn	Dark Blue
16B	Purple	Turn Switch Feed	Yellow
17A,B	White & Blue	Brake Switch	White
18	Yellow	Left Rear Turn	Pink
19	Dark Green	Right Rear Turn	Purple
27B	Brown	Turn Sw - Hazard	Not applicable
28	Black	Horn Relay Ground	Black, Tan, or Dk. Green

NOTE: The stock 1953-62 Corvette turn signal switches did not have a horn ground wire located in them. That wire was a separate wire that was attached to the steering column upper mast jacket bushing and came out through an opening in the steering column. That wire was typically black, tan, or dark green and had an small male blade crimped onto it. If you are using the factory steering column in your car, crimp one of the loose piece terminals M found in the loose piece kit of the 510269 dash harness onto that wire, and plug it into the adapter L when building your turn signal switch adpater to complete the horn ground circuit.



Stock 1953-62 Steering Column Wiring

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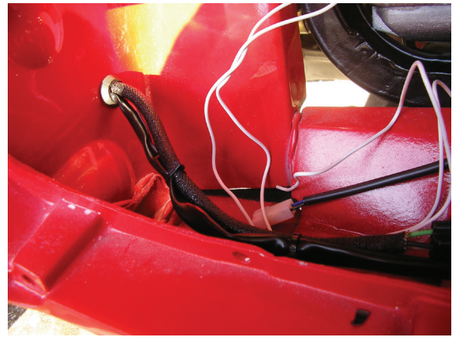


NOTE: The terminals and connectors listed on this page and denoted with **UPPER CASE LETTERS** to help you complete the various connections to your lamps, horns, switches, etc. are included and can be found in the dash/-main loose piece parts kit, P/N 510893

The identifications, colors, and functions for all of the wires listed in Figure “A” on this page can be found on page 4, branch 1 of this main instruction set (92969849). AAW suggests and recommends using pages 4 and 9 to complete the installation of the foward lamp, horn, and electric fan connections.

This kit also utilizes headlight bucket extension harness 510273 that must also be used in conjunction with the dash/main harness to complete the front light circuits.

There is a production grommet in the inner grill shell panel behind the grill where the parking lamp pigtails and the headlight bucket extensions enter the grill area. You will need to feed those pigtails through those grommets and into the inner grill area to complete your front light connections. (See Below)



RH passenger side inner panel



LH driver side inner panel

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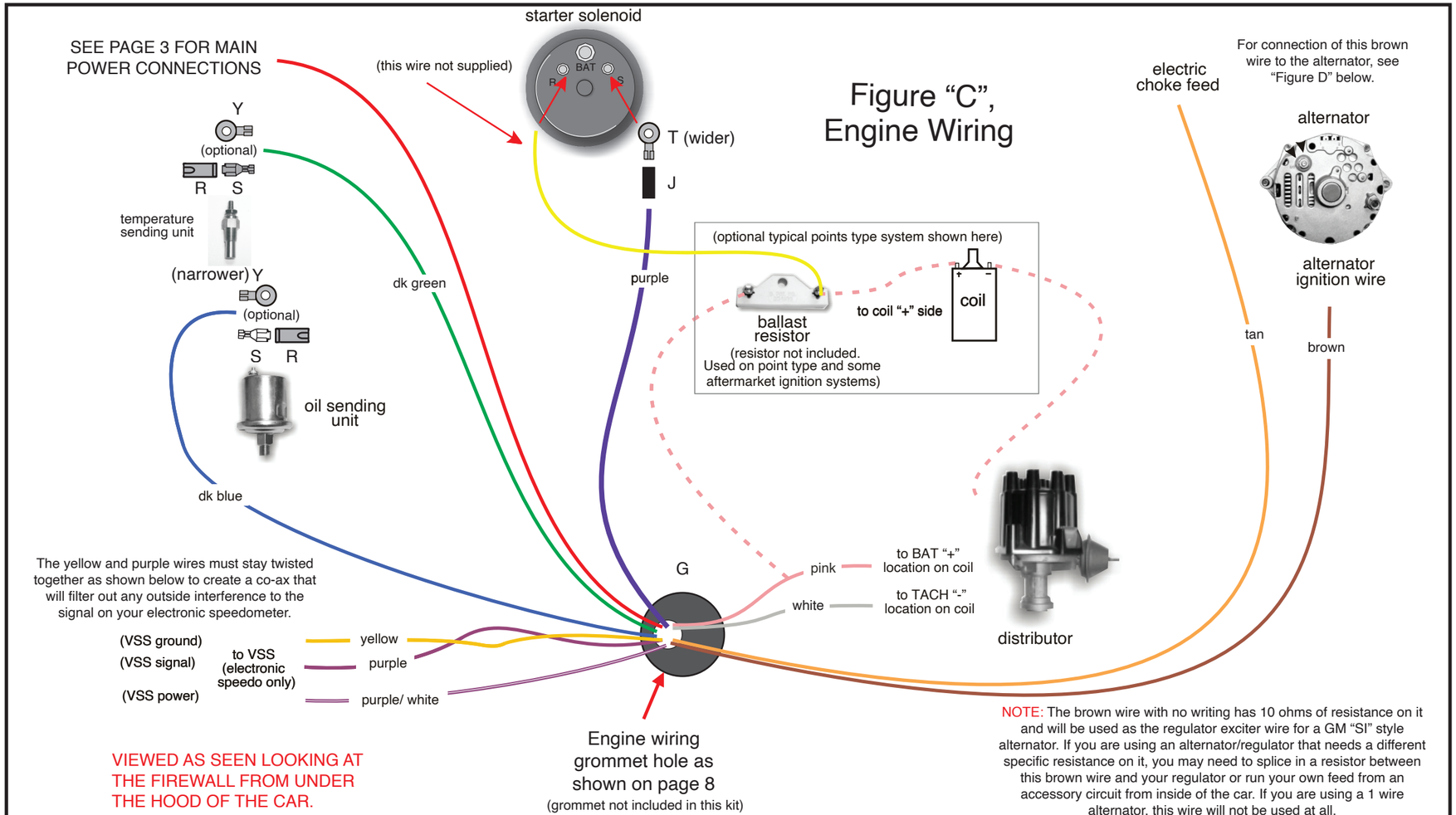


Figure "C", Engine Wiring

These wires are all found at branch 4, page 5

NOTE: The terminals and connectors listed on this page and denoted with **UPPER CASE LETTERS** to help you complete the various connections to your ignition, temp and oil senders, electric choke, starter solenoid, alternator regulator, etc. are included and can be found in the dash/main loose piece parts kit, P/N 510893. No terminals have been provided for the neutral safety or back up connections.

The identifications, colors, and functions for all of the wires listed in "Figures C, D, and E" on this page can be found on branch 4, page 5, and branch 5, page 7 of this main instruction set (92973593). AAW suggests and recommends using pages 5 and 10 to complete the installation of the engine, main power feed, NSS/back up, and alternator connections.

A note about alternators: AAW kits are all engineered to be used in conjunction with a high output, later model internally regulated, or one wire alternator. We do not suggest or support the use of a stock low amperage generator or alternator as they do not supply sufficient current to recharge the battery in a highly modified vehicle such as this kit was designed for. AAW suggests GM "SI", or 1 wire type alternators as good choices to use. Adpaters to complete the other style alternator connections may be purchased separately if needed. Contact AAW for your needs.

Figure "D" Alternator Wiring

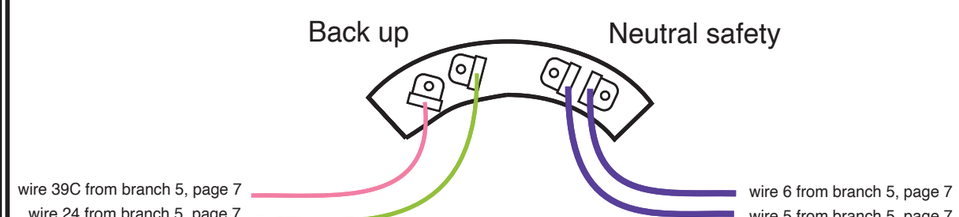
2F Red

This is the "SI" alternator regulator plug. Install the ring terminal onto the alternator battery stud and route the connector to the regulator postion on the alternator.The brown 25 wire from the engine harness will install into the empty cavity of this connector as shown on page 10 Figure D, and the finished assembly will then plug into the alternator to complete your alternator connection.
NOTE: If you are using a 1 wire alternator, the 2F and 25 wires will not be used.



GM "SI" Alternator Exciter Wiring

Figure "E"
Shown is a typical NSS and Back Up Switch.

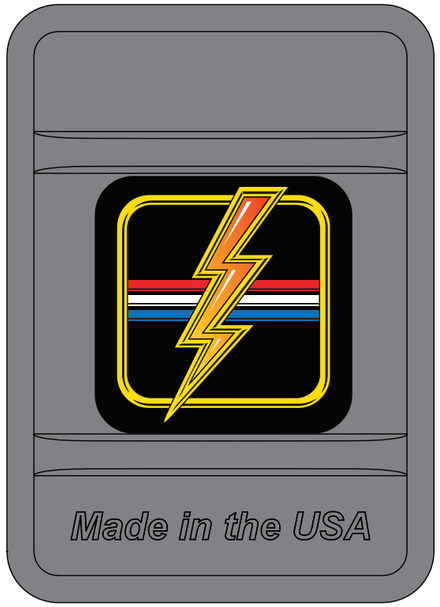


Neutral safety and back up switch connections.

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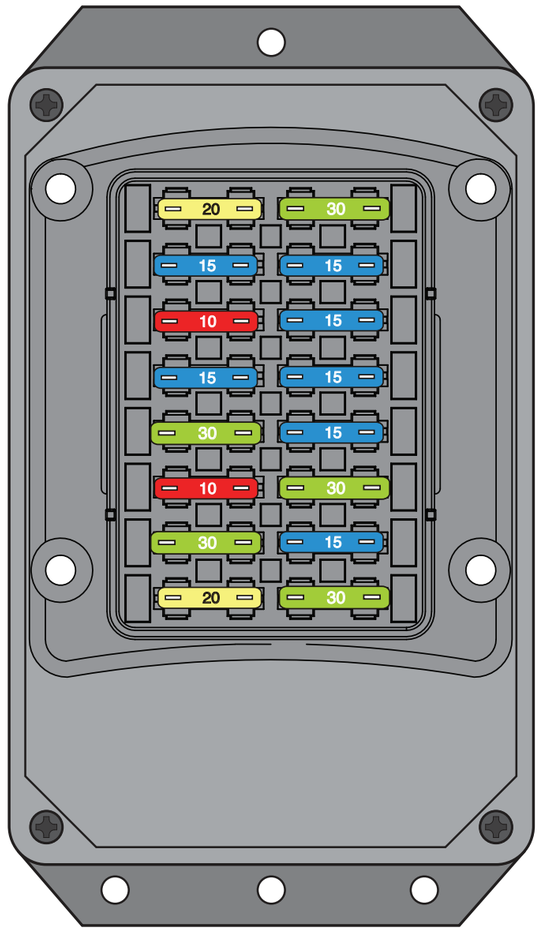
Fuse Box lid



Fuse label on inside of Fuse Box lid

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

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 for 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 and 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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520001 Digital Gauge System Dim Wire Kit:

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

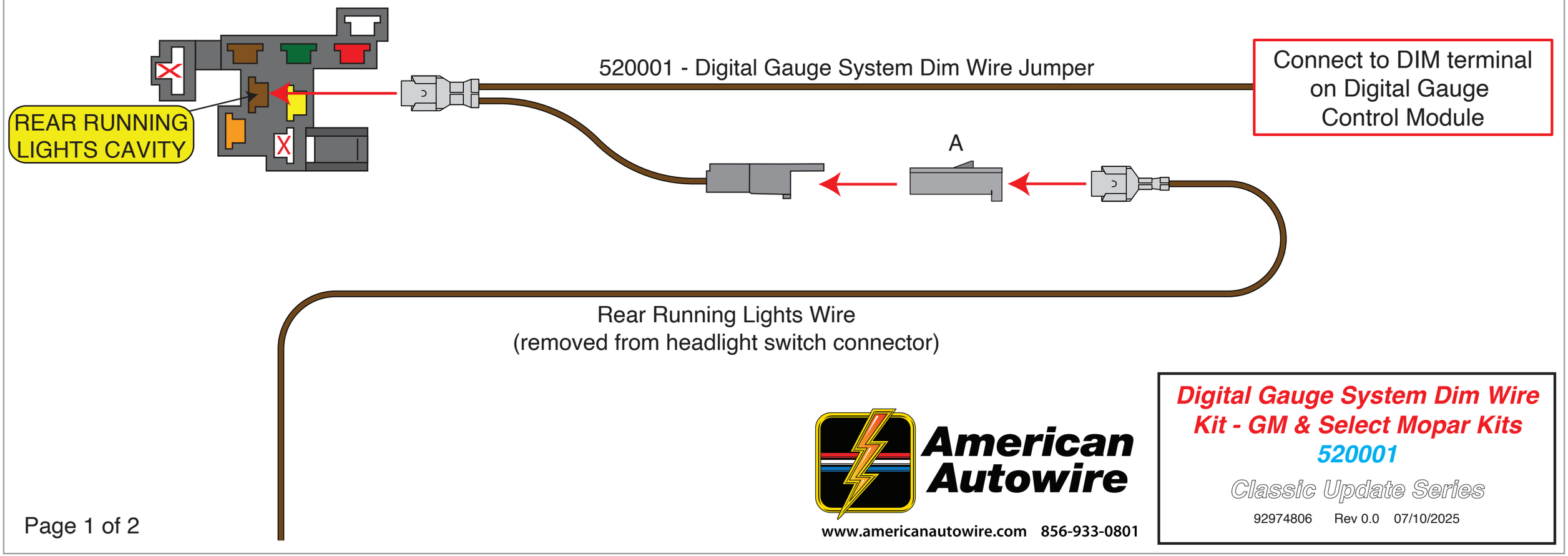
Use this kit when installing an aftermarket digital gauge system that requires a 12-volt signal to dim the display when the parking lamps or headlights are turned on.

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.



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Digital Gauge System Dim Wire Kit - GM & Select Mopar Kits
520001
Classic Update Series
92974806 Rev 0.0 07/10/2025

520001 Digital Gauge System Dim Wire Kit:
510298 Mopar Cuda & Challenger Classic Update Kit (ONLY)

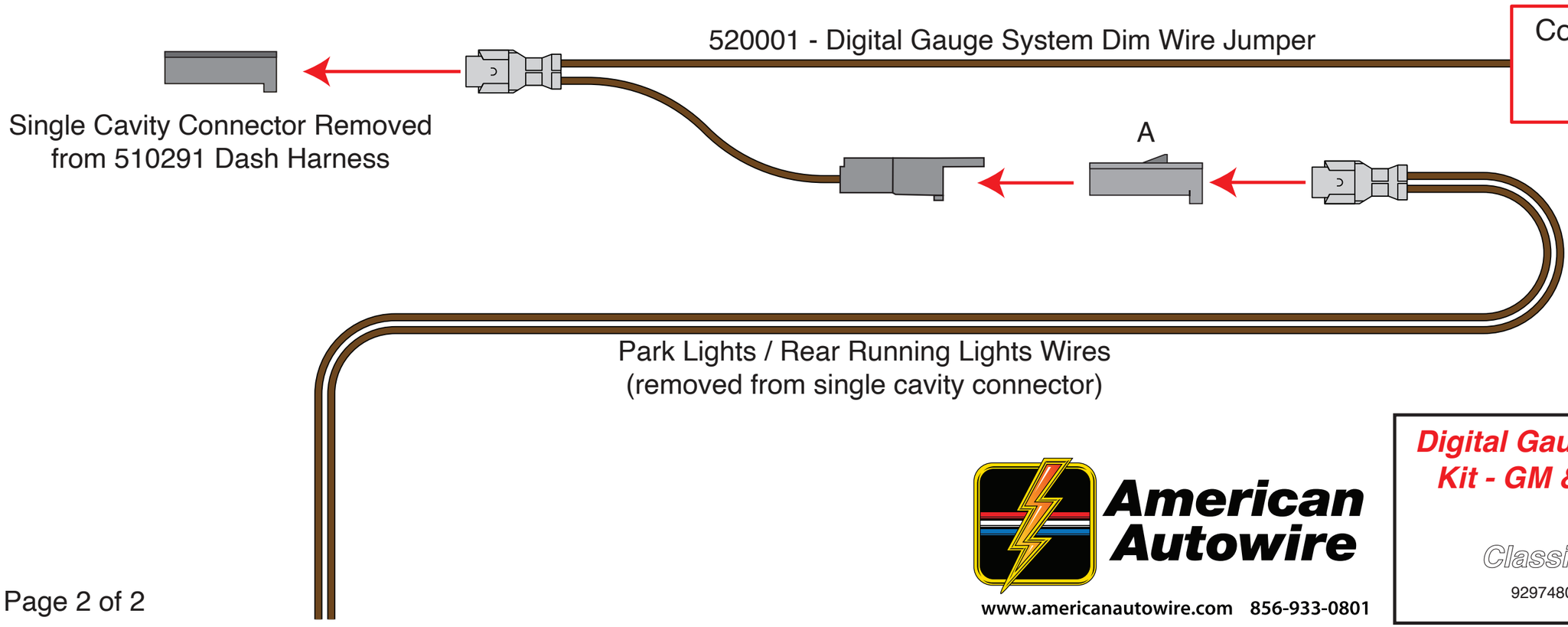
Use this kit when installing an aftermarket digital gauge system that requires a 12-volt signal to dim the display when the parking lamps or headlights are turned on.

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.



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Digital Gauge System Dim Wire Kit - GM & Select Mopar Kits
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Classic Update Series

*** These are special instructions for connecting your wiring system to the stock instrument clusters. ***

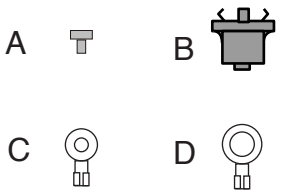
Note: If you are usingafter market gauges, follow the instructions included in the 92968220 Gauge Connection Kit along with the specific gauge manufacturers instructions for connection of their gauges.

If you are using the stock gauges, refer to the diagrams on the following pages for your application. Use the enclosed parts and information below for wire termination, gauge, and lamp connections. Connectors A,B,C, and D will plug into your dash harness as noted on the Dash Harness instruction set (510269, bag G). Connection D will only be used in the event that you are using an electric speedometer.

CONNECTOR A (sheet 2)		
DK BLUE	Right Turn Indicator	Install components as shown on sheet 2, and plug into the right turn hole in cluster.
LT BLUE	Left Turn Indicator	Install components as shown on sheet 2, and plug into the left turn hole in cluster.
LT GREEN	Hi Beam Indicator Lamp	Install components as shown on sheet 2, and plug into the high beam hole in cluster.
GRAY	Instrument Lamps	Install components as shown on sheet 2, and plug into the instrument lamp holes in the speedometer cluster and tach housing.
BLACK	Ground	Connect to the back of the speedometer cluster housing (’58-’62) using ring terminal C (smaller hole), or under the LH mounting bolt of the speedometer cluster (’53-’57) using ring terminal D (larger hole) as shown on sheet 2.
PINK	12v ignition (loose wire)	If your car is equipped with an electric tach requiring a 12v ignition feed, plug this loose wire into Connector A maintaining color continuity with the mating connector on your dash harness, install components as shown on sheet 2, and attach to the tachometer per the manufacturer’s instructions..
WHITE	Tach (loose wire)	If your car is equipped with an electric tach, plug this loose wire into Connector A maintaining color continuity with the mating connector on your dash harness, install components as shown on sheet 2, and attach to the tachometer per the manufacturer’s instructions.
CONNECTOR B (sheet 3)		
DK GREEN	Temp Gauge	Install components as shown on sheet 3, and attach to the temperature gauge sender post.
TAN	Fuel Gauge	Install components as shown on sheet 3, and attach to the fuel gauge sender post.
PINK	12v ignition	Install components as shown on sheet 3, and attach to the fuel and temp gauge 12v ignition feed posts.
GRAY	Instrument Lamps	Install components as shown on sheet 3, and plug into the instrument lamp hole in the fuel and temp gauge pod cluster.
CONNECTOR C (sheet 3)		NOTE: The oil pressure gauge was a mechanical unit on a stock Corvette and the stock original ammeter is not supported in this aftermarket upgraded kit, so if you are using the stock gauges, you will only use the gray lamp wire for this cluster pod assembly.
GRAY	Instrument Lamps	Install components as shown on sheet 3, and plug into the instrument lamp hole in the ammeter and oil gauge pod cluster.
DK BLUE	Oil Gauge (loose wire)	If your car is equipped with an aftermarket electric oil pressure gauge, plug this loose wire into Connector C maintaining color continuity with the mating connector on your dash harness, install components as shown on sheet 3, and attach to the oil pressure gauge per the manufacturer’s instructions.
PINK	12v ignition (loose wire)	If your car is equipped with an aftermarket electric oil pressure gauge or voltmeter requiring a 12v ignition feed, plug this loose wire into Connector C maintaining color continuity with the mating connector on your dash harness, install components as shown on sheet 3, and attach to the oil pressure gauge or voltmeter per the manufacturer’s instructions.
BLACK	Ground (loose wire)	If your car is equipped with an aftermarket voltmeter, this is the ground for that volmeter. Attach the factory ring terminal end of this wire to the grounding location on the bottom of the dash on a “53-”57 car, or to the lighter and clock ground location on a ‘58-’62 car, and attach the other end to the voltmeter (-) terminal as shown on sheet 3 and per the manufacturer’s instructions.

CONNECTOR D (sheet 4)

This connector is used when using an aftermarket electronic speedometer only. Follow the manufacturer's instructions when installing these wires. If you are using the stock speedometer, then discard this connector. See page 4 for wire descriptions and typical connctions.



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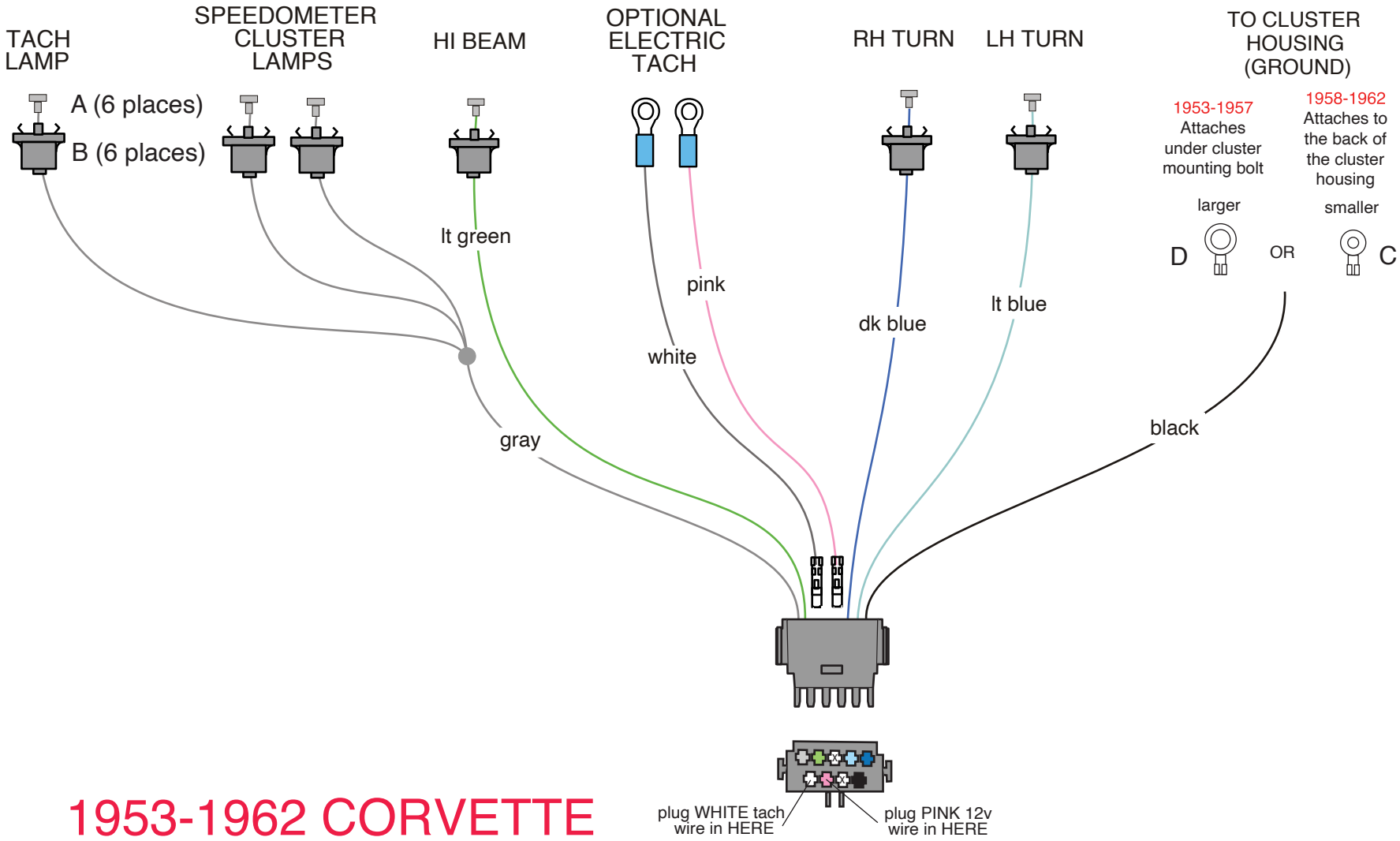
bag H

INSTRUMENT CLUSTER KIT 1953-62 CORVETTE

510270

92969855 instruction rev 0.0 7/19/2012

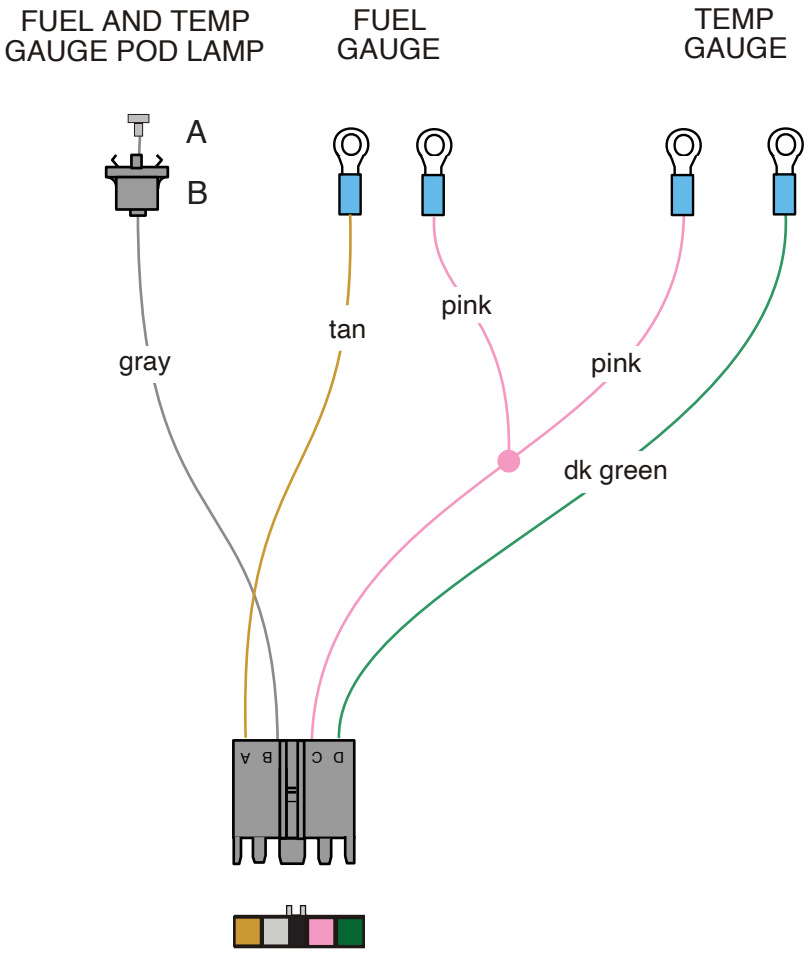
Classic Update Series



1953-1962 CORVETTE TYPICAL SPEEDOMETER CLUSTER AND TACH CONNECTIONS

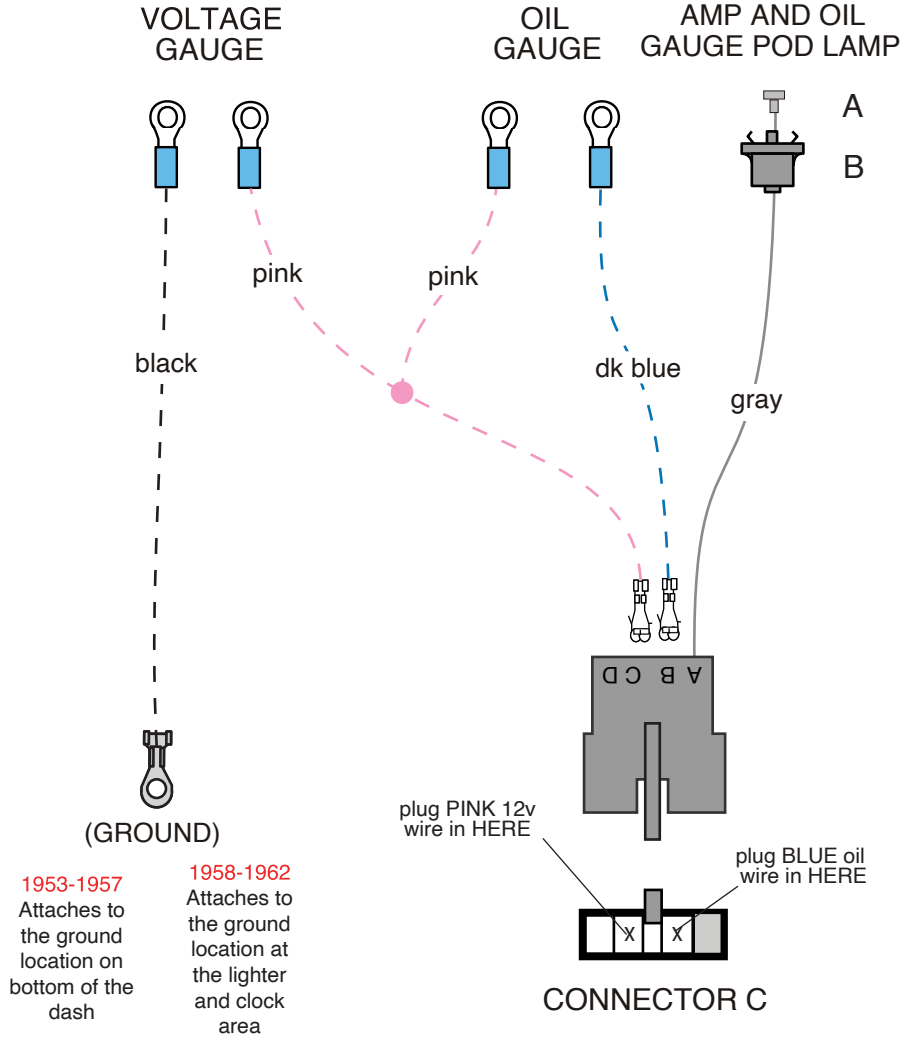
92969855 instruction rev 0.0 7/19/2012

Classic Update Series



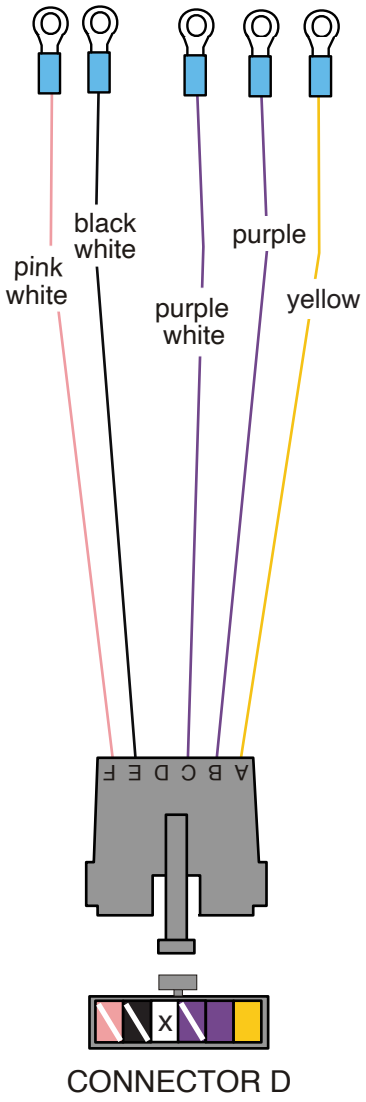
1953-1962 CORVETTE FUEL AND TEMP GAUGE POD CONNECTIONS

Optional upgraded electric oil pressure and voltmeter connections are depicted below. If your car uses the stock mechanical oil pressure gauge, these connections WILL NOT be used. This kit DOES NOT support the use of an ammeter.



1953-1962 CORVETTE AMP AND OIL GAUGE POD CONNECTIONS

92969855 instruction rev 0.0 7/19/2012



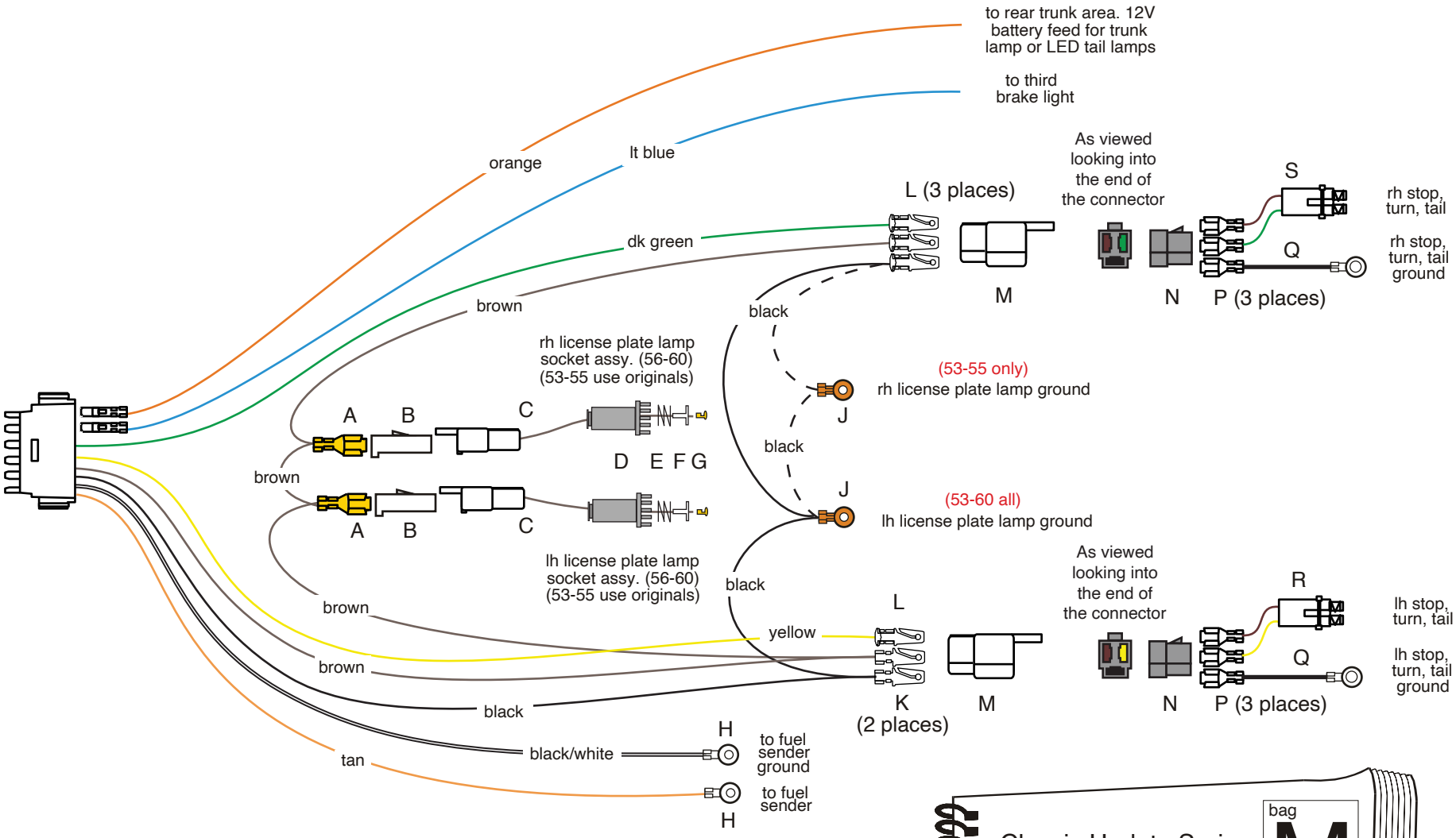
CONNECTOR D

TYPICAL ELECTRIC SPEEDO CONNECTIONS

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

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

Classic Update Series



1953 - 1960 Corvette
without Back Up Lamps

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Classic Update Series

bag M

53-62 Corvette

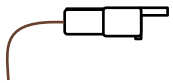
REAR BODY KIT

510271

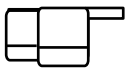
92969859 instruction rev 0.0 6/23/2011

1953-1960 Corvette (See sheet 1)

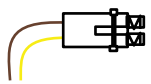
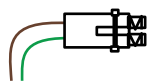
Connect the main connector to the mating connector on the dash harness 510269 bag G. Route this harness down the driver's door sill & into the trunk.

A		LIGHT BLUE	Third brake light	If you are using a third brake light, plug this wire into the main connector maintaining color continuity with the dash/main harness, P/N 510269, then connect the loose end of the wire to your third brake lamp assembly.
B		TAN	Fuel Tank Sender	Route this wire to the rear of the car close to the exit hole in the trunk floor, then down to the fuel tank sender, install terminal H and attach to the sending unit to complete the fuel tank sender connection.
C		BLACK/WHITE	(No Printing)	This is your dedicated fuel tank sender ground lead. Route this wire to the rear of the car (along the side of the tan fuel tank sender wire from above) close to the exit hole in the trunk floor, then down to the fuel tan sender area, install terminal H and attach to the frame of the sending unit to complete the fuel tank sender ground connection.
D				
E				
F				
G				

Note: Two new license lamp leads C have been provided for you. If you are doing a '53-'55 car, you will need to re-use your old lamp sockets as they are not available. If you are doing a 1956-60 car, assemble the extension leads using socket, insert, spring and rivet, D, E, F, and G as shown on page 1. These finshed extensions will plug onto connectors B as shown on sheet 1 to complete your two license lamp connections. Also, new Stop/Tail lamp pigtails R and S (yellow and brown for LH driver's side, and green and brown for RH passenger's side) along with ground wires Q have been provided. Install terminal P on each wire and plug them into connector N maintaining color continuity as shown on sheet 1. These pigtails will plug onto connectors M to complete your rear lighting in a step below.

H		BROWN	Running lamps	Route this wire to the LH tail lamp area, cut to length, double this wire with the cut off portion, install terminal K and plug into connector M in the location shown on sheet 1 maintaining color continuity with the LH tail lamp pigtail from above. Route the loose end of this brown wire to the LH license lamp area, cut to length, double this wire with the cut off portion, install terminal A and plug into connector B as shown on sheet 1. Route the loose end of this brown wire to the RH license lamp area, cut to length, double this wire with the cut off portion, install terminal A and plug into connector B as shown on sheet 1. Route the loose end of this brown wire to the RH tail lamp area, cut to length, install terminal L and plug into connector M in the location shown on sheet 1 maintaining color continuity with the RH tail lamp pigtail from above. Do not plug your completed tail lamp pigtails from above onto this connection yet.
J				
K				
L				
M		YELLOW	LH Stop / Tail	Route this wire to the LH tail lamp area, cut to length, install terminal L and plug into the empty cavity of connector M as shown on sheet 1 maintaining color continuity with the LH tail lamp pigtail from above. Do not plug your completed LH tail lamp pigtail from above onto this connection yet. Plug LH pigtail B (yellow, brown and black wires) from above onto this connection to complete the LH stop, turn, and tail circuits.
N		DK GREEN	RH Stop / Tail	Route this wire to the RH tail lamp area, cut to length, install terminal L and plug into the empty cavity of connector M as shown on sheet 1 maintaining color continuity with the RH tail lamp pigtail from above. Do not plug your completed RH tail lamp pigtail from above onto this connection yet. Plug RH pigtail B (dk green, brown and black wires) from above onto this connection to complete the RH stop, turn, and tail circuits.
P		ORANGE	12V Battery Feed	If your car has a trunk lamp or you are using LED tail lamps that require a 12v fused battery feed, plug this wire into the main connector mainatining color continuity with the dash/main harness, P/N 510269, then connect the loose end of the wire to the trunk lamp or 12v battery feed for the LED tail lamps.

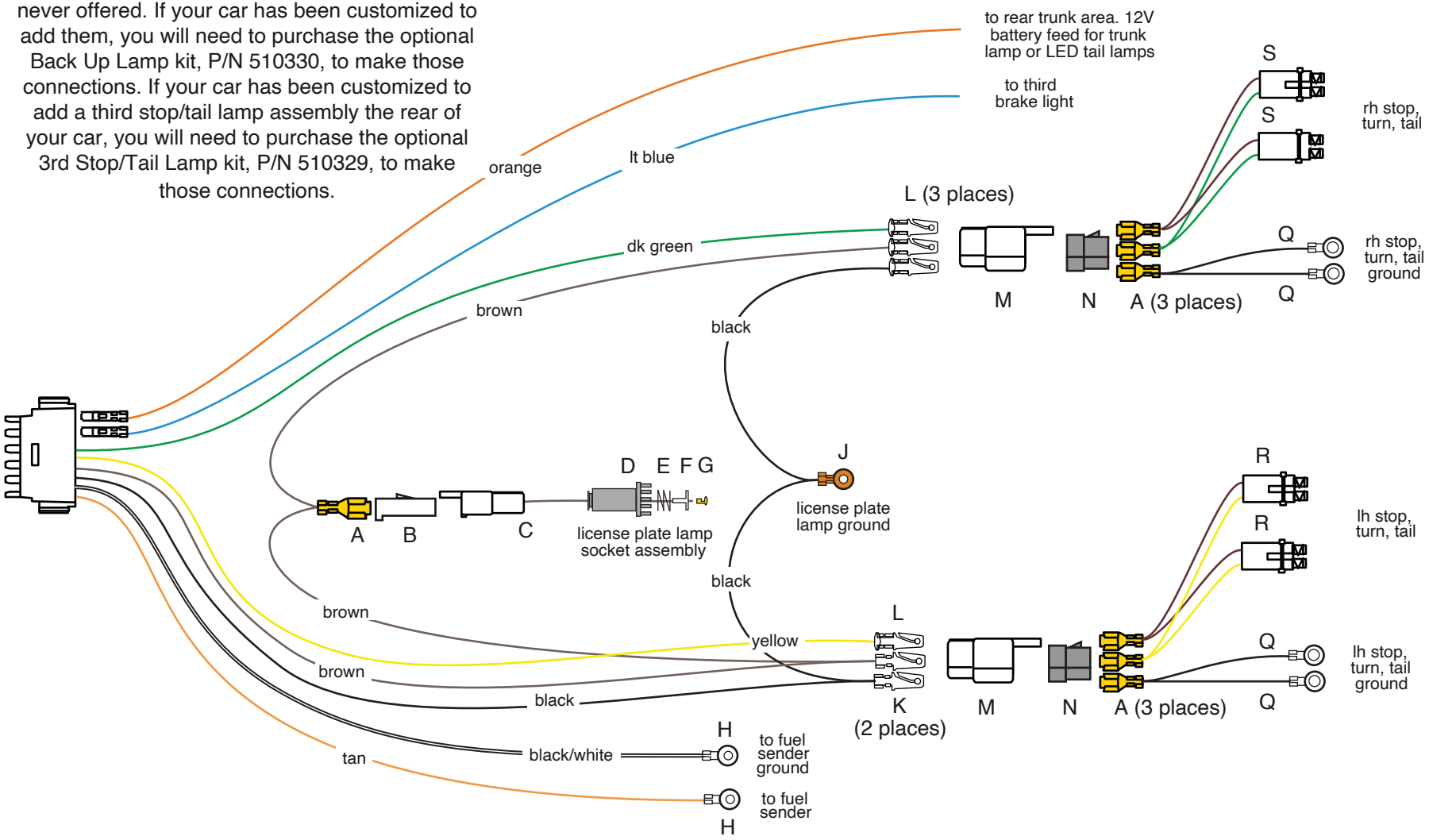
Note: Four new tail lamp ground wires Q have been provided for you. Only two will be used in this application as outlined above.

Q		BLACK	Ground	Route this wire to the LH tail lamp area, cut to length, double this wire with the cut off portion, install terminal K and plug into connector M in the location shown on sheet 1 maintaining color continuity with the LH tail lamp pigtail from above. Route the loose end of this black wire to the LH license lamp area, cut to length, double this wire with the cut off portion, and install terminal J as shown on sheet 1. If your car is a '53-'55 car, route the loose end of this black wire to the RH license lamp area, cut to length, double this wire with the cut off portion, and install terminal J as shown on sheet 1. Continuing with a '53-'55 car, route the loose end of this black wire to the RH tail lamp area, cut to length, install terminal L and plug into connector M in the location shown on page 1 maintaining color continuity with the RH tail lamp pigtail from above. If your car is a '56-'60 car, route the loose end of this black wire to the RH tail lamp area, cut to length, install terminal L and plug into connector M in the location shown on sheet 1 maintaining color continuity with the RH tail lamp pigtail from above. You may now plug your completed tail lamp pigtails from above onto these two tail lamp connections. Your rear body connec tions are now completed.
R				
S				

92969859 instruction rev 0.0 6/23/2011

Classic Update Series

NOTE: Back up lamps on an early Corvette were never offered. If your car has been customized to add them, you will need to purchase the optional Back Up Lamp kit, P/N 510330, to make those connections. If your car has been customized to add a third stop/tail lamp assembly the rear of your car, you will need to purchase the optional 3rd Stop/Tail Lamp kit, P/N 510329, to make those connections.



1961 - 1962 Corvette without Back Up Lamps.

(For a car with Back Up Lamps, see optional kit number 510330. For a car with 3 Stop/Tail Lamps, see optional kit number 510329)

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Classic Update Series
53-62 Corvette
bag M
REAR BODY KIT
510271
92969859 instruction rev 0.0 6/23/2011

1961 - 1962 Corvette without Back Up Lamps (See sheet 3)

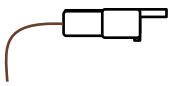
Classic Update Series

A 

Connect the main connector to the mating connector on the dash harness 510269 bag G. Route this harness down the driver's door sill & into the trunk.

B 

LIGHT BLUE — Third brake light — If you are using a third brake light, plug this wire into the main connector maintaining color continuity with the dash/main harness, P/N 510269, then connect the loose end of the wire to your third brake lamp assembly.

C 

TAN — Fuel Tank Sender — Route this wire to the rear of the car close to the exit hole in the trunk floor, then down to the fuel tank sender, install terminal H and attach to the sending unit to complete the fuel tank sender connection.

D 

BLACK/WHITE — (No Printing) — This is your dedicated fuel tank sender ground lead. Route this wire to the rear of the car (along the side of the tan fuel tank sender wire from above) close to the exit hole in the trunk floor, then down to the fuel tan sender area, install terminal H and attach to the frame of the sending unit to complete the fuel tank sender ground connection.

E 

F 

G 

H 

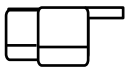
Note: Two new license lamp leads C have been provided for you. For the 1961-62 application, you will only be using one of these pigtails. On a 1961-62 car, assemble the extension lead using socket, insert, spring and rivet, D, E, F, and G as shown on sheet 3. This finshed pigtail extension will plug onto connector B as shown on sheet 3 to complete your license lamp connection. Also, four new Stop/Tail lamp pigtails R and S (2 yellow and brown for LH driver's side, and 2 dk green and brown for RH passenger's side) along with four ground wires Q have been provided. Double the LH yellow wires together and then LH brown wires together, install terminal A on each connection and plug the yellow and the brown doubled wires into connector N maintaining color continuity as shown on sheet 3. Repeat this process for the RH dk green and brown wires.Double two of the ground wires Q together, install terminal A on each connection and plug the black doubled wires into connector N maintaining color continuity as shown on sheet 3. These pigtails will plug onto connectors M to complete your rear lighting in a step below.

J 

BROWN — Running lamps — Route this wire to the LH tail lamp area, cut to length, double this wire with the cut off portion, install terminal K and plug into connector M in the location shown on sheet 3 maintaining color continuity with the LH tail lamp pigtail from above. Route the loose end of this brown wire to the license lamp area, cut to length, double this wire with the cut off portion, install terminal A and plug into connector B as shown on sheet 3. Route the loose end of this brown wire to the RH tail lamp area, cut to length, install terminal L and plug into connector M in the location shown on sheet 3 maintaining color continuity with the RH tail lamp pigtail from above. Do not plug your completed tail lamp pigtails from above onto this connection yet.

K 

L 

M 

YELLOW — LH Stop / Tail — Route this wire to the LH tail lamp area, cut to length, install terminal L and plug into the empty cavity of connector M as shown on sheet 3 maintaining color continuity with the LH tail lamp pigtail from above. Do not plug your completed LH tail lamp pigtail from above onto this connection yet.

N 

DK GREEN — RH Stop / Tail — Route this wire to the RH tail lamp area, cut to length, install terminal L and plug into the empty cavity of connector M as shown on sheet 3 maintaining color continuity with the RH tail lamp pigtail from above. Do not plug your completed RH tail lamp pigtail from above onto this connection yet.

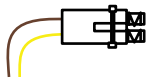
P 

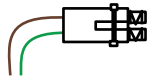
ORANGE — 12V Battery Feed — If your car has a trunk lamp or you are using LED tail lamps that require a 12v fused battery feed, plug this wire into the main connector mainatining color continuity with the dash/main harness, P/N 510269, then connect the loose end of the wire to the trunk lamp or 12v battery feed for the LED tail lamps.

Note: Four new tail lamp ground wires Q have been provided for you. Installation info these wires is outlined in the Note above.

Q 

BLACK — Ground — Route this wire to the LH tail lamp area, cut to length, double this wire with the cut off portion, install terminal K and plug into connector M in the location shown on sheet 3 maintaining color continuity with the LH tail lamp pigtail from above. Route the loose end of this black wire to the license lamp area, cut to length, double this wire with the cut off portion, and install terminal J as shown on sheet 3. Route the loose end of this black wire to the RH tail lamp area, cut to length, install terminal L and plug into connector M in the location shown on sheet 3 maintaining color continuity with the RH tail lamp pigtail from above. You may now plug the completed LH pigtail R (yellow, brown, and black wires) and the completed RH pigtail S (dk green, brown, and black wires) from above onto these 2 new tail lamp connections to complete the LH and RH stop, turn, and tail circuits. Your rear body connections are now completed.

R 

S 

92969859 instruction rev 0.0 6/23/2011

1953-1962 Corvette Headlamp Bucket Extension Harness

In this kit, you will find the headlight bucket extensions for your car. There were two types of systems, one for dual headlamps ('53-'57), and one for quad headlamps ('58-'62).

The following are required to complete the '53 - '57 dual H/L bucket assembly harness connections:

1. Two high / low beam H/L bucket extensions (F).

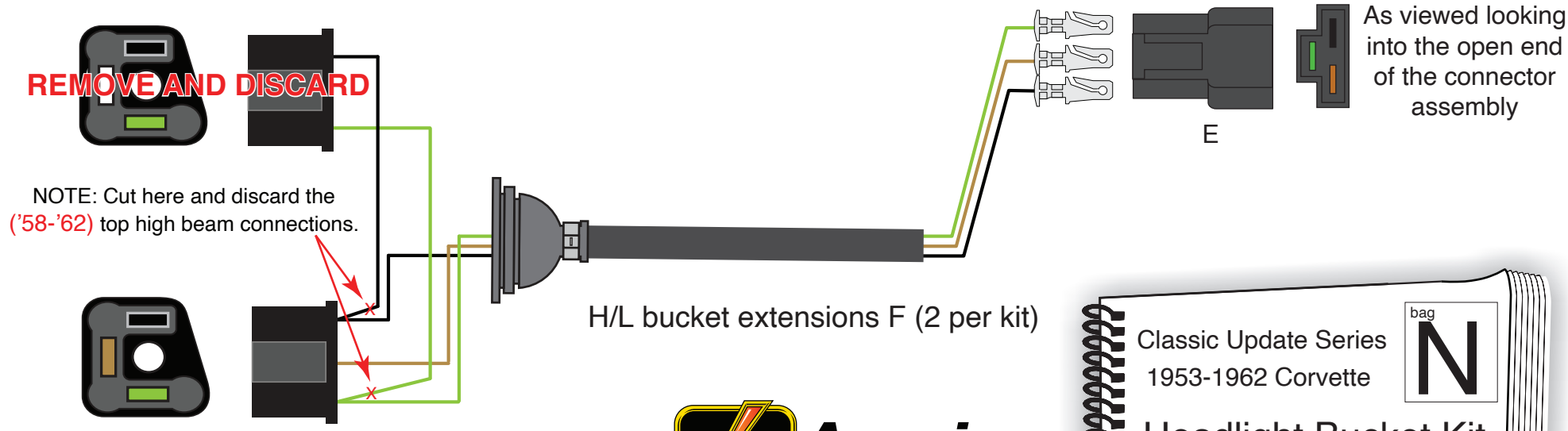
2. Two 3 - way male connectors (E) to plug onto the bare male blades on the tan, light green, and black wires.

Directions:

1. Take each of headlight buckets extensions (F), and cut-off and discard the high beam connections used in the quad ('58-'62) headlight applications as shown below.

2. Route the RH terminated ends of the each of the 2 H/L extensions (tan, lt. green and black wires with the male terminals on them) through the holes in each of the LH and RH H/L buckets (snapping the grommets into the holes in the buckets), down through the LH and RH inner fender panels of your car, out into the engine bay, then plug the tan, lt. green and black wires into the connectors E as shown below.

3. The 2 completed H/L bucket extensions will eventually plug into the front light wiring from the Dash/Main harness (510267, bag G, see 92973593 instructions, page 9) to complete the headlamp circuits on your car.



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Classic Update Series
1953-1962 Corvette

bag N

Headlight Bucket Kit

510273

92969865 instruction rev 2.0 DB 6/12/2026

1953-1962 Corvette Headlamp Bucket Extension Harness Continured

The following are required to complete the '58 - '62 quad H/L bucket assembly harness connections:

1. Two high / low beam H/L bucket extensions (F).

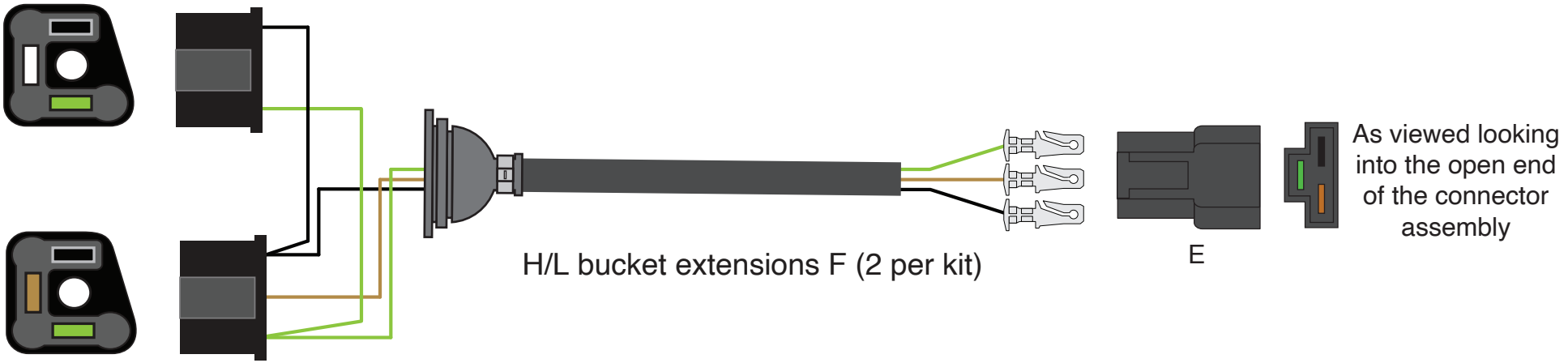
2. Two 3 - way male connectors (E) to plug onto the bare male blades on the tan, light green, and black wires.

Directions:

1. No modifications are necessary for the '58 - '62 application. The enclosed H/L extensions (F) will be used "as-is".

2. Route the RH terminated ends of the each of the 2 H/L extensions (tan, lt. green and black wires with the male terminals on them) through the holes in each of the LH and RH H/L buckets (snapping the grommets into the holes in the buckets), down through the LH and RH inner fender panels of your car, out into the engine bay, then plug the tan, lt. green and black wires into the connectors E as shown below.

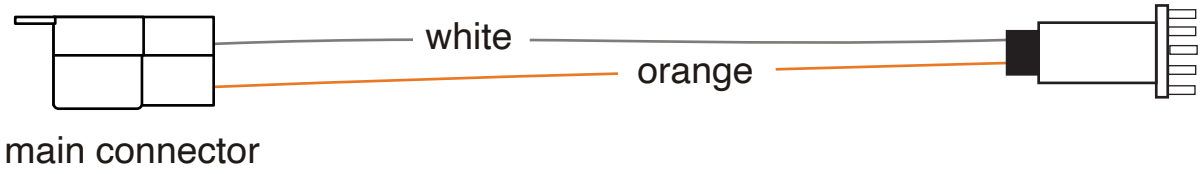
3. The 2 completed H/L bucket extensions will eventually plug into the front light wiring from the Dash/Main harness (510267, bag G, see 92973593 instructions, page 9) to complete the headlamp circuits on your car.



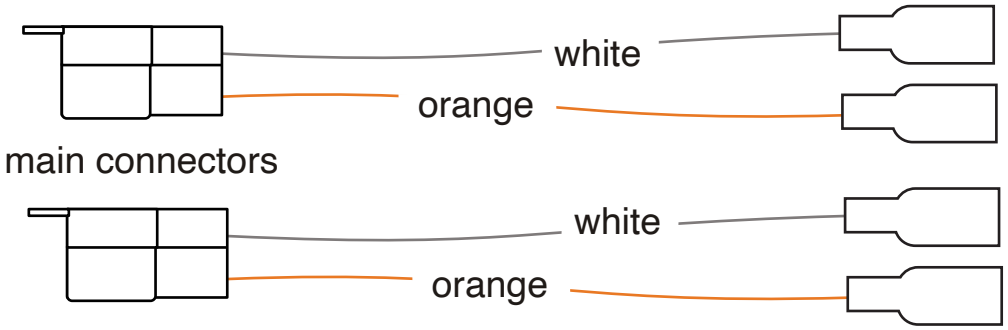
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1953-1962 Corvette Headlight Bucket Kit
510273
92969865 Rev 2.0 DB 6/12/2026

92969863

1958 - 1962 Version



1953 - 1957 Versions



NOTE: Your new ‘58-’62 underdash courtesy lamp extension uses a # 090 bulb (not included with this kit). It may be purchased at any auto parts store.

NOTE: There were 2 different courtesy lamp configurations used from 1953 thru 1962. We have included both styles in this kit. Your new main/dash harness (510269, bag G) will service either application. There are three 2-way connections on the dash harness. One at either end that will be used in the 1953 - 57 cars, and one in the middle that will be used in the 1958 - 62 cars.

1. The ‘53 thru ’57 cars used 2 lamp assemblies (one each on the LH and RH sides up under the dash). Each had a 2-wire lead coming off of it that included a fixed lamp socket assembly. The original courtesy lamp harnesses plugged into these fixed lamp assemblies. If your car is a ‘53 - ’57 model, you will take the two ‘53 - ’57 versions as shown above, and plug the main connectors onto the dash harness at either of the two end locations where noted on the dash/main instruction sheet.

2. The ‘58 thru ’62 cars used a single lamp which did have a lamp socket that was a part of the courtey lamp harness which snapped into a bracket in the center of the dash. If your car is a ‘58 - 62 model, you will take the single ‘58 - ’62 version with the lamp socket on it as shown above, and plug the main connector onto the dash harness in the center location where noted on the dash/main instruction sheet.

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Classic Update Series
1953-1962 Corvette
bag P
Courtesy Lamp Kit
510272
92969863 instruction rev 1.0 8/13/2013

bag **Z**

Before you begin:

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

Fuse Block Mounting and Assembly:

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

Battery Feed Wiring:

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

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

Alternator Feed Wiring:

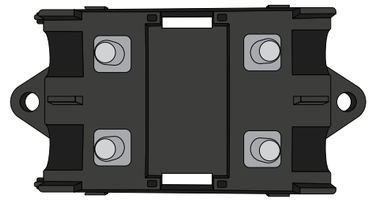
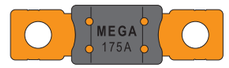
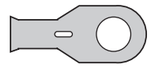
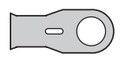
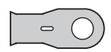
Route the remaining length of the 6Ga. Charge Wire (Item “A”) from the mounted Megafuse Block (Item “B”) to the battery stud on the alternator and cut to length. Slide one of the cut, 1 inch lengths of shrink tube (Item “F”) over the end of the charge wire closest to the megafuse block.

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

Panel Feed Wiring:

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

Parts Legend:

A		6 Gauge Charge Wire - QTY (1) (144.0” Length)
B		Megafuse Block - QTY (1) (Lid not shown)
C		175A Megafuse - QTY (2)
D		Megafuse Block Busbar - QTY (1)
E		Alternator Boot - QTY (1)
F		3/8” Shrink Tubing - QTY (1) (8.0” Length)
G		6Ga. Starter Ring Terminal - QTY (2) Fits 3/8” Stud
H		6Ga. Megafuse Ring Terminal - QTY (3) Fits 5/16” Stud
J		6Ga. Alternator Ring Terminal - QTY (2) Fits 1/4” Stud
K		10Ga. Megafuse Ring Terminal - QTY (2) Fits 5/16” Stud

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Alternator and Main Power Connection Kit

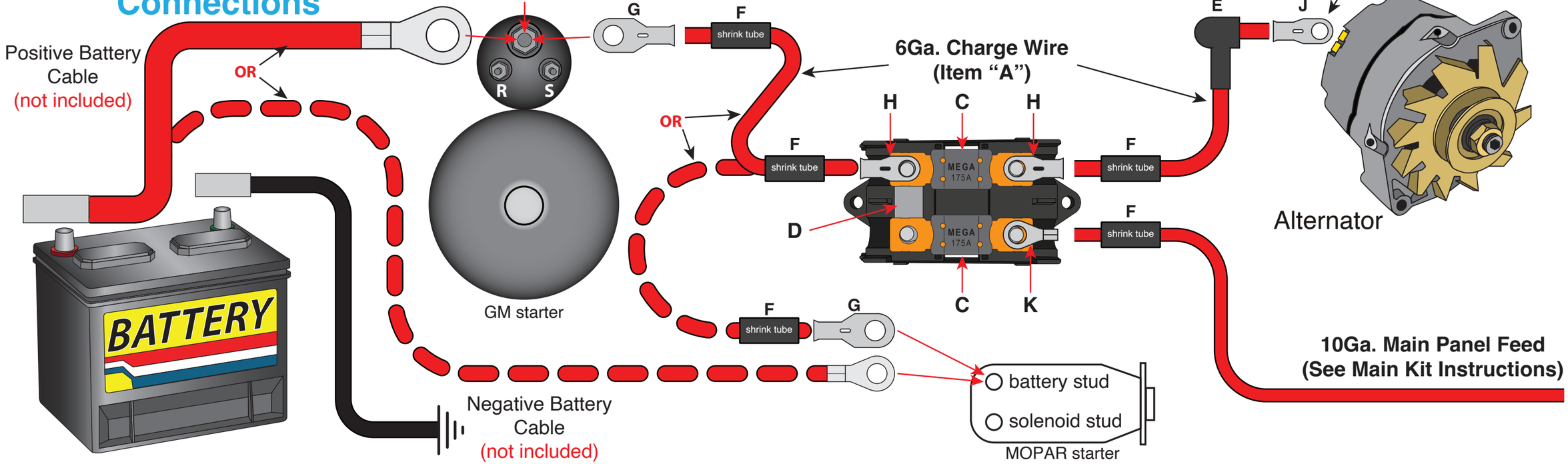
510476

Classic Update Series

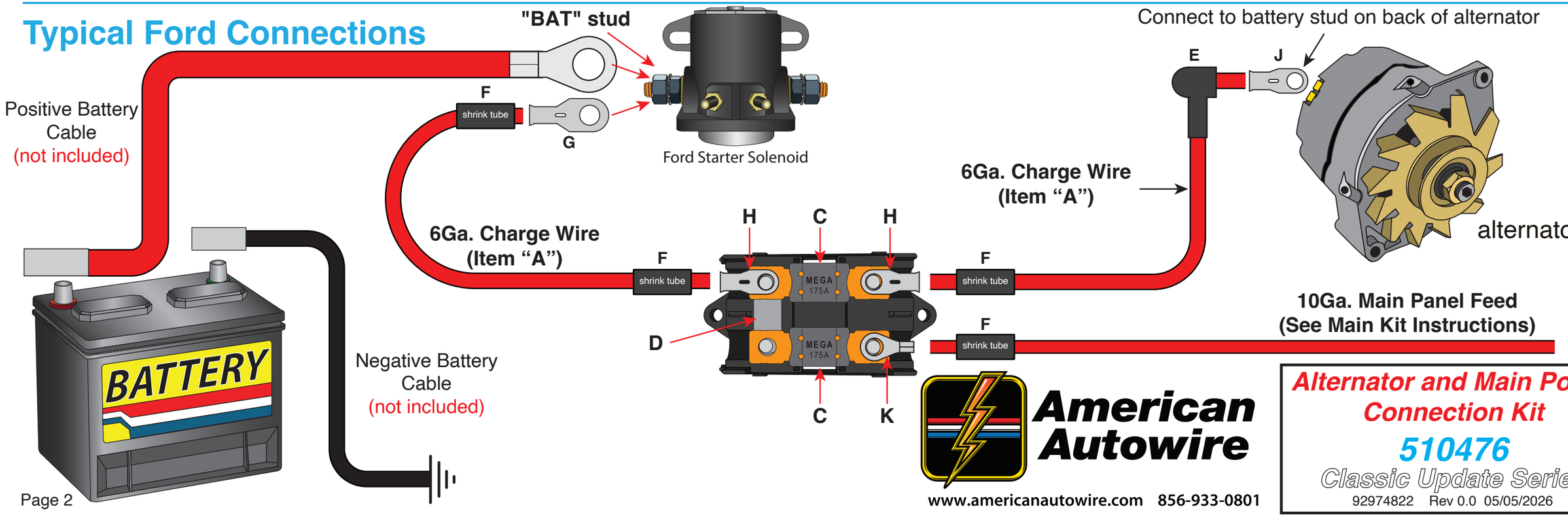
92974822 Rev 0.0 05/05/2026

bag Z

Typical GM or MOPAR Connections



Typical Ford Connections



American Autowire

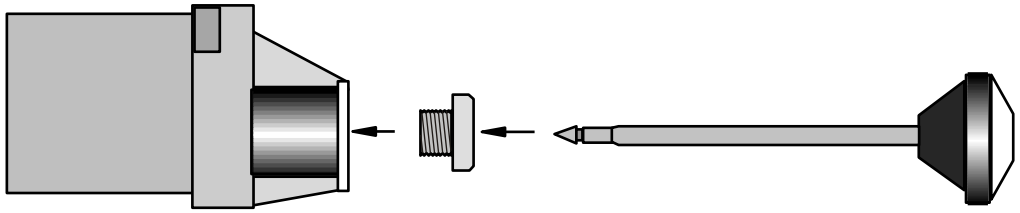
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Alternator and Main Power Connection Kit

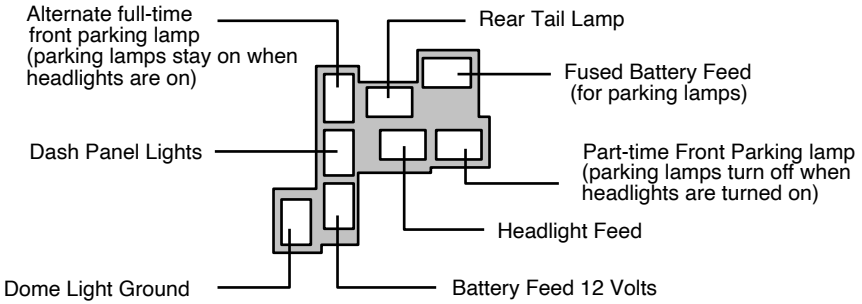
510476

Classic Update Series

92974822 Rev 0.0 05/05/2026



New AAW switch | **New (or original) retaining nut** | **New (or original) knob/shaft assembly**



NOTE: On some 1955 and 1956 Chevy Passenger cars, and on all 1953 thru 1957 Corvettes, it may be necessary to open up the hole slightly in your dashboard for the new, larger diameter headlight switch retaining nut. On all 1955 and 1956 Passenger cars, the switch must be installed into the dashboard in order for the dome and courtesy lamps to operate properly. The Corvette dash/main harness assembly has a dedicated ground wire connection, so the courtesy lamps will work with, or without, the switch mounted into the dashboard. The 1953 thru 1957 Corvette models, and all 1955 and 1956 Passenger car models, used a "D" shaped knob/shaft assembly and a smaller diameter retaining nut, so you will need to use the retaining nut and knob/shaft assembly from this kit as your originals **WILL NOT** work with this newer, updated style switch. If you own a 1957 Corvette, your car is unique in that it used the older style switch with the "D" shaped shaft, but had the newer 1957 style knob. You can purchase a new reproduction 1957 Chevy Passenger car knob/shaft assembly from any Tri-Five supplier that will work with this newer style switch assembly. On all 1958 thru 1962 Corvette models, you will need to use your original retaining nut and knob/shaft assembly (not included with this kit) so that the switch installs properly and so that the knob matches the rest of the knobs in your car.

1. Install the new knob and shaft assembly (or your original knob and shaft assembly if you have a 58-62 Corvette) into the new headlight switch to be sure that all of the internal gates line up inside of the switch. You'll want to be listening for the shaft to "click" into position which will lock the knob and shaft assembly into the switch. Once it locks into place, pull the knob out to the "ON" position, push in on the spring loaded button that is protruding from the metal chassis of the new switch, and you will be able to remove the knob/shaft assembly from the switch. See the AAW installation tech video at www.youtube.com/watch?v=PWFHWSEPCso

2. Next, we suggest installing the switch into your dashboard assembly and checking it for the proper fitment. Next, remove the switch from your dashboard until it is ready to be installed.

3. Once you have the dash/main harness installed into the car, plug the new switch into the dash/main harness plug (This is more easily done with the switch not installed into the dashboard assembly), route the harness (with the switch plugged onto to main/dash plug) over to the proper location for the headlight switch, and install the new switch and lead assembly into your dashboard using the new nut or your original nut (depending on what year and model you are working on as discussed in the **NOTE** above).

4. Once installed into the dashboard of your car, you can reinstall the new knob/shaft assembly or your original knob/shaft assembly (depending on what year and model you are working on as discussed in the **NOTE** above). This will complete the new headlight switch installation portion of your kit.

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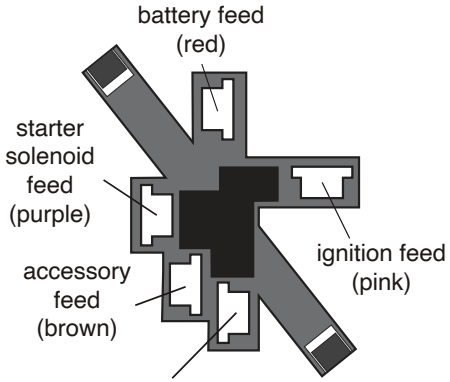
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HEADLIGHT SWITCH KIT
1955-56 CHEVROLET
1953-62 CORVETTE
500862

92967444 instruction rev 2.0 8/30/2012

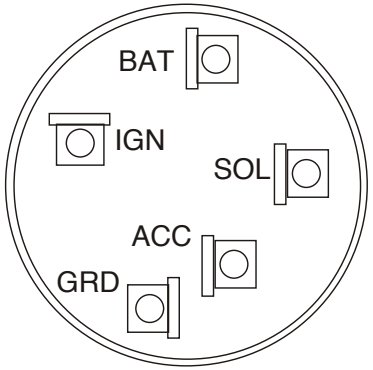
CONNECTOR "D" DETAIL:

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

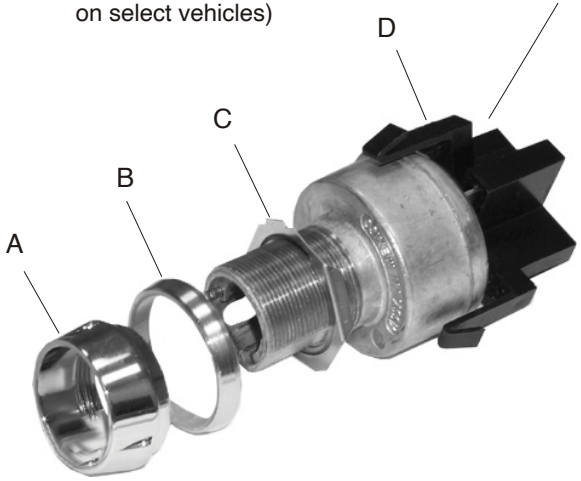


bulb check ground
(Momentary ground for temperature warning light bulb check. Only used on select vehicles)

IGNTION 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.

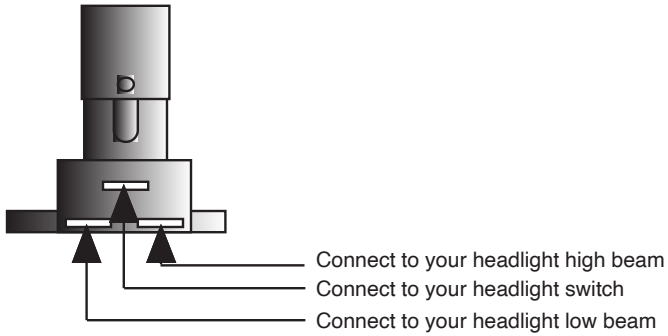
CLASSIC UPDATE KIT PART #	CLASSIC UPDATE APPLICATION	KEY & LOCK CYLINDER PART # REQUIRED
500423	1955-56 Chevy Car	500672
500434	1957 Chevy Car	500672
500481	1955-59 Chevy Truck	500672
510217	1959-60 Chevy Impala	500672
510063	1961-64 Chevy Impala	500672
510267	1953-62 Chevy Corvette	500672
500467	1947-55 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.
4. Use the enclosed hardware to attach the new dimmer switch to the top of the floor plate of your car. This switch does NOT mount under the plate as the original did.

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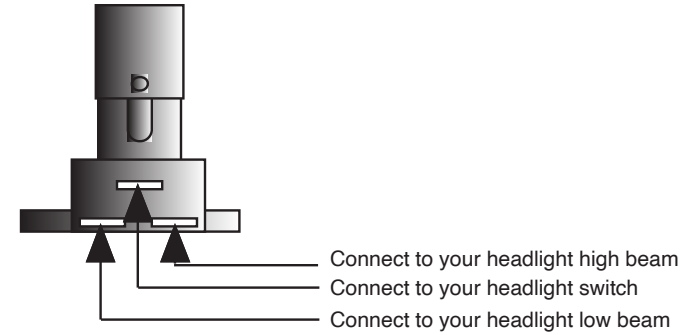
PART #

510237

DESCRIPTION:

DIMMER SWITCH

92969783 instruction sheet Rev 1.0 6/15/2011



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.
4. Use the enclosed hardware to attach the new dimmer switch to the top of the floor plate of your car. This switch does NOT mount under the plate as the original did.

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PART #

510237

DESCRIPTION:

DIMMER SWITCH

92969783 instruction sheet Rev 1.0 6/15/2011