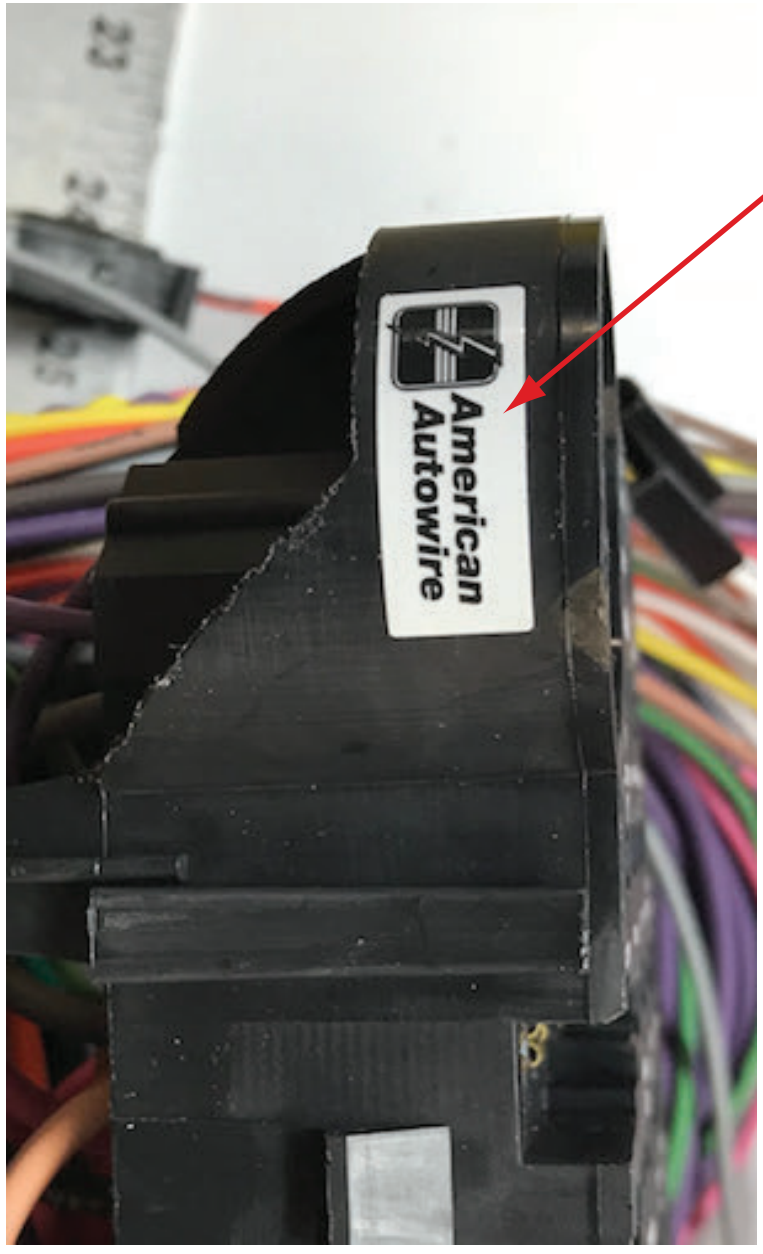


NOTE: If the fuse panel on your 510336 70-72 Monte Carlo kit ***DOES NOT*** have a sticker like the photo at the left, you have the first design harness and your instructions are listed below and follow this page.

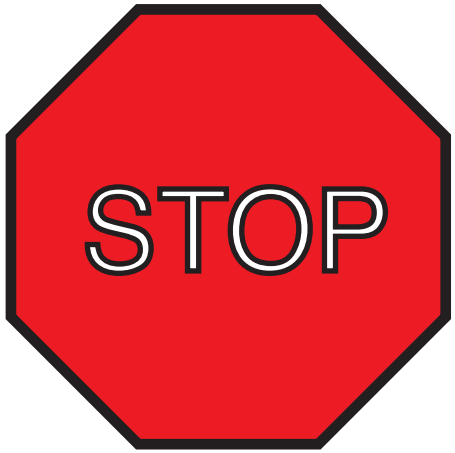
Number	Description
500332	Headlight Switch
500707	Fuse, Relay, and Flasher kit
500708	Courtesy Light kit
500919	Practice Terminal Crimping Set
510107	Dash Harness kit
510108	Engine Wiring Kit
510109	Front Light Wiring kit
510110	Instrument Cluster Wiring kit
510112	Console Wiring kit
510111	Rear Body Wiring kit
510337	Monte Carlo Jumper Harness kit
510476	Alternator and main power Connection kit
500042	Floor Dimmer Switch
92970128	Kit Introduction Instruction Sheet
92970133	Warning Sheet

American Autowire

www.americanautowire.com 856-933-0801

70-72 Monte Carlo First Design Instructions

92972886 rev. 0.0 2/12/2020



WARNING:

Validate the kit contents with the component list included on page 2 of this sheet before proceeding. This kit 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.

1. This kit should typically be used in a **MODIFIED** application only.

2. This kit supports the use of factory heater systems and aftermarket heater and A/C systems. The kit supplies power to a factory A/C control head but **DOES NOT** include the actual A/C harness for an original factory A/C vehicle. Factory original A/C harnesses are available under our Factory Fit product line as they are self contained harnesses made to fit and work with the stock A/C component configuration.

3. This kit supports the use of a high current self-exciting 1-wire alternator or other style internally regulated alternators. An adapter may be necessary in some applications. The use of a stock, low amperage alternator is seriously discouraged as they 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 and will ultimately create performance issues with the system.

4. 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 charge terminal to the starter battery termial. Due to the path of the charge being altered from the stock configuration, the gauge can no longer see a charge vs. a discharge, so it will not work properly. When ammeters were originally used, most generator or alternator current outputs were rated at a maximum of about 25-60 amps. Modified cars being built today typically utilize a 100 amp or higher output alternator. With these higher current units, ammeters, generally speaking, become a safety hazard. Ammeters are usually wired in parallel to the charging circuit, are typically unfused, and can short very easily causing a fire. A voltmeter is recommended as a good alternative.

5. This kit **IS NOT** set up with a resistance wire for a standard, points type ignition system. It is wired with a full 12 volt primary ignition feed that is hot in the run position. Primary ignition voltage in the starting position is handled via a full 12 volt bypass wire. Our system will support HEI, MSD, other electronic ignition systems, as well as most all computerized Fuel Injection systems. If you wish to run a points type system, there are illustrations on the engine connection pages to do so. Extra parts (ballist resistor) that are not included in this kit will be required to complete that operation.

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

510336

92970133 instruction sheet Rev 1.0 1/11/2018

510336 - Classic Update Series Kit
1970-72 Monte Carlo

This kit contains the following components:

Bag	Part Number	Description	Quantity
	500042	Dimmer Switch	1
	500332	Headlight Switch	1
	500707	Fuse, Relay, and Flasher kit	
N	500708	Courtesy Light kit	1
	500919	Practice Terminal Crimping Set	1
G	510107	Dash Harness kit	1
J	510108	Engine Wiring Kit	1
L	510109	Front Light Wiring kit	1
H	510110	Instrument Cluster Wiring kit	1
M	510111	Rear Body Wiring kit	1
K	510112	Console Wiring Kit	1
	510337	1970-72 Monte Carlo Jumper Harness Kit	1
Z	510476	Alternator and Main Connection kit	1
	92969162	Instruction Sheet for Wiring Kit 510105	1
	92970128	Instructions for 510336 Wiring Kit	1
	92970133	Warning and Contents Sheet for 510336	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.

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

510336

92970133 instruction sheet Rev 1.0 1/11/2018

Classic Update Series

On the next 4 pages, you will find several detailed specialized instructions that will help you install our 1970-72 Chevy Chevelle Classic Update Kit, P/N 510105, into your 1970-72 Chevy Monte Carlo. These instructions, along with the parts and specialized harnesses from the 510337 Jumper harness kit, will be used in conjunction with the corresponding instructions and many parts, from the 510109 Front Light, and the 510111 Rear Body kits. Pay particular attention to the CAPITAL letters in RED found on pages 2 through 4 of this instruction set as those items are unique to the Monte Carlo kit and can all be found in the 510337 Jumper harness kit.

These various different modifications include adding all or some of the following special jumper harnesses:

1970 Monte Carlo F/L harness assembles the same as 1970 Chevelle as shown on sheet 2 of the 510109 instruction set. No extra parts from the 510337 kit are necessary for this assembly.
1971 Monte Carlo F/L harness uses the NEW parking lamp and side marker extensions U and V (not to be confused with the production 71-72 Chevelle parking lamp pigtails from the 510109 kit), connectors W and terminals C from the 510337 Jumper harness kit, and is assembled as shown on sheet 2 of this instruction set.
1972 Monte Carlo F/L harness uses the 1970 Chevelle side marker grommets Q and the 1971-72 Chevelle production parking lamp pigtails U and V from the 510109 kit and is assembled as shown on sheet 3 of this instruction set. No extra parts from the 510337 kit are necessary for this assembly.

1970-1972 Monte Carlo rear body harnesses use the rear tail lamp extension harnesses Y and Z, back up lamp connectors H, and terminal X from the 510337 kit, and assembles as shown on sheet 4 of this instruction set. If the factory connections on your back up lamp assemblies are damaged and need to be replaced, we have provided connectors G and terminals C for your convenience. Cut off your originals, and add the new ones.

The balance of the 1970-1972 Chevelle kit will install into any 1970-1972 Monte Carlo without any further modifications.

American Autowire

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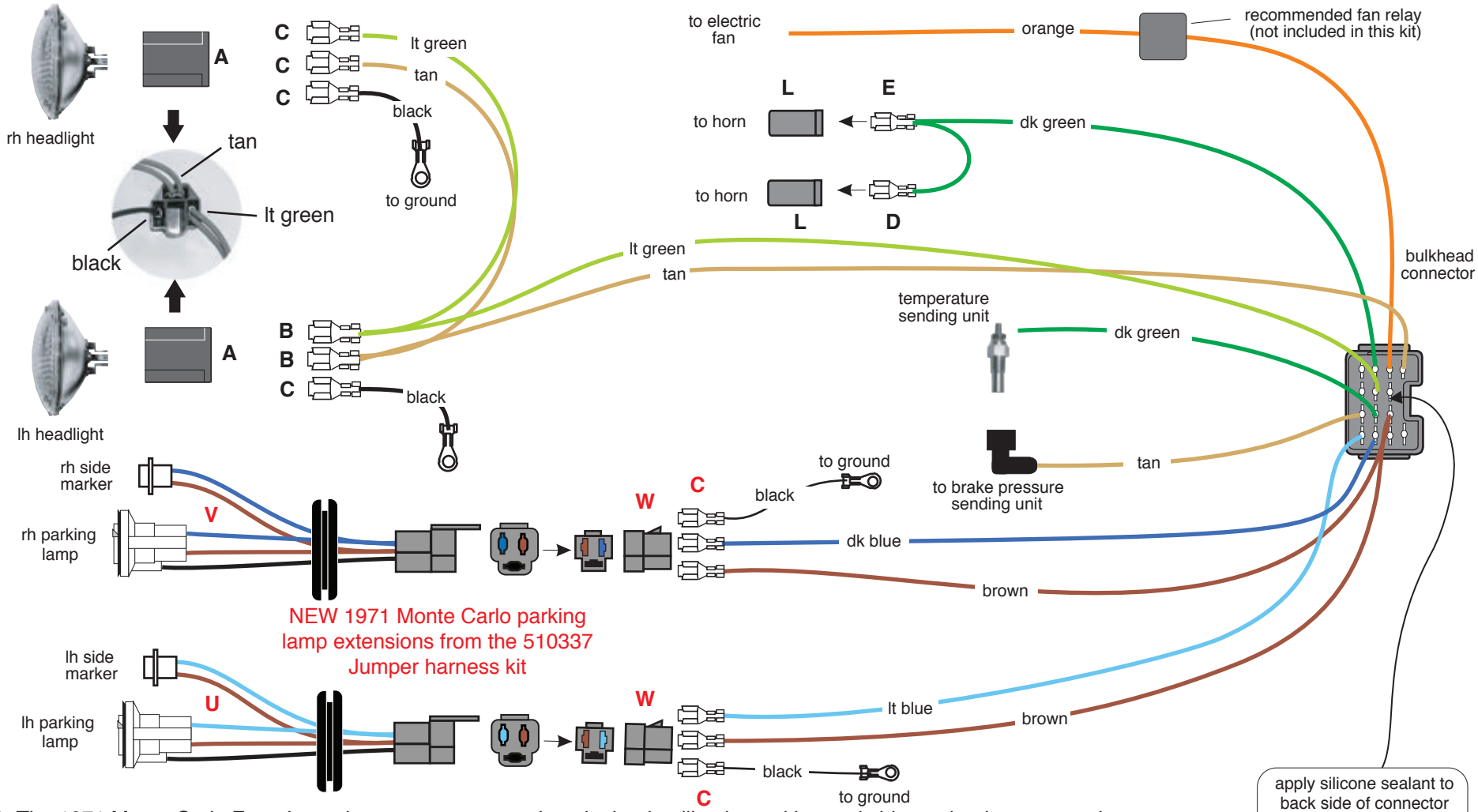
Classic Update Series

1970-72 Monte Carlo
supplemental instructions

510336

92970128 instruction rev 0.0 9/5/2012

Classic Update Series



1. The 1971 Monte Carlo Front Lamp harness was very unique in that it utilized a parking and side marker lamp extension harness to complete the circuitry. If your car is a 1971 model, we have provided parking and side marker lamp extension harnesses U and V along with terminals and connectors C and W found in the 510337 Jumper harness kit to aid you in the completion of your front lamp connections. The balance of the 510109 front lamp kit installs the same as a 1971 Chevelle.

2. Install the parking and side marker lamp extensions with grommets into your parking and side marker lamp assemblies, then route them up through the openings in your inner fenders (installing the grommets on those extension assemblies into the openings of your inner fenders) passing the 3 way male connector containing the blue, brown, and black wires into the engine bay area of your car.

3. Take the production blue and brown wires as shown above (that are part of the 510109 front lamp kit), route them to the areas where the new U and V extensions were routed thru the inner fenders, cut those wires to length, crimp on terminals C, and plug those production wires into connectors W maintaining color continuity with the extensions as shown above. Using the black ground wires (as found in the 510109 production kit), crimp on terminal C and plug those wires into the empty cavities of connectors W as also shown above, then plug those connectors onto each of the 2 extension assemblies. Lastly, attach the ring terminals on each of the two ground wires to a good chassis ground, as that will complete your parking and side marker lamp circuits. The balance of the 510109 front lamp kit installs the same as a 1971 Chevelle.

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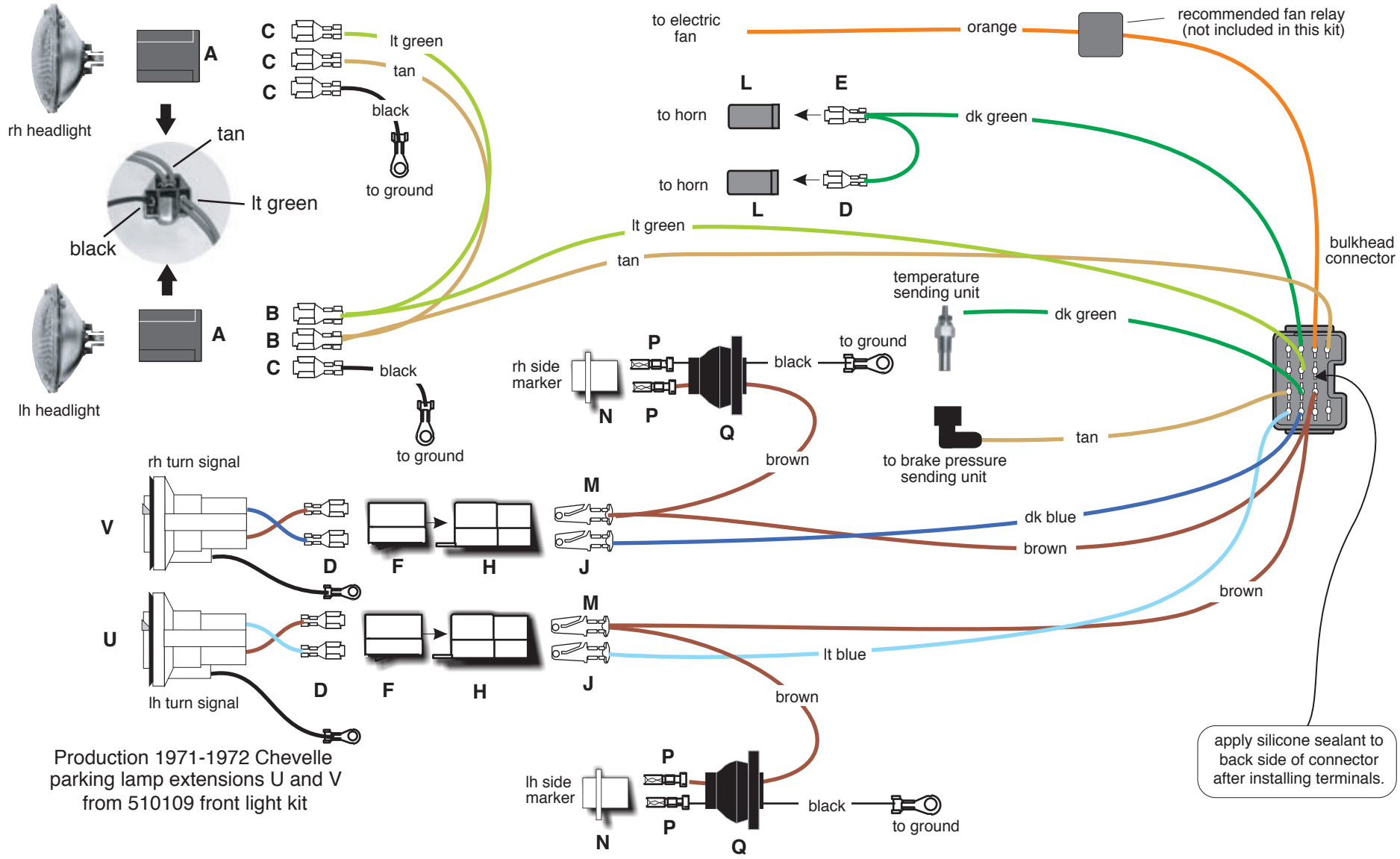
1971 Monte Carlo
Front Light

510336

92970128 instruction rev 0.0 9/5/2012

Classic Update Series



Production 1971-1972 Chevelle parking lamp extensions U and V from 510109 front light kit

1. The 1972 Monte Carlo Front Lamp harness assembles basically like a combination of the 70 and 71-72 Chevelle assemblies found on sheets 2 and 4 of the production 510109 Chevelle instructions. No extra parts are needed. Only items from the production 510109 kit will be used in this assembly.

2. The side marker lamp grommets Q from the 1970 Chevelle application along with the production parking lamp extensions U and V from the 1971-72 Chevelle application are combined to create the 1972 Monte Carlo installation. Assemble the parts from the production 510109 kit as shown above to complete the front lamp harness for your 1972 Monte Carlo application.

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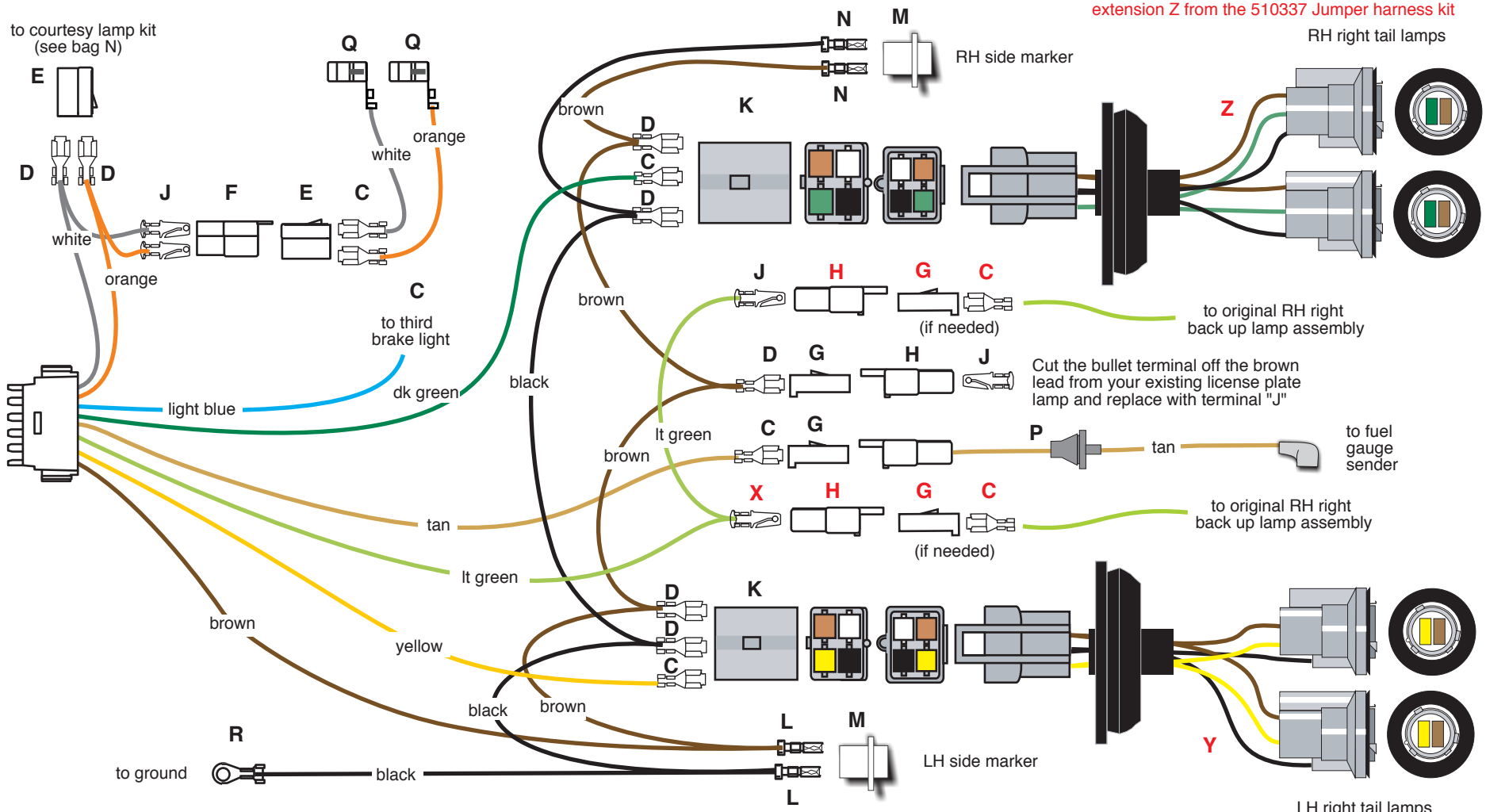
1972 Monte Carlo
Front Light

510336

92970128 instruction rev 0.0 9/5/2012

Classic Update Series



1. The 70-72 Chevelle 510111 production rear body kit will be used along with the tail lamp extensions Y and Z from the 510337 Jumper harness kit to complete your rear body connections. The main difference is that the back up lamps will no longer be located in the tail lamp connection K as shown on the 510111 instruction set. They are stand alone connections in the Monte Carlo application. Route the light green back up lamp wire to the rear body panel area where your LH back up lamp lead comes up through the floor of the car, cut to length, double it with the cut off portion in terminal X and plug into connector H as shown above. Route the loose end of that wire to the RH back up lamp lead, crimp on terminal J and install into connector H as shown above. Plug your production back up lamp leads into the two connectors H to complete your back up connections. New terminals C and connectors G have been included in the event that your original back up lamp leads need repair.

2. Install your new tail lamp extensions Y and Z into the body of your car, then plug them into connectors K as shown above. This is exactly the same as the production harness 510111 and will complete tail lamp circuits of your rear body harness.

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‘70-’72 Monte Carlo
Rear Body

510336

92970128 instruction rev 0.0 9/5/2012

Classic Update Series

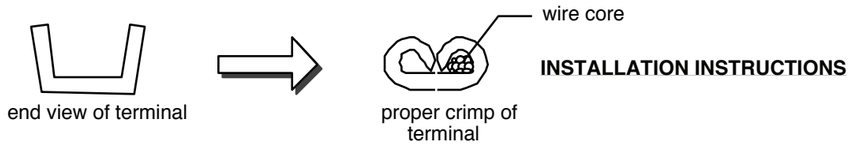
1970-72 Chevelle

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 crimp wings on the terminals as shown below. Top quality crimping tools are available from American Autowire or American Autowire authorized dealers.

NOTE: ALL TERMINALS THAT YOU INSTALL SHOULD BE PROPERLY SOLDERED.
Our factory terminations are installed by GM approved termination presses, and soldering is not necessary on these terminations.



INSTALLATION INSTRUCTIONS

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 installing your kit. Start with the bag letter G , then H , etc.
The order of installation is shown below.

G 510107 Dash Harness Kit
H 510110 Instrument Cluster Kit
J 510108 Engine Kit
K 510112 Console Kit
L 510109 Front Light Kit
M 510111 Rear Body Kit
N 500708 Courtesy Light 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.

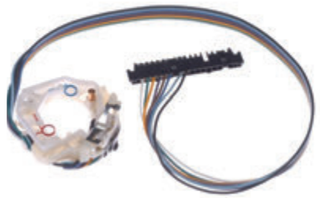
STEP 4: CHECK ALL ELECTRICAL FUNCTIONS:
Any non-functioning items should be checked for proper installation. Any problems with your wiring and electrical circuit functions should be addressed to American Autowire Systems, Inc. as soon as possible to avoid any warranty problems.

If you have any questions concerning this or any of our products, please feel free to call us at 1-800-482-WIRE.

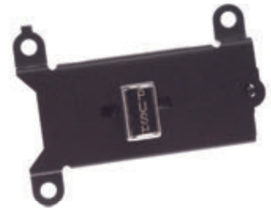
We carry many accessories for your 1970-72 Chevelle

OEM style non-stick harness tape
p/n R0067108

OEM style turn signal switch.
p/n 01997938 (1970-72)



1970-72 OEM style wiper switches.
p/n 01993464 - without recessed park
p/n 01993465 - with recessed park



Muncie 4 speed back up lamp switch.
p/n 03943657 (1970-72)

OEM large terminal and double crimping tool (12-8 gauge).
p/n 500523

Multi-crimp tool (20-14 gauge).
p/n 500649

Breakerless Ignition Module,
GM V-8 POINT CONVERSION KIT
p/n 38131

Factory assembly manuals.
(It's what they used on the assembly line to build your Camaro!)

p/n 36300 (1970)
p/n 36301 (1971)
p/n 36302 (1972)

American Autowire

American Autowire / Factory-Fit
800-482-9473

AMERICAN AUTOWIRE MAKES IT EASY !!

Classic Update Series

1970-72 Chevelle

510105

92969162 instruction sheet rev. 2.0 2/1/2018

Classic Update Series

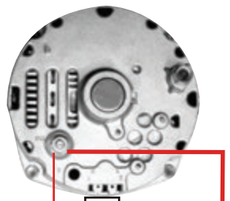
1970 Chevelle

THIRD BRAKE LAMP

American Autowire

American Autowire / Factory-Fit
800-482-9473

ALTERNATOR



red

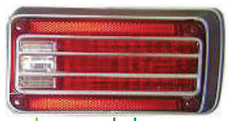
LH SIDE MARKER

black

LH TAIL LAMP

LICENSE PLATE LAMP

RH TAIL LAMP



RH SIDE MARKER

black

lt blue
tan
dk green
yellow
brown
lt green

red

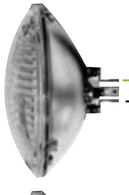
brown

red

RH HEADLIGHT

black

tan



black

LH HEADLIGHT

RH SIDE MARKER

black

parking lamp lead (not included)

TURN SIGNALS

parking lamp lead (not included)

brown

LH SIDE MARKER

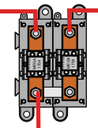
black

OIL PRESSURE

DISTRIBUTOR

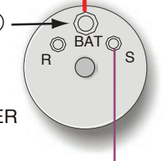
VEHICLE SPEED SENSOR

MEGA-FUSES

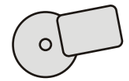


(+ Battery cable to battery, not supplied)

STARTER



WIPER



lt blue
dk blue
black
white

HEATER/AC FAN MOTOR

orange

dk blue

purple

pink

white

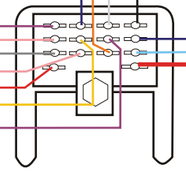
ECM

yellow

purple

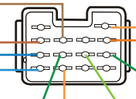
brown

dk blue



ENGINE BULKHEAD CONNECTOR

FRONT LIGHT BULKHEAD CONNECTOR



brown

lt blue

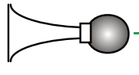
COOLANT TEMP SENDER

dk green

BRAKE SWITCH

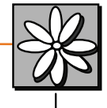
tan

HORN



dk green

ELECTRIC ENGINE FAN



orange

lt green

tan

NOTICE: **This schematic drawing is for reference only.**
Do not use the schematic to install this wiring kit!
Use the instruction sheets included in each bag, which includes directions for proper terminations.

510105

92969162 instruction sheet rev. 2.0 2/1/2018

Classic Update Series

1971-72 Chevelle

American Autowire
800-482-9473

THIRD BRAKE LAMP

LH TAIL LAMP

LH B/U LAMP

RH TAIL LAMP

RH B/U LAMP

LH SIDE MARKER

RH SIDE MARKER

LICENSE PLATE LAMP

ALTERNATOR

black

red

brown

lt blue

tan

dk green

yellow

brown

lt green

red

red

MEGA-FUSES

(+ Battery cable to battery, not supplied)

BAT

R

S

STARTER

WIPER

lt blue

dk blue

black

white

HEATER/AC FAN MOTOR

orange

OIL PRESSURE

DISTRIBUTOR

dk blue

purple

pink

white

ECM

ENGINE BULKHEAD CONNECTOR

VEHICLE SPEED SENSOR

yellow

purple

brown

dk blue

RH SIDE MARKER

black

RH HEADLIGHT

black

RH TURN SIGNAL

LH TURN SIGNAL

tan

LH HEADLIGHT

lt green

black

brown

brown

lt blue

FRONT LIGHT BULKHEAD CONNECTOR

COOLANT TEMP SENDER

dk green

BRAKE SWITCH

tan

ELECTRIC ENGINE FAN

HORN

dk green

LH SIDE MARKER

black

orange

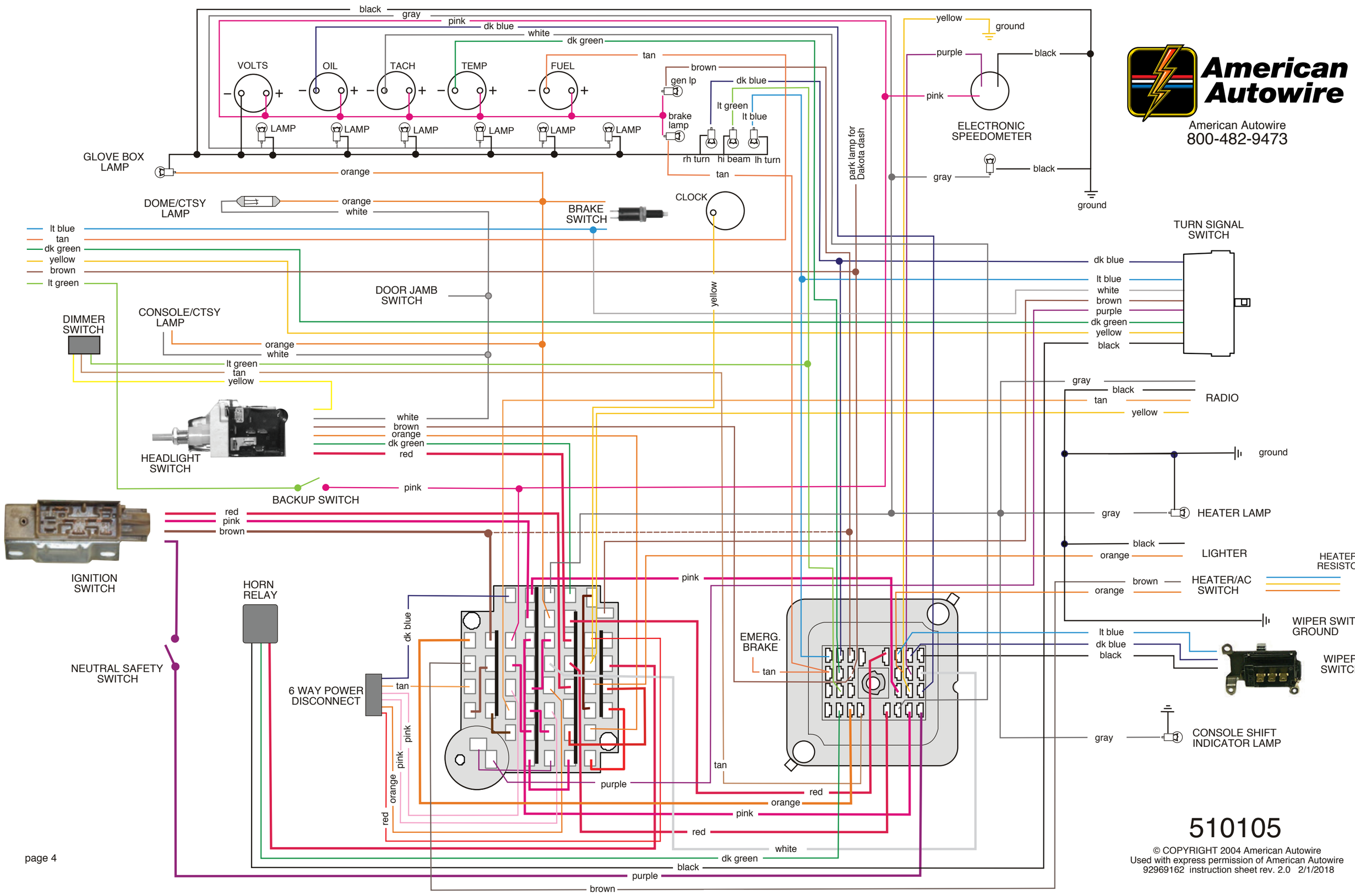
lt green

tan

NOTICE: **This schematic drawing is for reference only.**
Do not use the schematic to install this wiring kit!
Use the instruction sheets included in each bag, which includes directions for proper terminations.

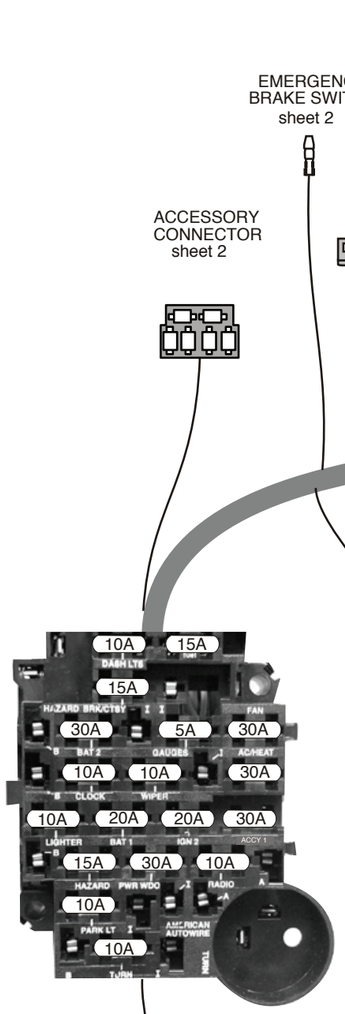
510105

92969162 instruction sheet rev. 2.0 2/1/2018



510105

92969162 instruction sheet rev. 2.0 2/1/2018



ACCESSORY CONNECTOR sheet 2

EMERGENCY BRAKE SWITCH sheet 2

WIPER sheet 2

HEADLIGHT SWITCH sheet 2

INSTRUMENT CLUSTER sheet 2

GROUND sheet 2

RADIO sheet 3

TURN SIGNAL SWITCH sheet 3

NEUTRAL SAFETY SWITCH sheet 3

BACK UP SWITCH sheet 3

CONSOLE CONNECTION sheet 3

A/C FEED

HEATER SWITCH sheet 3

GLOVE BOX sheet 3

HEATER RESISTOR sheet 3

HORN RELAY sheet 2

REAR BODY sheet 2

GROUND sheet 3

BRAKE SWITCH sheet 2

IGNITION SWITCH sheet 3

HEATER LAMP sheet 3

RH COURTESY LAMP sheet 3

LIGHTER sheet 3

DIMMER SWITCH sheet 2

The above picture shows the orientation for 72 Chevelle wiper hook-up only. All other applications can only be plugged in one way.

Fuse Panel Installation Instructions

Following these simple instructions will guarantee a successful installation of your American Autowire fuse panel harness.

1. Study the diagram above to familiarize yourself with the dash harness.
2. Install the fuse box.
3. Route the dash harness using the factory support straps.
4. Make all connections as shown on the following pages of this dash harness kit.
5. Once this harness is installed, continue to bag 'H', and install the rest of the kit (bags H,J,K,L,M).

American Autowire

www.americanautowire.com 856-933-0801

bag G

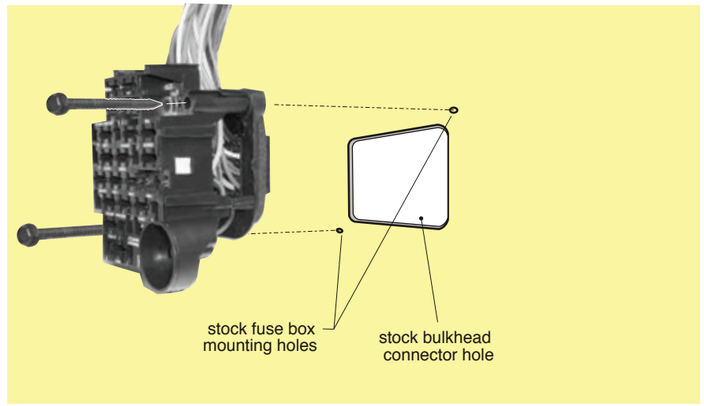
1970-72 Chevelle

DASH KIT

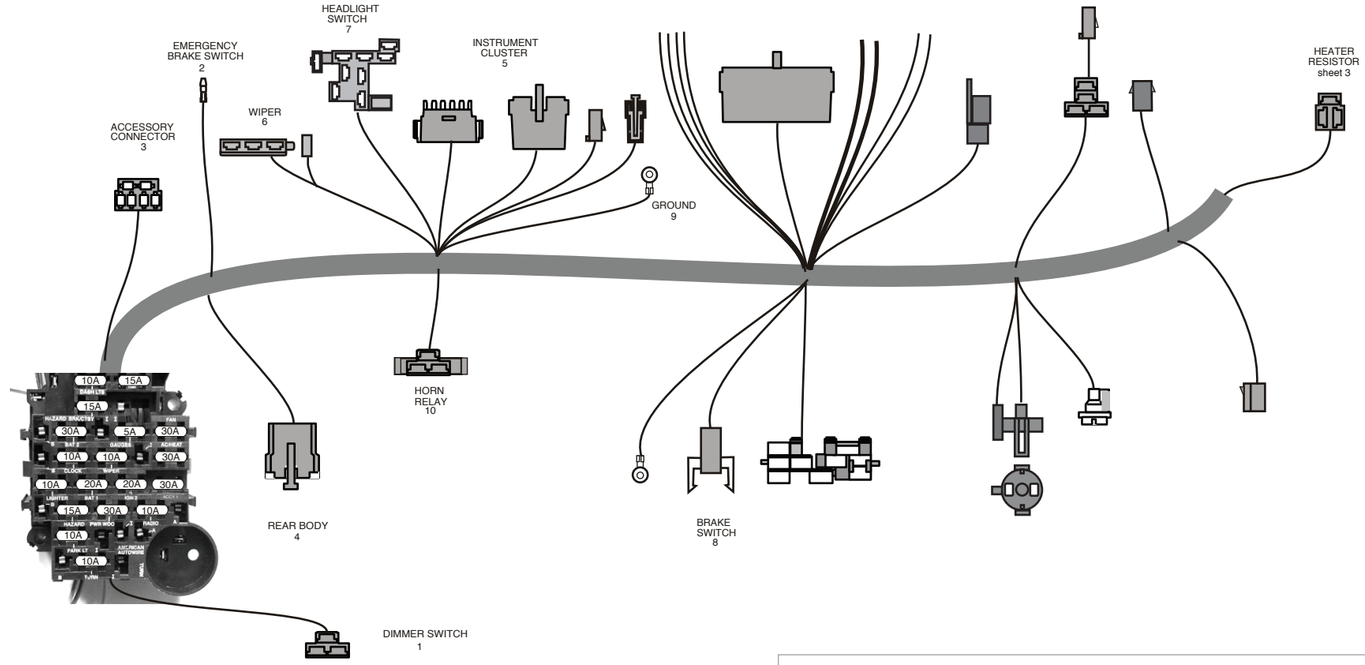
510107

92969165 instruction rev 1.0 7/18/2014

INSTALLING THE FUSE BOX

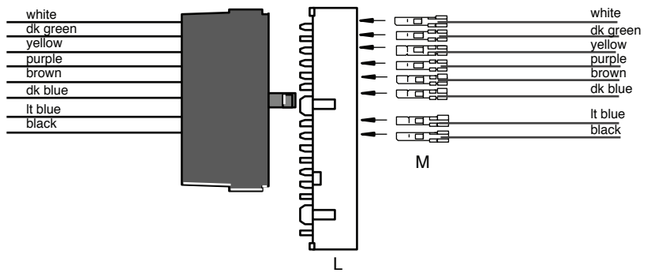


1. Locate the stock OEM bulkhead hole in the driver side of the firewall.
2. Mount the fuse box with the flasher can in the bottom right corner, as shown above.
3. Using the two mounting screws A, attached the fuse panel to the firewall.



1	DIMMER SWITCH	Light Green	Thin wire is feed to high beam indicator light in instrument cluster		
		Light Green	Heavy wire is headlight high beam feed wire.		
		Tan	Headlight low beam feed wire.		
		Yellow	Headlight power feed wire from headlight switch.		
2	EMERGENCY BRAKE	Tan	Connect to the emergency brake switch. This is the ground circuit for the brake switch light.		
3	ACCESSORIES		Use the provided connector J and terminals as power leads for the following:		
			Fuse	Rating	
		Tan	FUEL	10 amp	Fused 12 volt IGNITION feed for fuel pump (may also be used to feed power to another ignition circuit)
		Orange	BAT1	20 amp	Fused 12 volt BATTERY feed for power seats (may also be used to feed power to another battery circuit)
		Red	BAT2	30 amp	Fused 12 volt BATTERY feed for power door locks (may also be used to feed power to another accessory circuit)
		Pink	IGN1	20 amp	Fused 12 volt IGNITION feed for cruise control (may also be used to feed power to another ignition circuit)
		Pink	PWRWDO	30 amp	Fused 12 volt IGNITION feed for power windows (may also be used to feed power to another ignition circuit)
		Dk Blue	ACCY1	30 amp	Fused 12 volt ACCESSORY feed (may also be used to feed power to an accessory circuit)
4	REAR BODY		This connector will mate to the connector from the Rear Body harness found in bag L.		
		Tan	Fuel tank sender lead		
		Brown	Tail lamp feed		
		Yellow	LH turn / brake feed		
		Dark Green	RH turn / brake feed		
		Orange	Dome / courtesy lamp feed		
		White	Dome / courtesy lamp ground		
		Light Green	Back up lamp feed		
		Light Blue	Third brake light		
5	INSTRUMENT CLUSTER DISCONNECTS		These connectors will plug into the gauge disconnect harness 510112, bag H. Wire identifications are described on the Instruction sheets in bag H.		
		Black	Ground for switch assy. (single connector used in 72 Chevelle only)		
6	WIPER	Black	Ground circuit for low speed. (in 3 way connector)		
		Dk Blue	Ground circuit for washer. (in 3 way connector)		
		Lt Blue	Ground circuit for hi speed. (in 3 way connector)		
7	HEADLIGHT SWITCH				
		Red	12 volt feed to switch	BAT location on headlight switch	
		Orange	12 volt lead in to Park/tail	PARK / TAIL feed in location on headlight switch. (commonly found on GM headlight switches).	
		Brown	Park lamp feed out	PARK LAMP OUT location on headlight switch.	
		Yellow	Dimmer feed	DIMMER FEED location on headlight switch.	
		Dk Green	Instrument lamp feed	INSTRUMENT LAMP location on headlight switch.	
		White	Dome / courtesy ground	COURTESY GROUND location on headlight switch.	
		Black	Switch body ground	GROUND for switch assembly	
8	BRAKE SWITCH		Plug this connector into the factory stop lamp switch.		
		Orange	12 volt feed 'in' to switch.		
		White	12 volt brake feed 'out' to steering column turn signal switch.		
		Lt Blue	12 volt brake feed 'out' to third brake light.		
9	GROUND	Black	Connect to a good chassis ground.		
10	HORN RELAY		Plug the horn relay (found in the fuse bag) into this connector.		
		Red	12 volt battery		
		Black	Relay ground circuit (to steering column)		
		Green	Triggered 12 volts to horn		

AMERICAN AUTOWIRE
DASH HARNESS CONNECTION



ORIGINAL TURN SIGNAL SWITCH WIRES

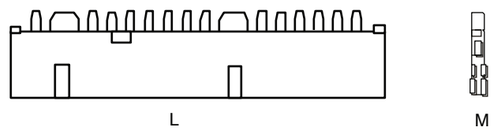


DIAGRAM G

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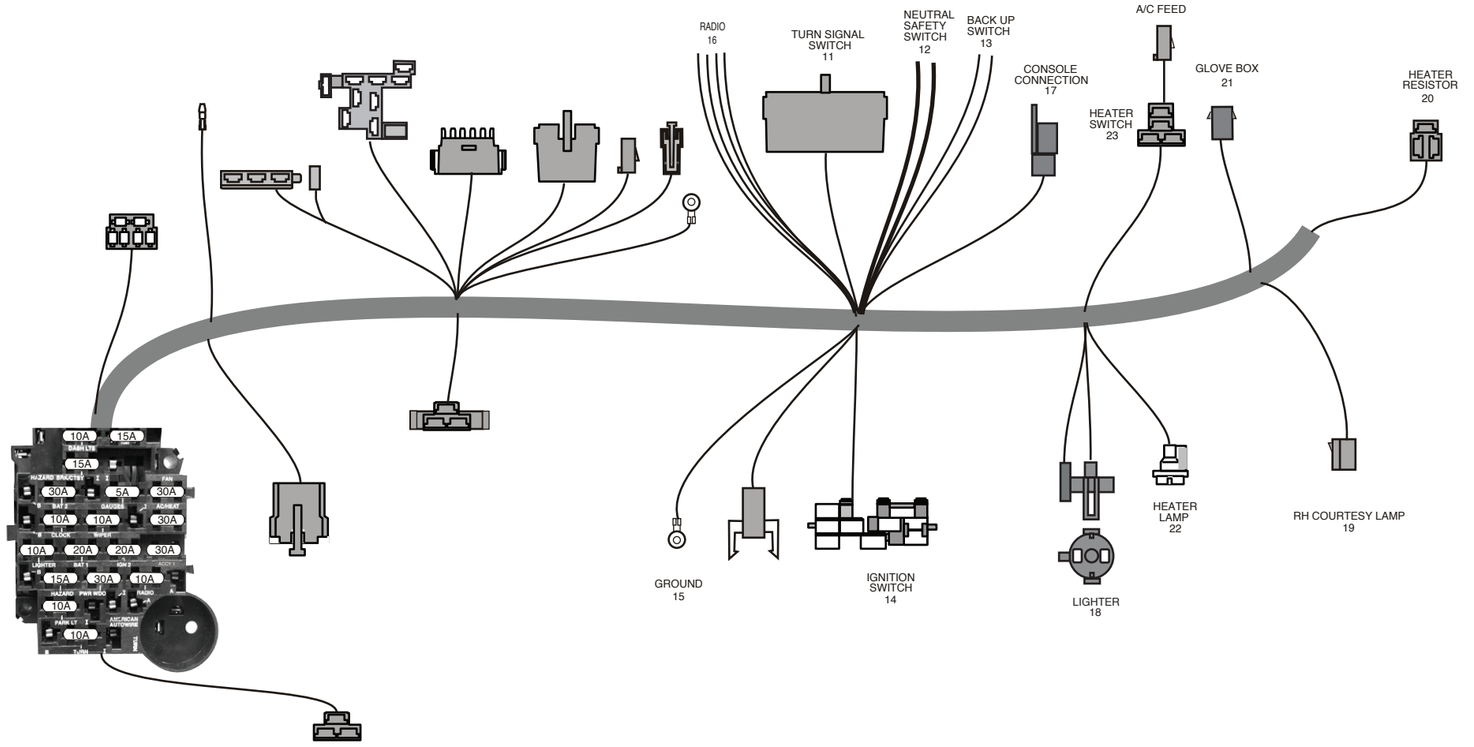
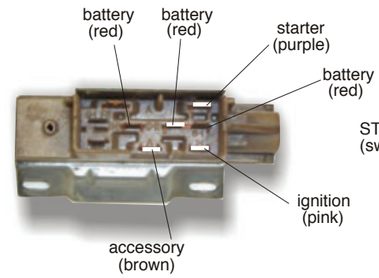
1970-72 Chevelle

DASH KIT

510107

92969165 instruction rev 1.0 7/18/2014





STOCK 70-72 GM IGNITION SWITCH
(switch not included in this kit)

DIAGRAM H

11	TURN SIGNAL SWITCH		This harness has a connector on it for the 3 7/8 in. 1969-74 GM steering column connection used by GM and many after-market manufacturers. If using a late model GM steering column or an aftermarket column using the 4 1/4 in. GM turn signal connector, replace existing connector with connector “L” being sure to match wires by color. (See diagram G on sheet 2 if needed)
		White	12 volt feed from brake switch
		Dark Green	RH tail lamp
		Yellow	LH tail lamp
		Purple	12 volt feed from turn flasher
		Brown	12 volt feed from hazard flasher
		Dark Blue	RH front park lamp
		Light Blue	LH front park lamp
		Black	Horn relay ground wire to horn switch
12	NEUTRAL SAFETY SWITCH		Connect these wires to the neutral safety switch on the column or console shifter.
		Purple	12 volt feed 'in' to neutral safety switch from ignition switch.
		Purple	12 volt feed 'out' to starter solenoid.
13	BACK UP SWITCH		Connect these wires to the back up switch on the column or console shifter.
		Pink	12 volt ignition feed 'in' to back up lamp switch
		Lt Green	12 volt feed 'out' to back up lamps
14	IGNITION SWITCH		Note: Connectors are already plugged in if you are using a stock 1970-72 ignition switch as shown in Diagram H.
		Red	12 volt battery feed
		Pink	12 volt ignition feed
		Brown	12 volt accessory feed
		Purple	Starter lead wire to Neutral Safety Switch
15	GROUND	Black	Connect to a good chassis ground.
16	RADIO	Tan	Radio accessory feed. (Power wire for stock radio). Black wire for radio ground. Gray wire for radio lamp.
		Yellow	Radio constant 12 volt clock or memory lead (battery feed)
17	CONSOLE CONNECTION		These wires are for use on a console vehicle. For wire functions, refer to bag K, 510112.
18	LIGHTER	Orange	Connect to lighter. (battery and ground feeds)
19	RH COURTESY LAMP		Plug this connector into the mating connector from the courtesy lamp kit bag N, 500708.
		Orange	12 volt battery feed fo lamp
		White	Ground circuit for lamp
20	HEATER RESISTOR		Plug this connector into the factory heater resistor located on top of the heater box on most A/C cars.
21	GLOVE BOX LIGHT	Orange	Connect to the original factory glove box lamp switch. If not using, just unplug and tape back.
22	HEATER LAMP	Gray	Heater lamp
23	HEATER SWITCH		Plug this connector into the factory heater switch.
		Brown	12 volt accessory feed to heater / ac switch (if using aftermarket a/c, use the short brown wire as the accessory feed wire to a/c harness. If a new factory A/C harness is needed, please contact our Sales Department for the proper application for your car)
		Yellow	Heater resistor
		Lt Blue	Heater resistor
		Orange	Heater resistor

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1970-72 Chevelle
DASH KIT
510107

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Classic Update Series

REFER TO SHEET 2 FOR CONNECTING TO A STOCK INSTRUMENT CLUSTER. IF USING A FACTORY DASH CIRCUIT BOARD, BE SURE TO INSTALL THE WIRES AS SHOWN FOR WARNING LIGHTS OR FACTORY GAUGES. THIS AAW KIT DOES NOT SUPPORT THE USE OF A FACTORY AMMETER. WE SUGGEST THE USE OF A VOLTMETER INSTEAD. IF YOUR CAR HAS AN ORIGINAL SWEEP DASH, YOU WILL NEED TO SPLICE THE CLUSTER WIRES FROM THIS KIT INTO YOUR ORIGINAL WARNING LAMP PODS MAINTAINING COLOR CONTINUITY BETWEEN THE TWO. IF YOU ARE USING AFTERMARKET GAUGES, TERMINAL KIT 92965220 HAS BEEN PROVIDED TO CONNECT THIS CLUSTER KIT TO YOUR GAUGES.

CONNECTOR F - Plug this connector into the mating connector on the dash harness (bag G) and connect wires as follows:

Wire Color	Function	Stock circuit board connection
DK BLUE	Right Turn Lamp	Route this wire to the circuit board and cut to length. Install terminal A, and plug into connector B in the location shown on sheet 2.
LT BLUE	Left Turn Lamp	Route this wire to the circuit board and cut to length. Install terminal A, and plug into connector B in the location shown on sheet 2.
LT GREEN	Hi Beam Lamp	Route this wire to the circuit board and cut to length. Install terminal A, and plug into connector B in the location shown on sheet 2.
DK GREEN	Temperature Sender	Route this wire to the circuit board and cut to length. Install terminal A, and plug into connector B in the location shown on sheet 2.
DK BLUE	Oil Pressure Sender	Route this wire to the circuit board and cut to length. Install terminal A, and plug into connector B in the location shown on sheet 2.
TAN	Fuel Sender	Route this wire to the circuit board and cut to length. Install terminal A, and plug into connector B in the location shown on sheet 2.
TAN	Brake Lamp	Route this wire to the circuit board and cut to length. Install terminal A, and plug into connector B in the location shown on sheet 2.

CONNECTOR G - Plug this connector into the mating connector on the dash harness (bag G) and connect wires as follows:

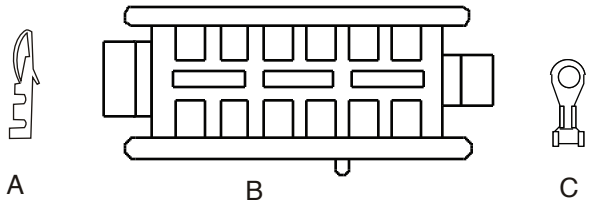
Wire Color	Function	Stock circuit board connection
PINK	12v Ignition	Route this wire to the circuit board and cut to length. Install terminal A, and plug into connector B in the location shown on sheet 2.
GREY	Instrument Lamps	Route this wire to the circuit board and cut to length. Install terminal A, and plug into connector B in the location shown on sheet 2.
BLACK	Ground	Route this wire to the circuit board and cut to length. Install terminal C, and attach this wire to the back of the stock gauge cluster assembly.

CONNECTOR H - Plug this connector into the mating connector on the dash harness (bag G) and connect wires as follows:

Wire Color	Function	Stock circuit board connection
PURPLE	VSS signal	Not used in stock configuration. Used ONLY with an electronic speedometer. This wire will plug into connector H, maintaining color continuity with the purple wire on the mating dash connector. Connect the other end to the speedometer 'sender' terminal following the manufacturer's instructions.
YELLOW	VSS ground	Not used in stock configuration. Used ONLY with an electronic speedometer. This wire will plug into connector H, maintaining color continuity with the yellow wire on the mating dash connector. Connect the other end with the ring terminal to a good chassis ground following the manufacturer's instructions.

LOOSE WIRES

WHITE	Tachometer	Used ONLY with a tachometer. Plug this loose wire into connector F, maintaining color continuity with the white "TACH" wire on the mating dash connector. Route the other end of this wire to the circuit board and cut to length. Install terminal A, and plug into connector B in the location shown on sheet 2.
BROWN	Alternator	Used with a stock alternator lamp. Plug this loose wire into connector F, maintaining color continuity with the brown "ALT" wire on the mating dash connector. Route the other end of this wire to the circuit board and cut to length. Install terminal A, and plug into connector B in the location shown on sheet 2.
BROWN	Park Lamp	Used ONLY with Dakota Digital dash panels. Plug this wire into connector G, maintaining color continuity with the brown "PARK LAMP" wire on the mating dash connector. Connect the other end to the gauge manufacturer's panel - 'DIM' location. This will dim the panel lights when headlights are turned on.



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Classic Update Series
1970-72 Chevelle

bag H

INSTRUMENT CLUSTER

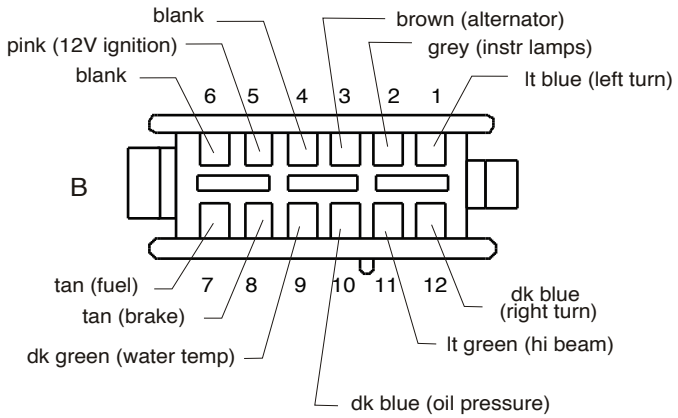
510110

92969177 instruction rev 1.0 6/22/2010

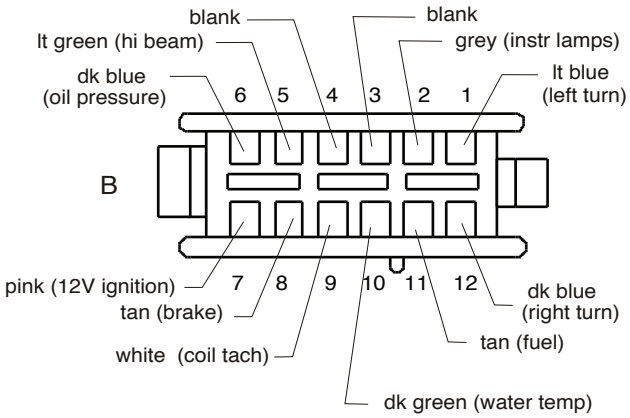
Classic Update Series

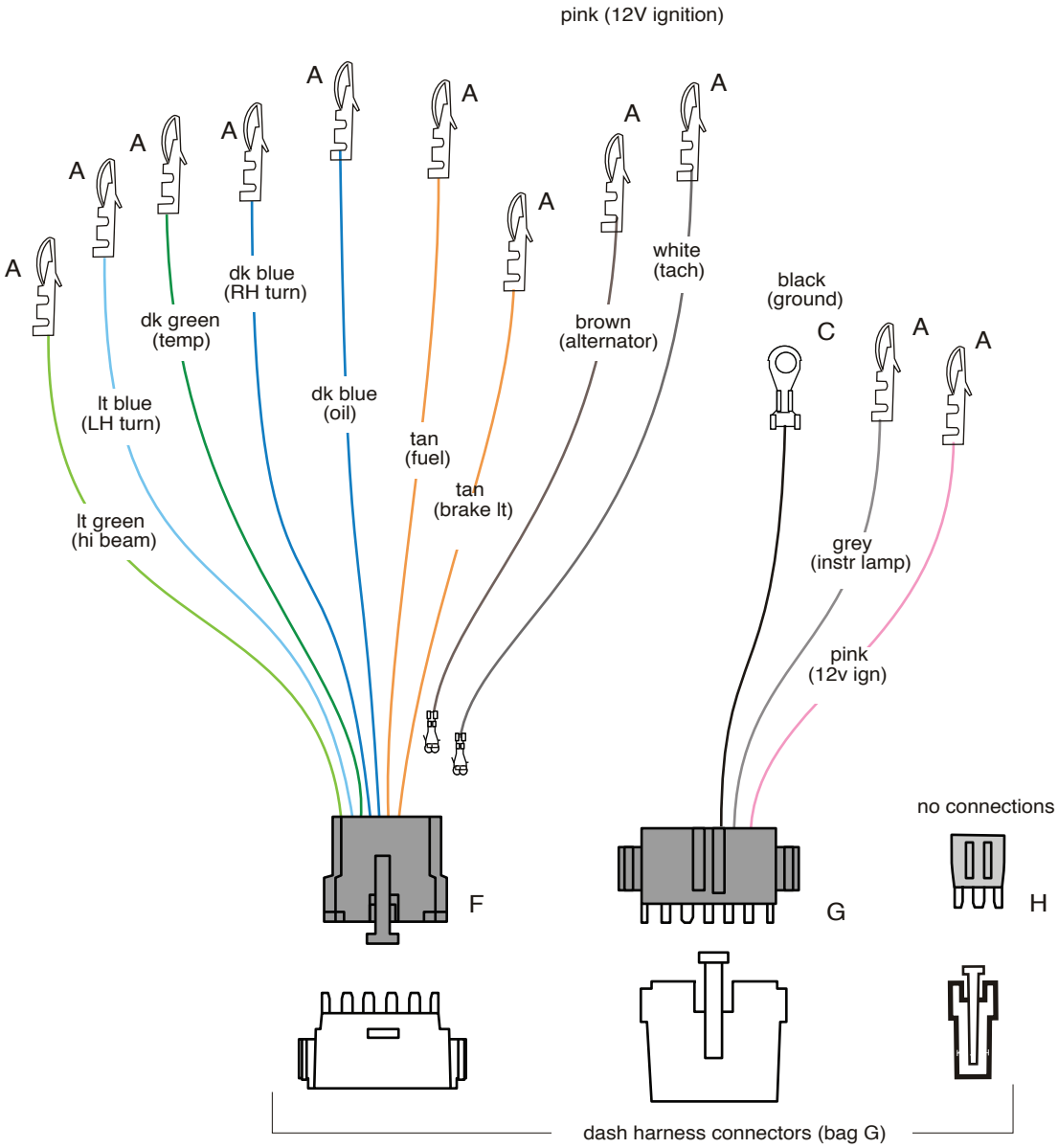
USE THIS SHEET TO CONNECT TO AN ORIGINAL 1970-72 CHEVELLE FACTORY INSTRUMENT CLUSTER WITH A CIRCUIT BOARD CONNECTION

CIRCUIT BOARD CONNECTOR
WITH WARNING LIGHTS



CIRCUIT BOARD CONNECTOR
WITH GAUGES





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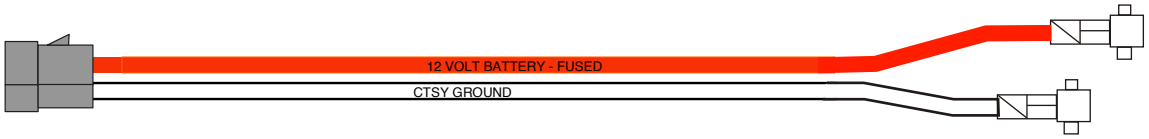
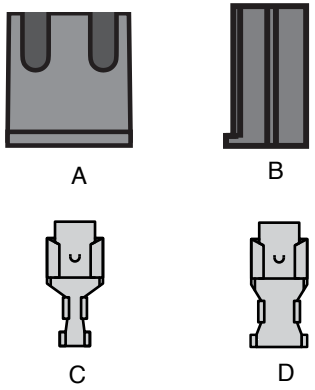
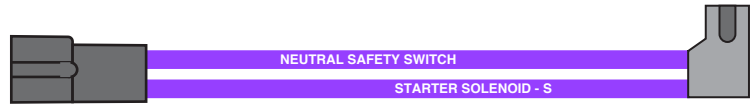


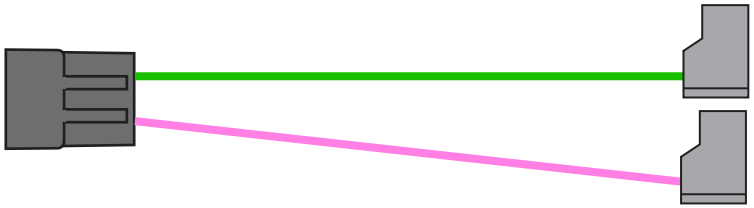
Console Rear Courtesy Lamp Extension (All Applications)

Automatic Transmission Console Shifter Light Harness (uses 1895 bulbs)





Automatic Transmission Console Neutral Safety Switch Extension



Automatic Transmission Console Back Up Lamp Switch Extension

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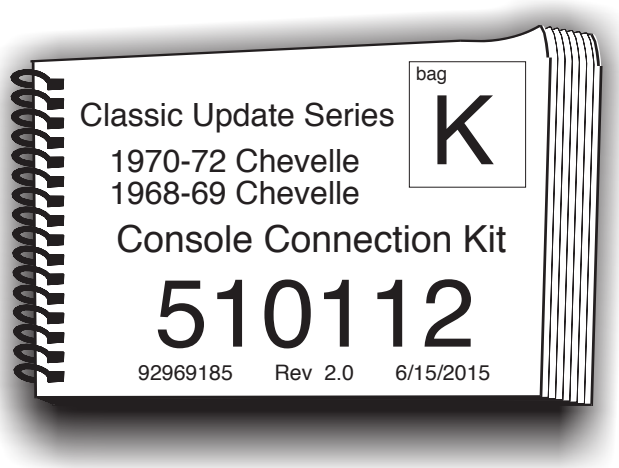
NOTE: In this kit, you will find:

1. All the necessary extension harnesses, terminals, and connectors that are required to complete the installation of your factory console to your new AAW dash harness.
2. All the necessary terminals, and connectors that are required to connect the NSS and Back Up lamp wires found at locations 12 and 13 on page 3 of your dash harness (510107 for 1970-72 or 510160 for 1968-69) instructions to your column mounted NSS/ Back up lamp switch (Automatic on the column), or clutch mounted NSS and column mounted back up lamp switch (Manual transmision).
3. Simply follow the assembly directions on page 2 of this instruction set.



INSTALLATION DIRECTIONS

For Manual Transmission cars.

Console Courtesy lamp:

1. Plug this console rear lamp extension into the mating connector at location 17 on page 3 on your dash harness (510107 for 1970-72 or 510160 for 1968-69) instructions. Snap the lamp socket terminals into the original location at the back end of your console, then install your bulb (not included).

NSS and back up lamp switch connections:

2. Route the NSS and Back Up lamp wires found at locations 12 and 13 on page 3 of your dash harness (510107 for 1970-72 or 510160 for 1968-69) down to the base of the steering column near the firewall, and trim them to length.
3. For 1968 applications that did not use a NSS for manually shifted cars, you will need to connect these 2 purple wires together in order for the car to start. For 1969-72 applications that utilized a clutch pedal operated NSS, crimp terminals D onto the trimmed purple NSS dash wires, plug them into connector B, then plug this completed connection into your original clutch operated NSS extension (not included in this kit).
4. For 1968 applications that utilized a transmission mounted back up lamp switch, there should be a jumper harness with a rubber grommet molded onto one end of it that is snapped into your firewall with a 2-postion male connector on the opposite end. If you are missing this harness and switch, they may be purchased separately (CA70554 - harness; 01993307 - switch) from AAW. Take the light green and pink back up lamp wires from step 2 above, crimp terminals C onto the trimmed wires, plug them into connector A maintaining color continuity and function with the original jumper harness, then plug this completed connection into the 2-postion male connector from the jumper harness.
5. For 1969-72 applications that utilized a column mounted back up lamp switch, take the light green and pink back up lamp wires from step 2 above, crimp terminals C onto the trimmed wires, plug them into connector A in any order as indexing is not critical, then plug this completed connection onto the column mounted back up lamp switch.

For Console Shifted Automatic Transmission cars.

Courtesy lamp:

1. Plug the gray wire from the Automatic Transmission Console Shifter Light Harness into the open cavity on the Console Rear Courtesy Lamp Harness Extension. Snap the lamp socket terminals into the original location at the back end of your console, then install your bulb (not included).
2. Ground the ring terminals to the floor of the car in the stock location.
3. Plug the completed assembly into the mating connector at location 17 on page 3 on your dash harness (510107 for 1970-72 or 510160 for 1968-69) instructions.

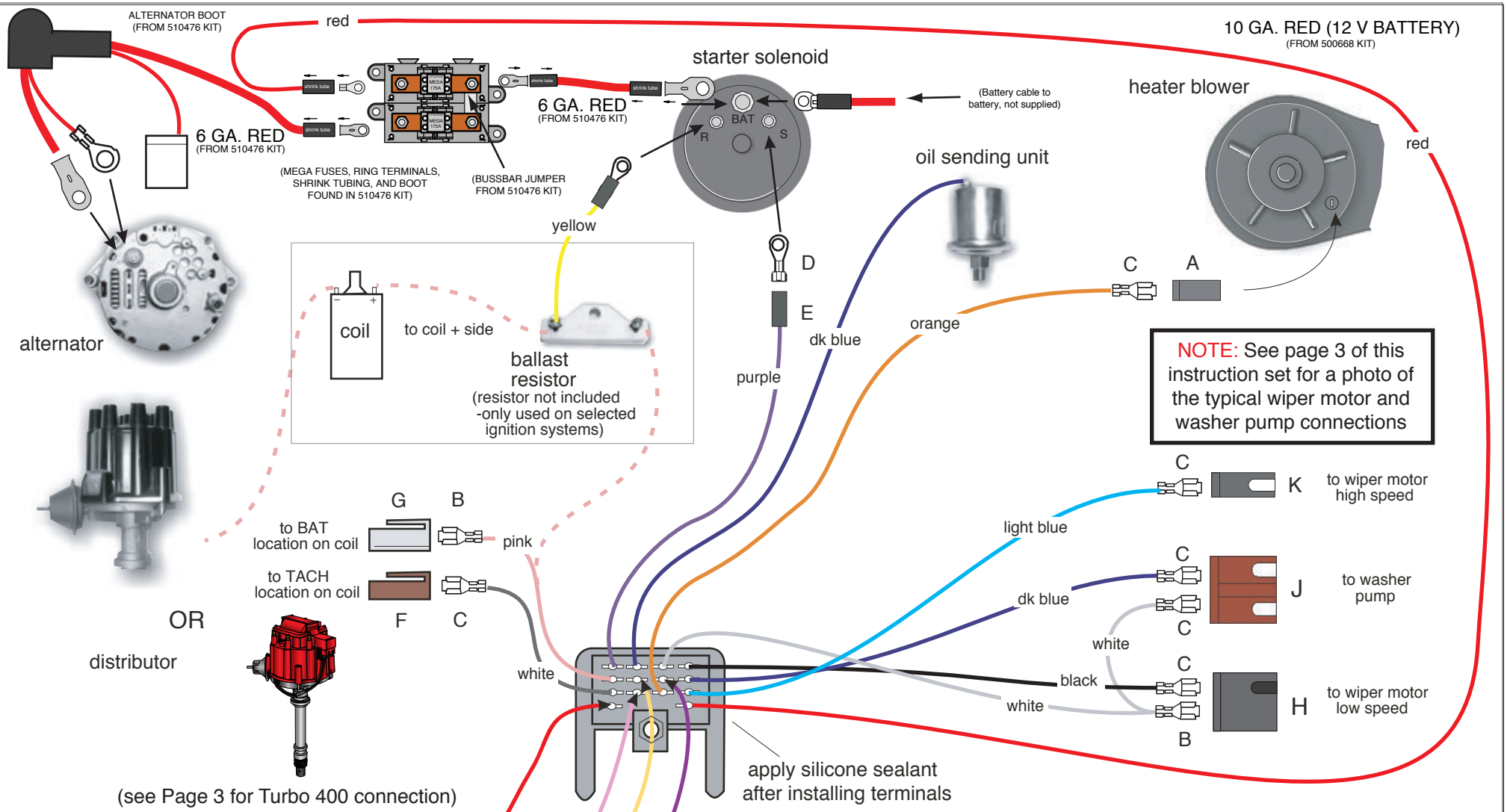
NSS and back up lamp switch connections:

4. Select the “Automitic Transmission Console Neutral Safety Switch Extension” (as shown on page 1) and plug the 90 degree 2-postion connector containing the purple wires onto the NSS connection on your shifter assembly.
5. Select the “Automitic Transmission Console Back Up Lamp Switch Extension” (as shown on page 1) and plug each of the two 90 degree single postion connectors containing the pink and light green wires onto the back up connections on your shifter assembly.
6. Route the NSS and Back Up lamp wires found at locations 12 and 13 on page 3 of your dash harness (510107 for 1970-72 or 510160 for 1968-69) down to the NSS and back up lamp extesion harnesses that you just installed onto the shifter, and trim them to length.
7. For the purple NSS wires, crimp terminals D onto the trimmed wires, plug them into connector B maintaining function with the dash harness (Solenoid vs. Neutral Safety), then plug this completed connection into the NSS extension from step 4.
8. For the light green and pink back up lamp wires, crimp terminals C onto the trimmed wires, plug them into connector A maintaining color continuity and function with the dash harness (back up vs. fused 12v ign), then plug this completed connection into the back up lamp extension from step 5.

For Column Shifted Automatic Transmission cars.

NSS and back up lamp switch connections:

1. Route the NSS and Back Up lamp wires found at locations 12 and 13 on page 3 of your dash harness (510107 for 1970-72 or 510160 for 1968-69) down to the base of the steering column near the firewall, and trim them to length.
2. Take the 2 purple NSS wires, crimp terminals D onto the trimmed wires, plug them into connector B n any order as indexing is not critical, then plug this completed connection onto the switch at the base of your steering column.
2. Take the light green and pink back up lamp wires, crimp terminals C onto the trimmed wires, plug them into connector A in any order as indexing is not critical, then plug this completed connection onto the switch at the base of your steering column.



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Classic Update Series

bag J

1970-72 Chevelle

ENGINE KIT

510108

92969169 instruction rev 3.0 1/11/2018

TEMPORARILY, PLUG THE MAIN BULKHEAD CONNECTOR FROM THIS KIT INTO THE MATING CONNECTOR ON THE DASH BULKHEAD CONNECTOR (LOCATED UNDER THE MASTER CYLINDER) Note: This will be unbolted to install the front light harness later.

BULKHEAD CONNECTOR WIRES

RED	(12 V BATTERY)	Route this wire to the Megafuse and cut to length. Use ring terminal, shrink tubing from 510476 kit. Connect as shown on page 1.
PURPLE	(STARTER SOLENOID)	Route to the starter solenoid and cut to length. Install rubber sleeve E and ring terminal D. Connect to the "S" terminal on the solenoid.
DARK BLUE	(OIL PRESSURE SENDER)	Connect this wire to the oil pressure sending unit. Using terminal P or terminal S together with connector R.
ORANGE	(HEAT / AIR)	If using after-market air conditioning, remove this wire. If using a stock heater only system, route this wire to the heater blower and cut to length. Install terminal C and connector A and plug into the blower unit.
PINK	(12 V IGNITION)	If using an HEI distributor or after-market ignition system which requires a 12 volt feed, route the PINK wire to the coil and trim to length. Install terminal C and connector G and plug into the distributor cap BAT location. If using a points type ignition system which requires reduced voltage, route the PINK wire to the ignition feed side of a ballast resistor (not included). Connect the loose piece YELLOW wire to the R terminal on the starter and connect the other end to the coil side of the ballast resistor. Connect a piece of left over PINK wire to the coil side of the ballast resistor and route to the distributor coil "+" side.
WHITE	(COIL-TACH)	Route this wire to the coil and trim to length. If using an HEI distributor, terminal B and connector F are included for connection. Plug into the "TACH" location of the negative side of the coil. If using a conventional point type distributor, install terminal "P" and connect to the negative side of the coil.

ALTERNATOR

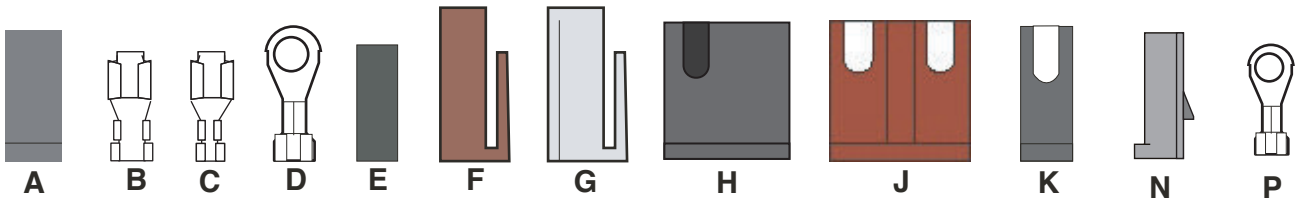
HEAVY RED	(AMERICAN AUTOWIRE)	Use the 6ga red wire, boot and ring terminal from the 510476, route from alternator to the Megafuse and cut to length. Connect as shown on page 1.
SMALL RED		Send the ring terminal end of this wire through boot L(as shown on Page 1) and connect to the battery stud on the alternator. Do not plug the connector into the alternator yet. The exciter wire will be added when the front light wires are installed.

REMAINING LOOSE WIRES

These wires will be used only if you are using an ECM module mounted in the engine compartment, an electronic speedometer, or a Turbo 400 automatic transmission. (See page 3 for installation instructions).

RED	(12 V BATTERY)	Used on ECM module which is mounted in the engine compartment. Plug this wire into the firewall bulkhead connector at the location shown on Page 1. Route the other end to the ECM harness "battery feed" wire.
PINK	(12 V IGNITION)	1. Used on ECM module which is mounted in the engine compartment. Plug this wire into the firewall bulkhead connector at the location shown on sheet 1. Route the other end to the ECM harness "ignition feed" wire. 2. Used for ignition power to a Turbo 400 transmission kickdown switch (see Page 4.)
PURPLE	(VSS SENDER)	Used on vehicles that have an electronic speedometer. Route this wire to the vehicle speed sensor and connect to the VSS signal lead wire.
YELLOW	(VSS GROUND)	Used on vehicles that have an electronic speedometer. Twist this wire with the PURPLE VSS SENDER wire to assure proper signal interference shielding. Route this wire to the vehicle speed sensor and connect to the VSS ground lead wire.

Once the main connector has had all of it's wires plugged in, the connector cavities should be sealed with Di-electric grease on the terminals. Also, to assure a moisture resistant seal, silicone can be applied to seal the outside of the connector.



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ENGINE KIT

510108

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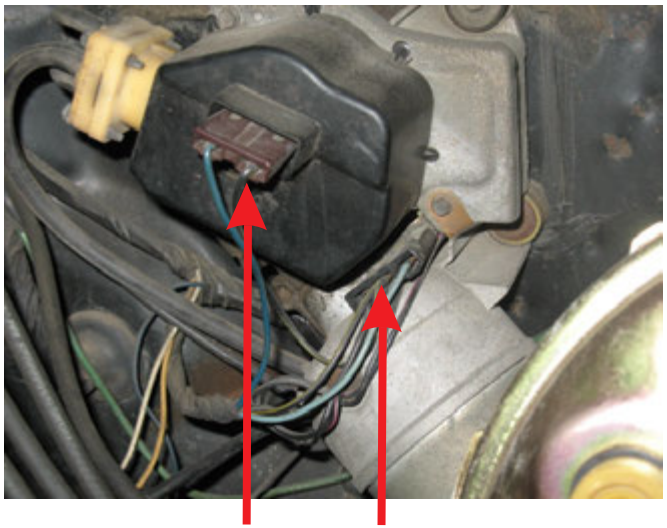
WINDSHIELD WIPER WIRES

Terminal and connectors to make the proper connections on a stock wiper system are shown on page 1 of this instruction set. A photo of the completed connections installed onto a stock wiper and washer assmbly are shown to the right. If using an after-market wiper system, follow the manufacturer's instructions.

BLACK	(WIPER LOW SPEED)	Route this wire to the wiper motor and trim to length. Install terminal C, and plug into connector H as shown on page 1 of this instruction set.
DARK BLUE	(WIPER WASHER)	Route this wire to the wiper motor and trim to length. Install terminal C, and plug into connector J as shown on page 1 of this instruction set.
LIGHT BLUE	(WIPER HIGH SPEED)	Route this wire to the wiper motor and trim to length. Install terminal C, and plug into connector K as shown on page 1 of this instruction set.
WHITE	(WIPER FEED)	Route this wire to the wiper motor and trim to length. Double this wire with the cut off portion, install terminal B, and plug into connector H as shown on page 1 of this instruction set. Route the loose end of the cut off portion to the washer pump and trim to length. Install terminal C, and plug into connector J as shown on page 1 of this instruction set.

with depressed park (hidden wipers)



The photo above depicts the typical stock 1970-1972 Chevelle, El Camino, or Monte Carlo wiper motor and washer pump connections with a "depressed park" motor (hidden wipers). Where you see a black wire with a yellow stripe in the photo (red arrows), that would be equivalent to the AAW white "wiper feed" power wire.

w/o depressed park (non-hidden wipers)

NO IMAGE AVAILABLE AT THIS TIME

Sorry, but at this time, we do not have a photo of the "non-depressed park" wiper motor (non-hidden wipers).

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ENGINE KIT

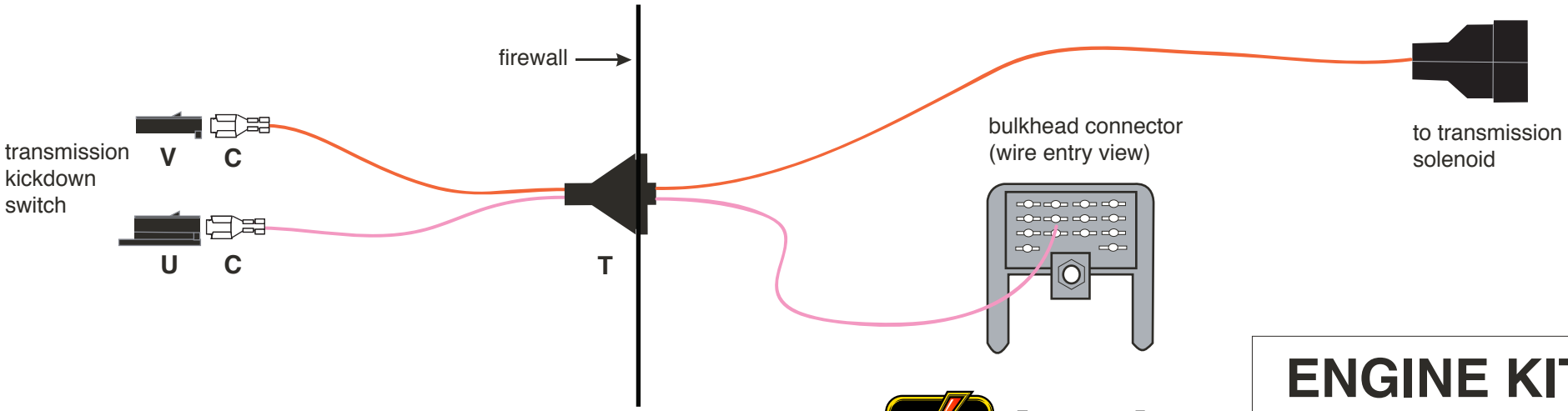
510108

92969169 instruction rev 3.0 1/11/2018

The orange and pink wires that are shown below are for use with a stock, gas pedal mounted, 1970-1972 Turbo 400 automatic transmission kickdown switch.

Note: If your car was factory equipped with a Turbo 400 transmission, install grommet “T” into the existing factory hole in the firewall. If your car was not factory equipped with a Turbo 400 transmission and you are adding one to your build, and will be using a stock gas pedal mounted kickdown switch, you will need to drill a 3/4” hole in your firewall somewhere behind the left head of your engine. We have included plenty of wire, so the exact location of this new hole is not critcal. Just be sure that you do not interfere with any other items in the engine compartment or under the dash.

PINK	(12 V IGNITION)	Plug this loose piece (12 V IGNITION) wire into the bulkhead connector in the position shown below. Pass the other end through grommet “T” and back into the passenger compartment. Install terminal “C” and plug into connector “U”. Plug connector “U” into the kickdown switch.
ORANGE	(No Printing)	Use this loose piece wire and install the kickdown solenoid connector at the transmission. Pass the other end through grommet “T” and back into the passenger compartment. Install terminal “C” and plug into connector “V”. Plug into the kickdown switch.



American Autowire

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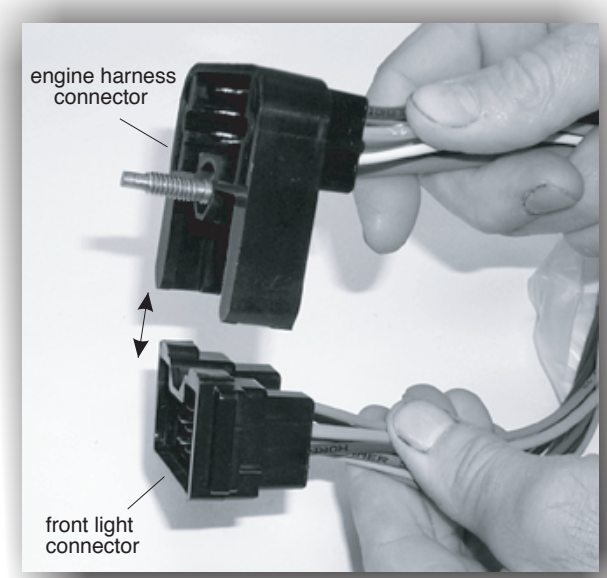
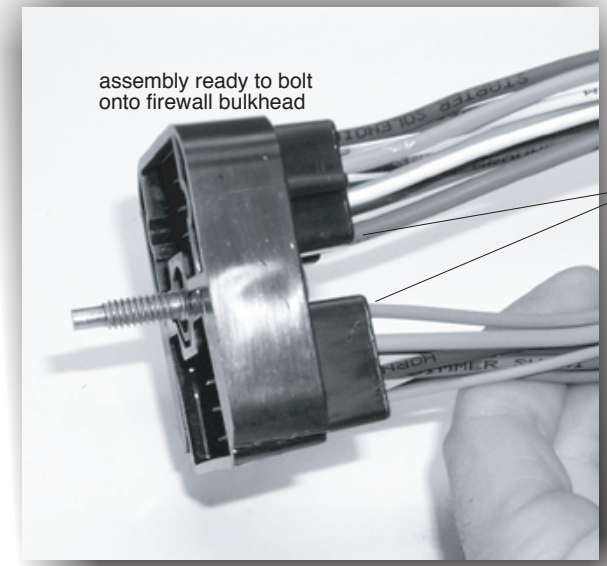
ENGINE KIT
510108

92969169 instruction rev 3.0 1/11/2018

Classic Update Series





The bulkhead connector from this front light kit must snap into the mating engine connector (bag J), as shown. After snapping together, then bolt the assembly into the dash harness firewall connector using the attached bolt.

Look!

American Autowire also sells factory OEM style harness wrap. this is the same stuff used on original Camaro harnesses! If you want that OEM look with your Classic Update wiring system, then give us a call and order p/n R0067108 !

American Autowire
800-482-9473

Classic Update Series

bag L

FRONT LIGHT KIT

510109

92969173 instruction rev 0.0 4/30/2009

Classic Update Series

1970 Chevelle
Front Light

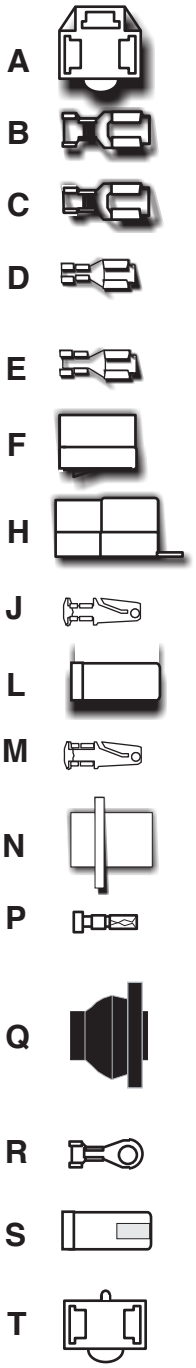
510109

92969173 instruction rev 0.0 4/30/2009

sheet 2

Classic Update Series

1970 Chevelle **Front Lighting**



Connect the bulkhead connector from this kit onto the bulkhead connector from the engine kit (bag J), and bolt to the firewall bulkhead.

LT BLUE	LH turn	Route this wire to the LH turn signal lamp and install terminal J and plug into connector H, as shown on sheet 1.
DK BLUE	RH turn	Route this wire to the RH turn signal lamp and install terminal J and plug into connector H, as shown on sheet 1.
BROWN BLACK	Parking Lamp Side Marker Grounds	Route the shorter of the 2 brown wires to LH parking lamp, cut to length, double this wire with the cut off portion, install terminal M and plug into connector H as shown on sheet 2. Route the other end through grommet Q down to the LH side marker lamp, cut to length, install terminal P, and plug into lamp socket N as shown on sheet 2. Install pre-terminated smaller gauge black wire with ring terminal through grommet Q, install terminal P, and plug into lamp socket N as shown on sheet 2. Ground the ring terminal to the radiator core support. Repeat this process using the longer of the 2 brown wires and going over to the RH parking and side marker lamps.

NOTE: The running and directional light assemblies use factory parking lamp housing assemblies. To install them, plug connector H (on the wires above) onto the factory parking lamp housing assemblies. Replacement terminals D and connectors F have been provided in the event that the housings need repair. Repeat for both front parking lamps.

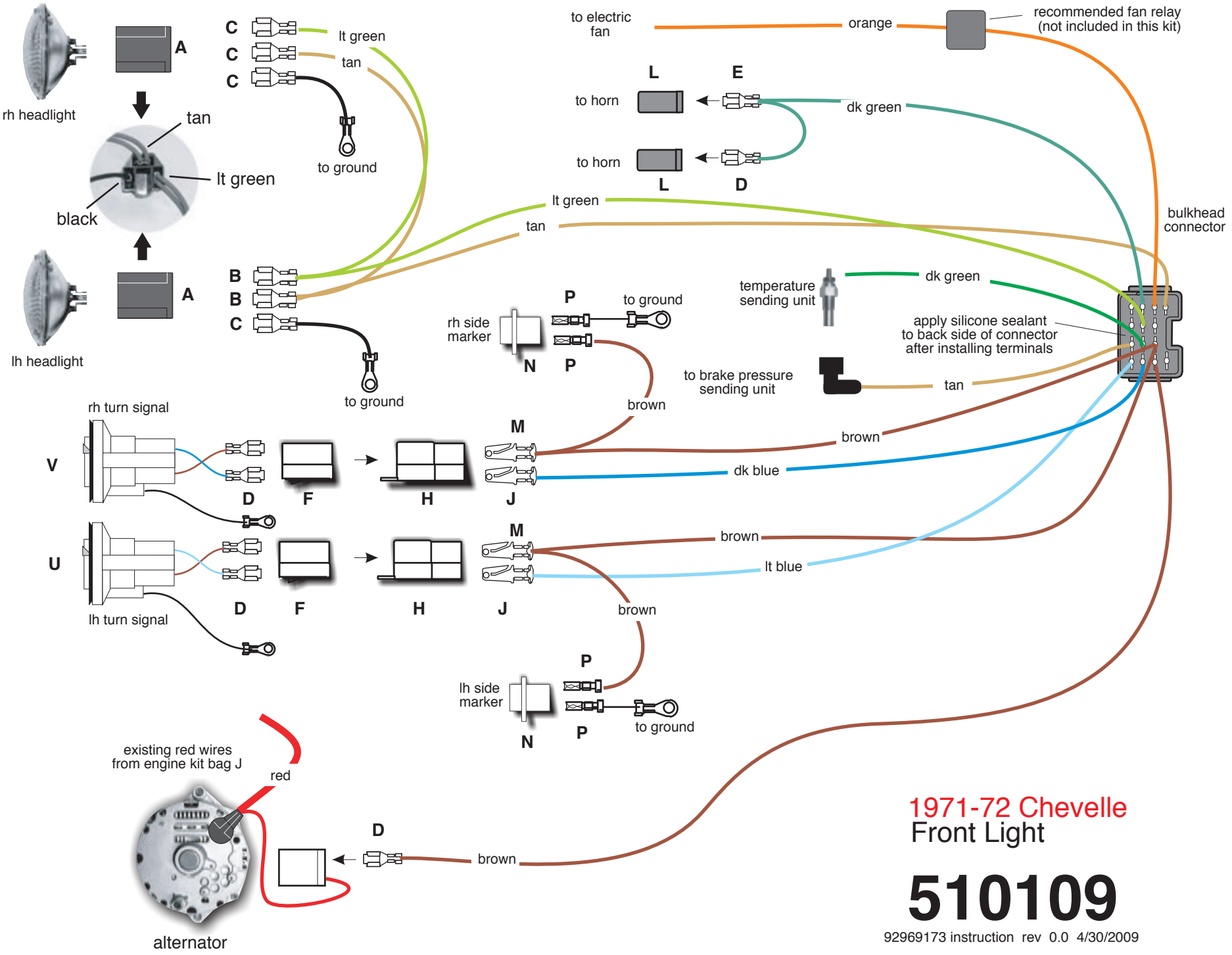
TAN (heavy gauge)	Lo Beam	Route this wire to the driver side outer headlight and trim to length. Double this wire with the cutoff portion, and install terminal B. Plug this terminal into connector A, in the location shown on sheet 2. Route the remaining portion of this TAN wire to the passenger side outer headlight and trim to length. Install terminal C and plug into connector A as shown on sheet 2.
LT GREEN	Hi Beam	Route this wire to the driver side outer headlight and trim to length. Double this wire with the cutoff portion, and install terminal B. Plug this terminal into connector A, make a short jumper over to the driver side inner headlight, cut to length, double it with the cutoff portion, install terminal B, and plug it into connector T in the location shown on sheet 2. Route the remaining portion of this LT GREEN wire to the passenger side inner headlight and trim to length. Double this wire with the cutoff portion, install terminal B and plug into connector T as shown. Make a short jumper over to the passenger side outer headlight, cut to length, double it with the cutoff portion, install terminal C, and plug it into connector A in the location shown on sheet 2.
BLACK	H/L Grounds	Route the pre-terminated heavier gauge black wire with ring terminal to the driver side outer headlight, trim to length, double this wire with the cutoff portion, install terminal B, and plug this terminal into connector A. Take the other end of the cutoff portion over to the driver side inner headlight, cut to length, install terminal C, and plug it into connector T in the location shown on sheet 2. Ground the ring terminal to the radiator core support. Repeat this process for the passenger side
DK GREEN	Horn	Route to horns and install terminals D & E, as shown on sheet 2, Plug into connectors L.
ORANGE	Electric Fan	Route to the electric fan, and connect per manufacturer's instructions NOTE: We recommend that this wire be used as the trigger wire for the electric fan relay.
TAN	Brake Sender	Plug this wire into the stock brake sender switch.
DK GREEN	Water Temp	Connect this wire to the temperature sending unit using terminal R or terminal D and connector S (depending on your sending unit).
BROWN	Alternator Regulator	Route this wire to the alternator and cut to length. Install terminal D and plug into the regulator connector (previously installed from the engine kit 500668 bag J).

NOTE: This wire is only used on an alternator with an internal regulator which uses an exciter wire. If you are using a true one wire alternator, then this BROWN wire can be removed and not used.

After all wires are installed from this kit, the main connector should have die-electric grease applied to the terminals. Also, to assure a moisture resistance seal, apply silicone sealant to the outside of the main connector around each wire.

92969173 instruction rev 0.0 4/30/2009

Classic Update Series



1971-72 Chevelle
Front Light

510109

92969173 instruction rev 0.0 4/30/2009

Classic Update Series

1971-72 Chevelle **Front Lighting**

Connect the bulkhead connector from this kit onto the bulkhead connector from the engine kit (bag J), and bolt to the firewall bulkhead.

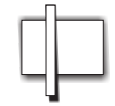
LT BLUE	LH turn	Route this wire to the LH turn signal lamp and install terminal J and plug into connector H, as shown on sheet 1.
DK BLUE	RH turn	Route this wire to the RH turn signal lamp and install terminal J and plug into connector H, as shown on sheet 1.
BROWN BLACK	Parking Lamp Side Marker Grounds	Route the shorter of the 2 brown wires to LH parking lamp, cut to length, double this wire with the cut off portion, install terminal M and plug into connector H as shown on sheet 4. Route the other end over to the LH side marker lamp, cut to length, install terminal P, and plug into lamp socket N as shown on sheet 4. Route the pre-terminated smaller gauge black wire with ring terminal over to the LH side marker lamp, cut to length, install terminal P, and plug into lamp socket N as shown on sheet 4. Ground the ring terminal to the radiator core support. Repeat this process using the longer of the 2 brown wires and going over to the RH parking and side marker lamps.

NOTE: You have been provided with LH and RH parking lamp extensions that must be treminated and plugged into connectors H as shown on sheet 4. Terminals D and connectors F have been provided for you to complete this installation. Please be certain to maintain color continuity between the lamp socket extensions and the front lamp harness.

TAN (heavy gauge)	Lo Beam	Route this wire to the driver side headlight, cut to length, double this wire with the cutoff portion, install terminal B, and plug into connector A in the location shown on sheet 4. Route the remaining portion of this TAN wire to the passenger side headlight, cut to length, install terminal C and plug into connector A in the location shown on sheet 4.

LT GREEN	Hi Beam	Route this wire to the driver side headlight, cut to length, double this wire with the cutoff portion, install terminal B and plug into connector A in the location shown on sheet 4. Route the remaining portion of this LT GREEN wire to the passenger side headlight, cut to length, install terminal C and plug into connector A in the location shown on sheet 4.

BLACK	H/L Grounds	Route the pre-terminated heavier gauge black wire with ring terminal to the driver side headlight, cut to length, install terminal B, and plug into connector A as shown on sheet 4. Ground the ring terminal to the radiator core support. Repeat this process for the passenger side.



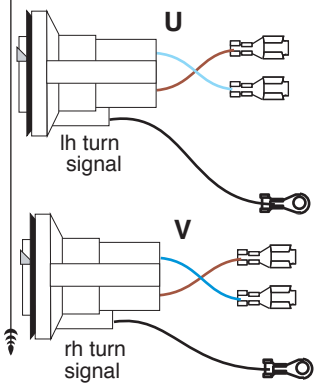
DK GREEN	Horn	Route to horns and install terminals D & E, as shown on sheet 4, Plug into connectors L.

ORANGE	Electric Fan	Route to the electric fan, and connect per manufacturer's instructions NOTE: We recommend that this wire be used as the trigger wire for the electric fan relay.
TAN	Brake Sender	Plug this wire into the stock brake sender switch.

DK GREEN	Water Temp	Connect this wire to the temperature sending unit using terminal R or terminal D and connector S (depending on your sending unit).

BROWN	Alternator Regulator	Route this wire to the alternator and cut to length. Install terminal D and plug into the regulator connector (previously installed from the engine kit 500668 bag J).

NOTE: This wire is only used on an alternator with an internal regulator which uses an exciter wire. If you are using a true one wire alternator, then this BROWN wire can be removed and not used.

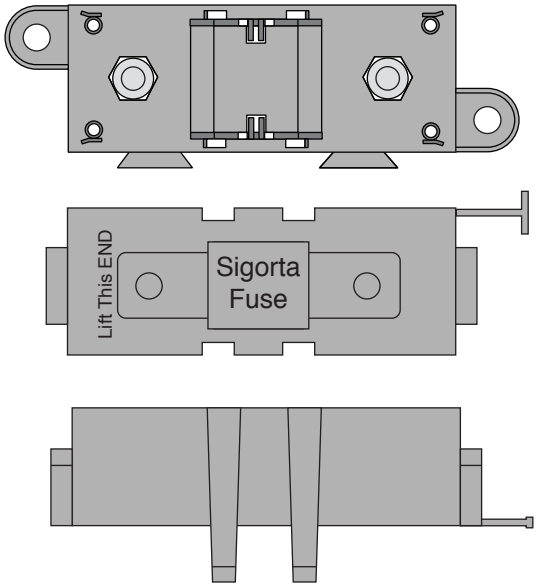


After all wires are installed from this kit, the main connector should have die-electric grease applied to the terminals. Also, to assure a moisture resistance seal, apply silicone sealant to the outside of the main connector around each wire.

92969173 instruction rev 0.0 4/30/2009

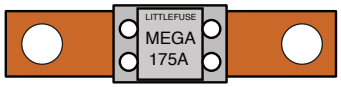
A  (1)

(144.0” 6 Gauge charge wire)

B 

(2)

(Megafuse body, cover and two M8 x 1.25 nuts / lock washers)

C 

(2)

(175 amp Megafuse)

D  (1)

(Megafuse jumper)

E  (1)

(Alternator boot)

F  (1)

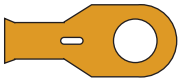
(cut into six 1.0” pieces)

1. One this page, you will find the wire, fuse bodies, fuses, boot, ring terminals, and shrink tubing (items A through K) that are necessary to connect your alternator and main power feed for your new AAW wiring kit. Please be sure that all of the necessary components are present before starting this portion of your installation. If anything is missing, stop what you are doing and contact AAW at the number listed below right away.

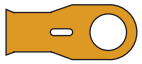
2. On page 2, you will find directions for building the 2 Megafuse assemblies (items B,C and D) into one unit.

3. On page 3, you will find an overall concept of how to connect the Megafuse assemblies to your starter solenoid, alternator and main power feed of your new wiring system.

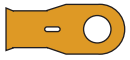
4. On page 4, you will find tips on building your charging circuit wires and assembling them and the main panel power feed wire to the Megafuse assembles.

G  (2)

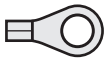
(6Ga. starter ring terminal)

H  (3)

(6Ga. megafuse terminal)

J  (2)

(6Ga. alternator terminal)

K  (2)

(10Ga. megafuse terminal)

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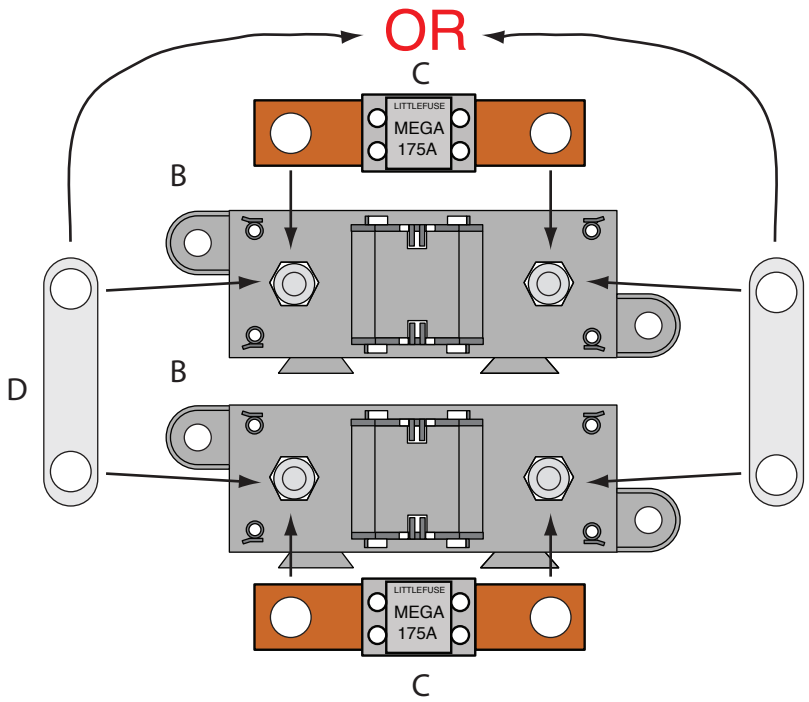
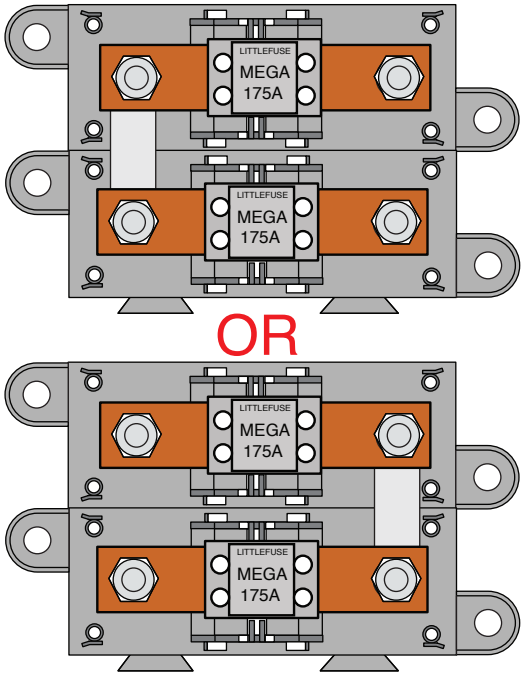
PART # 510476 Z

DESCRIPTION:
Alternator and Main Power Connection Kit
Various Applications

92972153 instruction sheet rev 0.1 6/24/2019



Assembling the (2) Megafuse assemblies



Assembled Megafuses

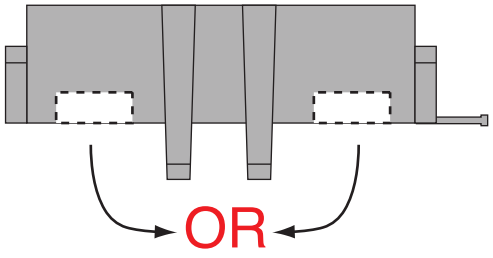
NOTE: Find a suitable place, as close to the battery power source as possible, under the hood of the your vehicle to mount the completed Megafuse assemblies. Keep in mind that you have 12 feet of 6Ga. charging wire, and that the main power feed coming from your panel or bulkhead connection must also be able to reach the assembly.

1.Take the two Megafuse bodies and covers (items B) and snap them together. Remove the 4 nuts and lock washers from the studs on the fuse body assemblies.

2. Install the Megafuse jumper (item D above) over two of the studs on the Megafuse bodies. It is very important that the jumper MUST BE assembled on the side that is going to connect to your main power connection (starter solenoid or battery feed).

3. Notch top cover to clear jumper D as shown at right.

4. Snap one 175amp fuse (items C) onto the studs of each of the two Megafuse bodies (items B), over the jumper, then loosely re-attach the 4 nuts and lock washers back onto the assembled Megafuses. The fuse assemblies are ready to install into your vehicle.



Notched Cover

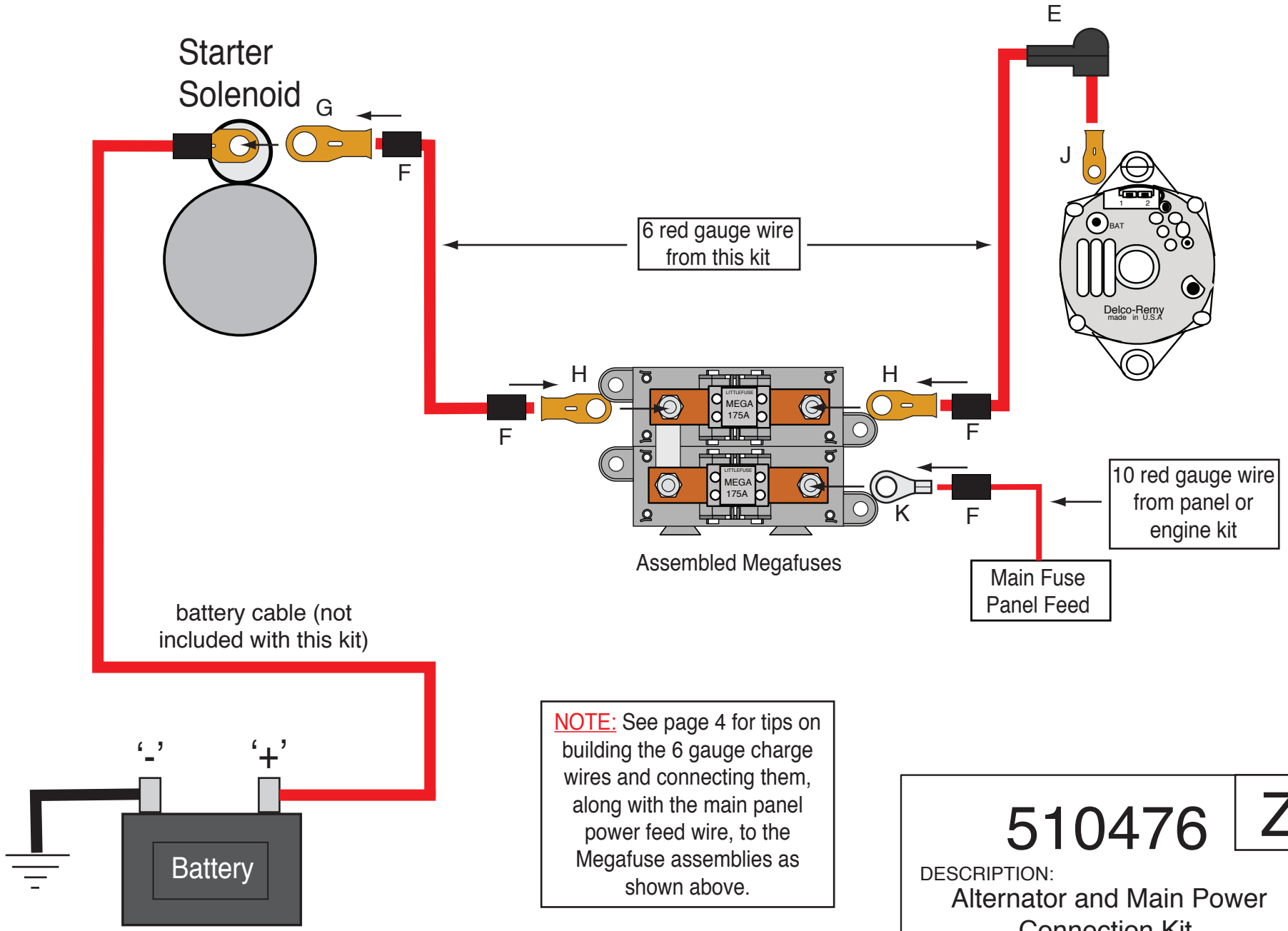
PART #

510476 Z

DESCRIPTION:

Alternator and Main Power Connection Kit Various Applications

92972153 instruction sheet rev 0.1 6/24/2019



NOTE: See page 4 for tips on building the 6 gauge charge wires and connecting them, along with the main panel power feed wire, to the Megafuse assemblies as shown above.

510476 Z

DESCRIPTION:

Alternator and Main Power Connection Kit
Various Applications

92972153 instruction sheet rev 0.1 6/24/2019

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

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

1. Pre-cut item F shrink tubing into (6) 1.00” - 1.25” pieces.

2. Take the 12-foot piece of 6Ga. red wire from this kit and route it from your starter (or other battery feed) over to the area where you have mounted your Megafuse and cut it to length. Strip the insulation on each end back 1/2”. Install 2 pieces of shrink tubing F onto the wire. At the starter end, crimp and solder (1) of terminal G onto the wire. At the Megafuse end, crimp and solder (1) of terminal H onto the wire. Slide the shrink tubing over the terminals and heat it up to shrink it down.

3. Take the remaining portion of the 12-foot piece of 6Ga. red wire from this kit and route it from your alternator over to the area where you have mounted your Megafuse and cut it to length. Strip the insulation on each end back 1/2”. Install 1 piece of shrink tubing F onto the wire. At the alternator end, slip on boot E as shown on page 3, then crimp and solder (1) of terminal J onto the wire. At the Megafuse end, crimp and solder (1) of terminal H onto the wire. Slide the shrink tubing over terminal H and heat it up to shrink it down.

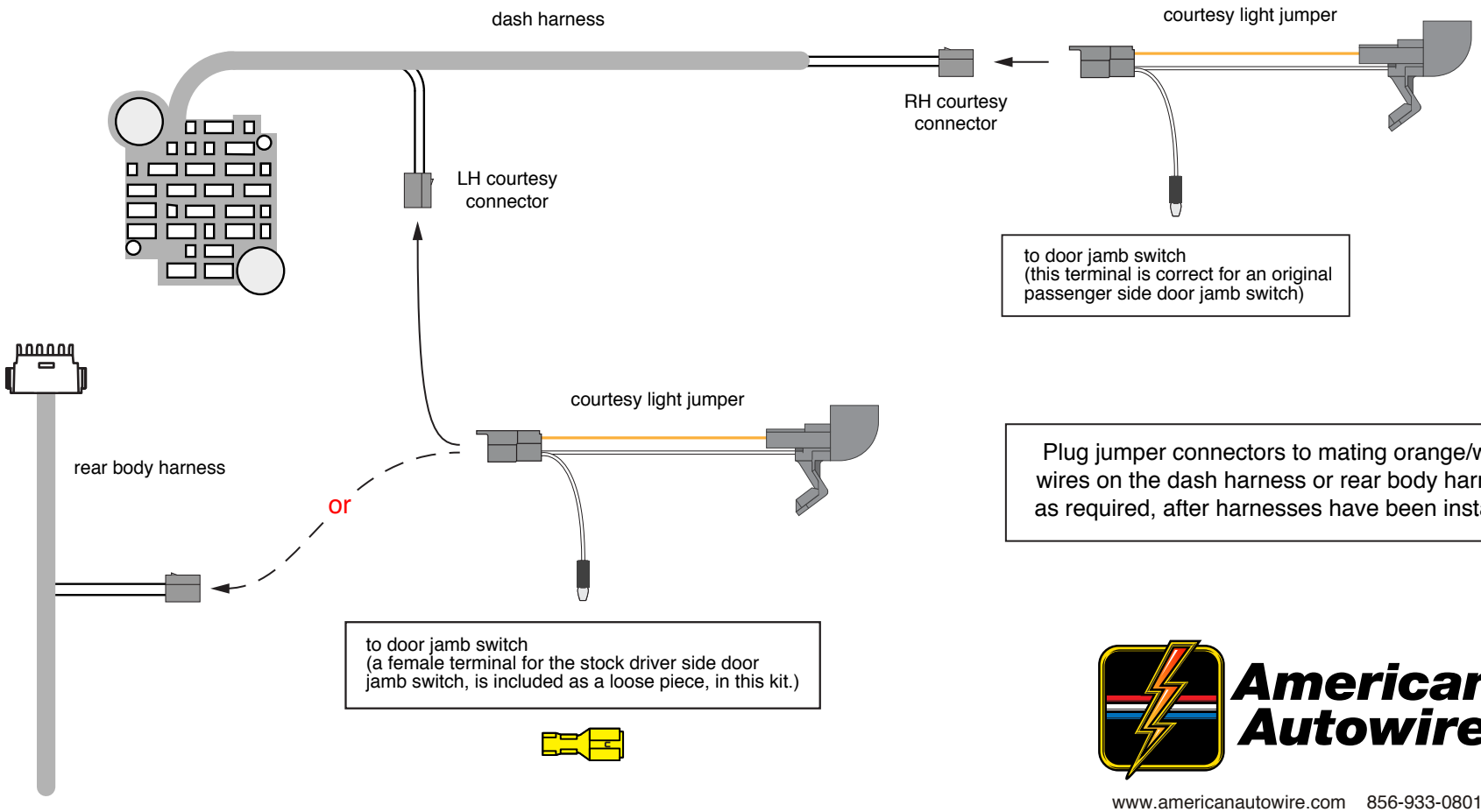
4. Take the 10Ga. red main power feed wire from your engine or panel sub-kit and route it over to the area where you have mounted your Megafuse and cut it to length. Strip the insulation back 3/8”. Install 1 piece of shrink tubing F onto the wire, then crimp and solder (1) of terminal K onto the wire.

5. Remove the 4 loosely tightened nuts and lock washers from the assembled Megafuses, then using the drawing on page 3 as a guide, install your pre-assembled wires from steps 2-4 above. Re-install the 4 nuts and lock washers onto the assembled Megafuses and tighten them down. This part of your installation is now complete.

510476 Z

DESCRIPTION:
Alternator and Main Power Connection Kit
Various Applications

92972153 instruction sheet rev 0.1 6/24/2019



Plug jumper connectors to mating orange/white wires on the dash harness or rear body harness, as required, after harnesses have been installed.

American Autowire

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

PART #

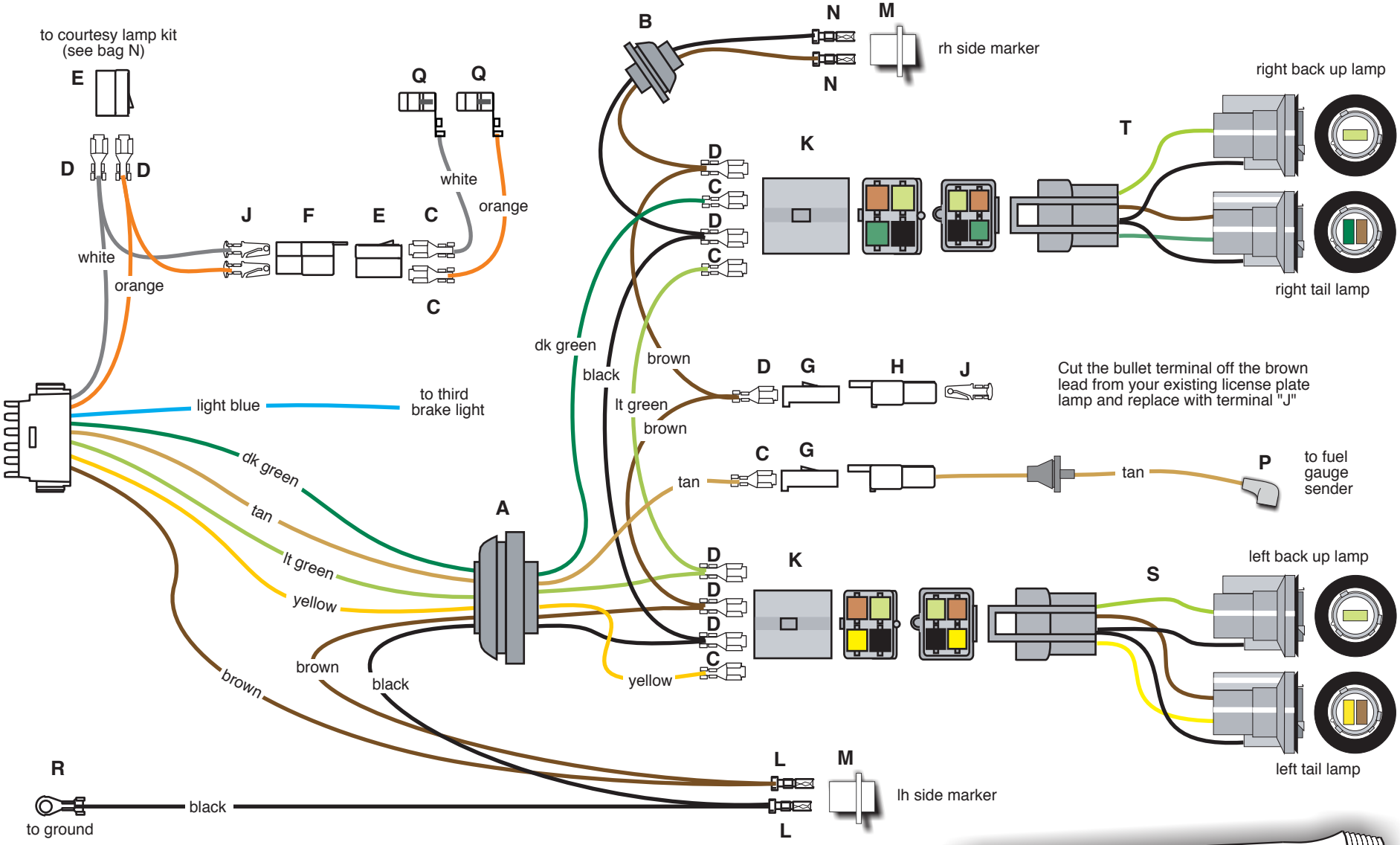
500708 N

DESCRIPTION:

Courtesy Light Kit

92966085 Rev 1.1 6/27/2016

Classic Update Series



American Autowire

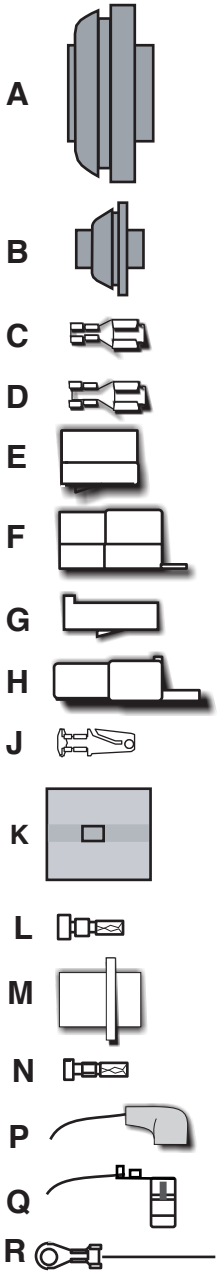
American Autowire
800-482-9473

Classic Update Series
bag M
1970-72 Chevelle
REAR BODY KIT
510111
92969181 instruction rev 1.0 4/10/2013

Classic Update Series

USE THIS SHEET FOR ALL 1970-72 CHEVELLES

Connect the main connector to the mating connector on the dash harness 510107 (Bag G). Route this harness along the door sill threshold cavity to the rear of the car.

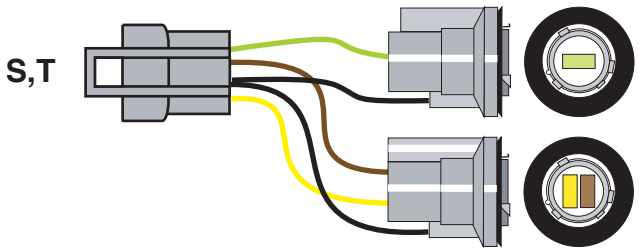


NOTE: Before starting, install grommets A (larger) and B (smaller) into the rear quarter panels in the same direction as shown on sheet 1. You have been provided with 2 tail lamp pigtails "S" (LH with yellow wire), and "T" (RH with dk. green wire). These will plug into the RB connection as shown on sheet 1.

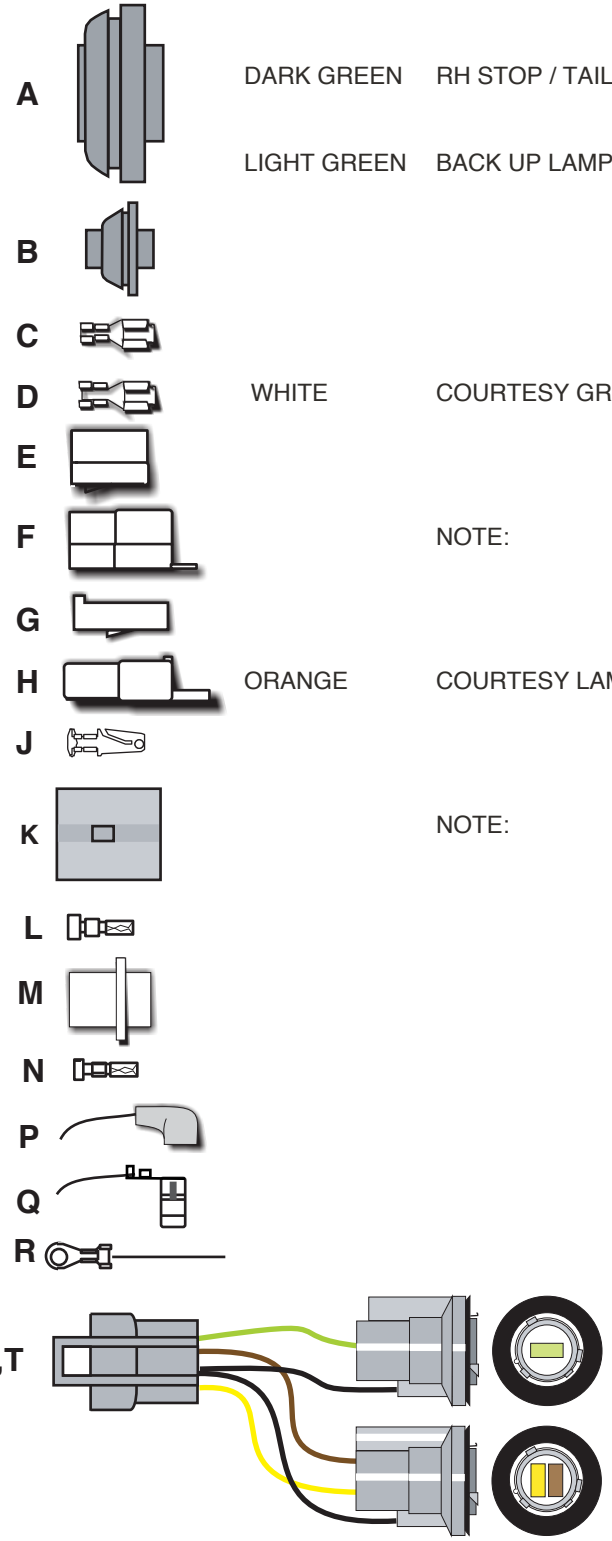
LIGHT BLUE	THIRD BRAKE LIGHT	Connect to the third brake lamp, if equipped.
TAN	GAS GAUGE	Route this wire through grommet A to the fuel tank area, cut to length, install terminal C and plug into connector G as shown on Page 1.
TAN	Fuel tank lead (with rubber end)	Plug the rubber end of this wire R onto the sending unit on fuel tank. Route the wire to the stock feed thru hole in trunk floor, pull the assembly up through the floor, and plug into connector G as shown on Page 1.
BROWN	PARKING LAMPS	Route this wire to the left side marker lamp and trim to length. Double this wire with the cut off portion, install terminal L, and plug into lamp socket M. Route the loose end through grommet A to the LH tail lamp connection and trim to length. Double this wire with the cut off portion, install terminal D, and plug into connector K in the exact location as shown on Sheet 1. Route the loose end to the tag lamp, and trim to length. Double this wire with the cut off portion, install terminal D, and plug into connector G as shown on Sheet 1.

NOTE: Your existing license plate lamp wire will plug into connector G as shown on sheet 1 (terminal J and connector H have been provided for you to make this connection). Route the loose end to the RH tail lamp connection and trim to length. Double this wire with the cut off portion, install terminal D, and plug into connector K in the exact location as shown on Sheet 1. Route the loose end through grommet B to the RH side marker, trim to length, install terminal N and plug into lamp socket M as shown on sheet 1.

BLACK	GROUND	Attach ring terminal on wire R to a good chassis ground, route the loose end to the left side marker lamp and trim to length. Double this wire with the cut off portion, install terminal L, and plug into lamp socket M. Route the loose end through grommet A to the LH tail lamp connection and trim to length. Double this wire with the cut off portion, install terminal D, and plug into connector K in the exact location as shown on Sheet 1. Route the loose end to the RH tail lamp connection and trim to length. Double this wire with the cut off portion, install terminal D, and plug into connector K in the exact location as shown on Sheet 1. Route the loose end through grommet B to the RH side marker, trim to length, install terminal N and plug into lamp socket M as shown on sheet 1.
YELLOW	LH STOP / TAIL	Route this wire through grommet A to the LH tail lamp, cut to length, install terminal C, and plug this wire into connector K in the exact location as shown on Sheet 1.



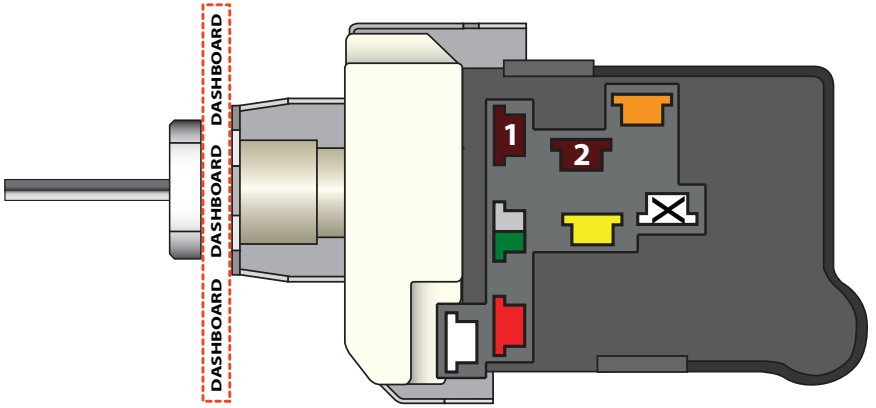
92969181 instruction rev 1.0 4/10/2013



A	DARK GREEN	RH STOP / TAIL	Route this wire through grommet A to the RH tail lamp, cut to length, install terminal C, and plug this wire into connector K in the exact location as shown on Sheet 1
	LIGHT GREEN	BACK UP LAMP	Route this wire through grommet A to the LH tail lamp connection and trim to length. Double this wire with the cut off portion, install terminal D, and plug into connector K in the exact location as shown on Sheet 1. Route the loose end to the RH tail lamp connection and trim to length. Double this wire with the cut off portion, install terminal D, and plug into connector K in the exact location as shown on Sheet 1.
		NOTE:	You can now plug in pigtail assemblies S and T from above into your rear body harness. Be sure to maintain the color continuity with the connections you made in connectors K from sheet 1.
D	WHITE	COURTESY GROUND	At the driver's side kick panel area, cut this wire and double it with the cut off portion using terminal D, and plug into connector E maintaining color continuity with the mating connector in the courtesy lamp kit (bag N). If you are using a dome lamp, route the loose end of this wire to the front "A" pillar at the windshield area, install terminal J, and plug into connector F as shown on Sheet 1.
		NOTE:	A factory dome lamp harness will also plug into this connector, if you are not replacing the headliner at this time. Install the loose white wire Q (supplied with terminal installed) into the dome lamp. Route the other end of this wire back down to connector F (on white wire) location and trim to length. Install terminal C, and plug into connector E maintaining color continuity with the white wire in connector F.
H	ORANGE	COURTESY LAMP	At the driver's side kick panel area, cut this wire and double it with the cut off portion using terminal D, and plug into connector E maintaining color continuity with the mating connector in the courtesy lamp kit (bag N). If you are using a dome lamp, route the loose end of this wire to the front "A" pillar at the windshield area, install terminal J, and plug into connector F as shown on Sheet 1.
		NOTE:	A factory dome lamp harness will also plug into this connector, if you are not replacing the headliner at this time. Install the loose orange wire Q (supplied with terminal installed) into the dome lamp. Route the other end of this wire back down to connector F (on orange wire) location and trim to length. Install terminal C, and plug into connector E maintaining color continuity with the orange wire in connector F.

92969181 instruction rev 1.0 4/10/2013

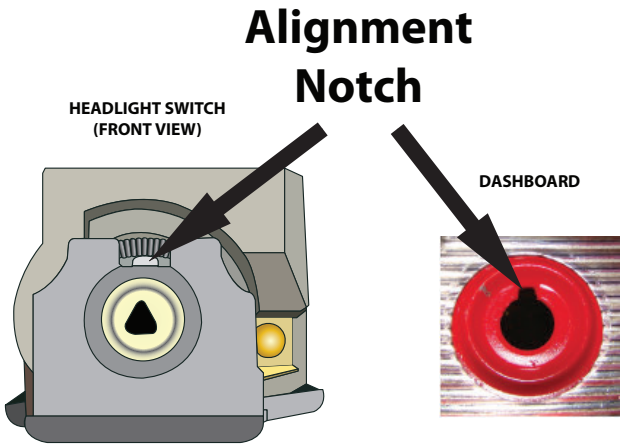
Most switches supplied with Classic Update and Universal Kits ship with the shaft pre-installed. In many instances, the switch can be installed without removing the shaft, but in some cases the switch shaft may need to be trimmed to fit your specific dash. In this situation, reference Trim to Fit instructions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



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

To install your new headlight switch:

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



2. Install the switch mounting nut and tighten.

3. Gently press shaft into switch until it stops, then press firmly until it “clicks.” Pull shaft back out to confirm it is seated correctly. The shaft should be locked into place inside switch.

4. If the shaft does not lock, reinsert applying moderate pressure and slowly move shaft side to side for lock to engage. Make sure switch body is still supported to prevent flexing. Press shaft firmly until it clicks into place.

5. Ensure the shaft is fully seated and in the off position.

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PART #

500332

DESCRIPTION:

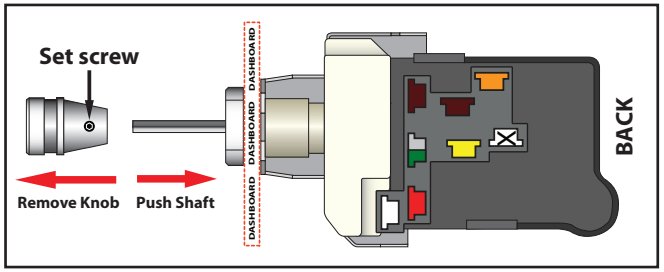
Headlight Switch

92964649 Rev 3.0 1/10/2020

To Trim Shaft to Fit or Remove Shaft:

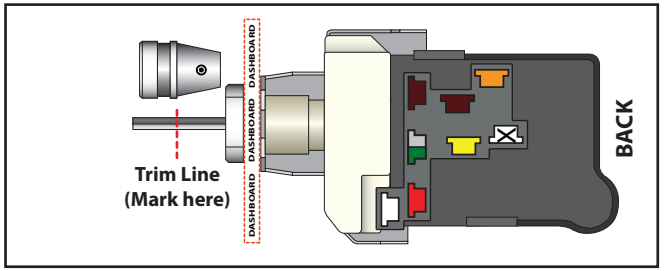
The headlight shaft knob should extend from the face of the mounting nut, and must allow enough clearance for the switch to turn off. If the shaft is longer than necessary for your specific dash it can be trimmed to fit. Always trim the knob end of the shaft only and follow the guidelines below for best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

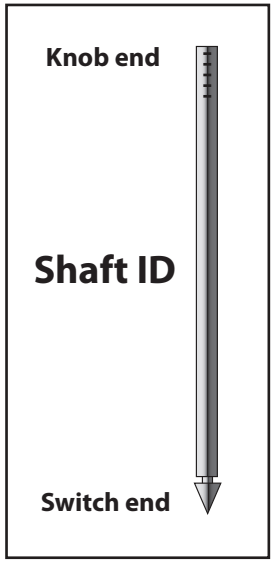
1. With the headlight switch installed, loosen the set screw and remove the knob. Make sure the switch is in the "off" position by pushing the shaft toward the back of the switch.



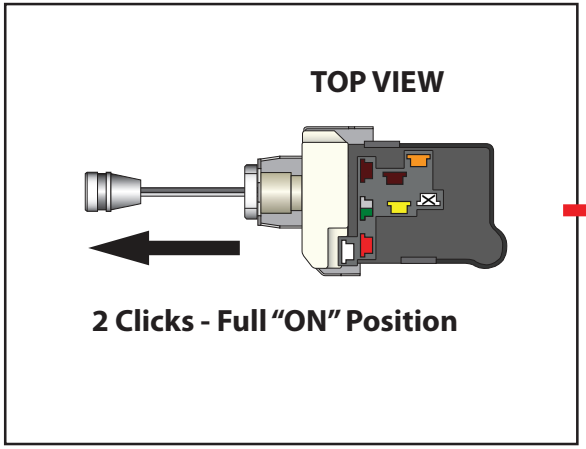
Switch in OFF position
(shaft pushed all the way in)

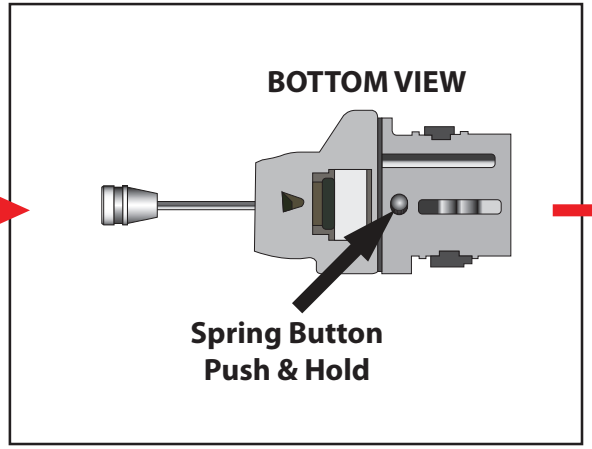
2. Set knob alongside shaft and mark the desired location for cutting on the shaft.

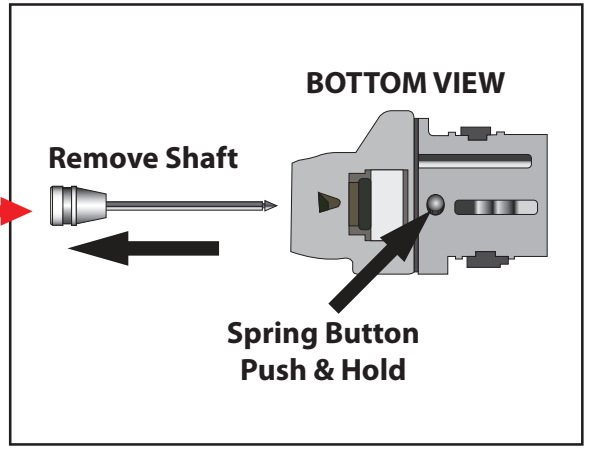


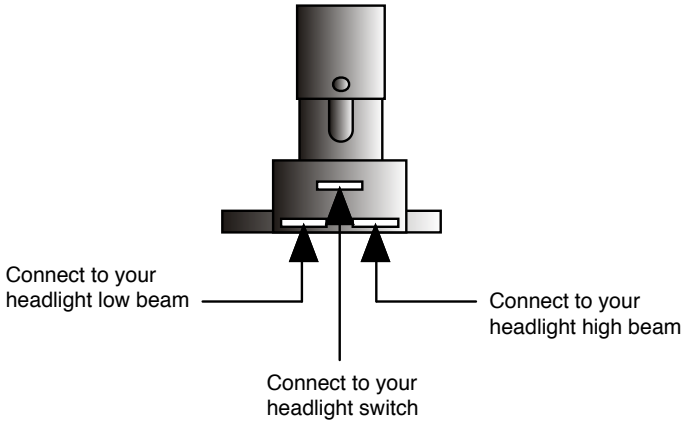


3. Remove the shaft and trim at mark. The shaft can be released from the switch by pulling it outward (toward the rear of the vehicle). Once fully in the "On" position, press and hold the release button on the base of the switch body. Once button is pressed, continue to pull the shaft outward. New switches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









Connect the Dimmer Switch wires as shown above.

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

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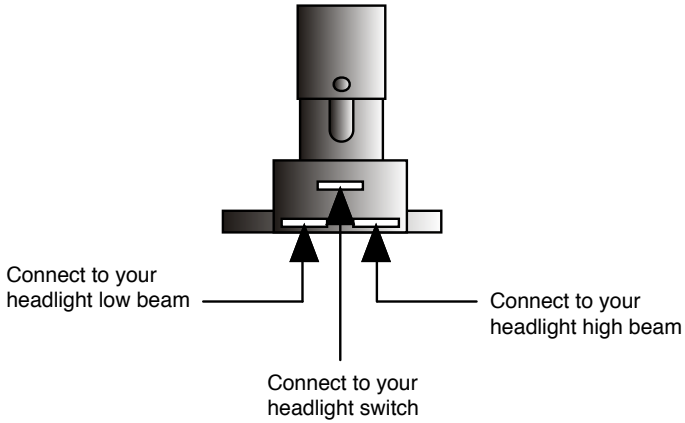
PART #

500042

DESCRIPTION:

DIMMER SWITCH

92964573 Rev 3.1 12/5/2014



Connect the Dimmer Switch wires as shown above.

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

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PART #

500042

DESCRIPTION:

DIMMER SWITCH

92964573 Rev 3.1 12/5/2014