

# Classic Update Series

1961 - 1966 Ford Truck

## START HERE !

PLEASE READ THIS BEFORE STARTING INSTALLATION !

This wiring kit is designed for ease of installation. Please read the guidelines below, BEFORE STARTING your installation to guarantee a successful job. Use an appropriate crimping tool which folds the wings of the open barrel terminals down into the wire as shown below. ALL TERMINALS THAT YOU INSTALL SHOULD BE PROPERLY SOLDERED. Our factory crimped terminations are installed by GM approved five ton presses, and soldering these terminations is not necessary.



AS THIS HARNESS IS DESIGNED FOR USE IN A MODIFIED TRUCK REQUIRING A HIGHER RATE OF CHARGE, IT DOES NOT SUPPORT THE USE OF A STOCK (ORIGINAL) ALTERNATOR OR GENERATOR. IT IS DESIGNED FOR USE WITH AN INTERNALLY REGULATED OR SINGLE WIRE STYLE ALTERNATOR. ADAPTERS (WHICH ARE NOT INCLUDED WITH THIS KIT) THAT ARE AVAILABLE FROM SEVERAL SOURCES WILL BE NECESSARY TO USE ANY ALTERNATOR OTHER THAN A 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 installing your kit. Start with bag letter G, then M, etc. The order of installation is shown below. Use the main instruction sheet, to complete the installation process.

G - 510262 Dash/Main Harness Kit  
H - 510288 Gauge Cluster Kit  
M - 510263 Rear Body Kit  
Z - 510476 Alternator and Main Power Connection Kit

### STEP 3: RECONNECT YOUR BATTERY:

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

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

### STEP 4: CHECK ALL ELECTRICAL FUNCTIONS:

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

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

AMERICAN AUTOWIRE MAKES IT EASY !!

We carry many accessories for your 1961-1966 Ford truck

p/n 510585

OEM small terminal crimping tool (18-14 gauge)



p/n 510586

OEM large terminal crimping tool (12-8 gauge)



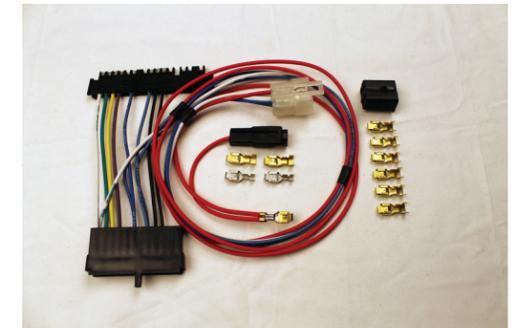
p/n 500918

Ford Duraspark Ignition Harness



p/n 510127

ignition switch lock cylinder and keys



p/n 510310

4 way emergency hazard flasher switch harness



Classic Update Series

1961 - 66  
Ford Truck

# 510260

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Main Fuse Panel Installation Instructions

The Main Fuse Panel harness is designed to be mounted under the dash at the firewall in an area close to the steering column. 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 9 and 10 for the individual circuit connections.

**Circuit Branch 1 - Front Lighting connections**

See page 9, "Figure A" for typical connections. For loose piece terminals and connectors, see kit # 510265.

Wire #	Wire color	Printing
29	Dark Green	Horn
14A	Light Blue	Left Front Turn
15A	Dark Blue	Right Front Turn
300	Orange	Electric Fan
9A	Brown	Park Lights
11A	Light Green	Headlight-Hi Beam
12	Tan	Headlight-Low Beam

**Procedure**  
 Connect to the horn power terminal. NOTE: If your horn has a separate ground terminal, you must supply the wire for this ground terminal as it is not included in the kit.  
 Connect to the left front directional lamp socket. If you are using a single front directional light with an 1157 or dual filament bulb, this wire would be connected to the high intensity filament of the LH front parking light.  
 Connect to the right front directional lamp socket. If you are using a single front directional light with an 1157 or dual filament bulb, this wire would be connected to the high intensity filament of the RH front parking light.  
 This is the 12 volt ignition feed to be connected to the trigger wire on your electric fan relay.  
 Connect to both the front park / running light sockets. If you are using a single front directional light with an 1157 or dual filament bulb, this wire would be connected to the low intensity filament of each of the front running lights. 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.  
 Select the light green Headlight Hi Beam wire (11A) and tan Headlight Low Beam wire (12). Route and connect these wires to the headlights. An in-line splice of these wires or a double up of these wires at the left front headlight then over to the right front headlight will be necessary to accommodate wiring of both of the headlights. Using the supplied terminals and connectors in kit 510265, connect these wires into the headlight ground wire and connector assemblies "A" found on pages 2 and 9. Specific connection and orientation for this process can be found in the diagram on page 9, Figure A.

**Circuit Branch 1 - Underdash Connections**

Wire #	Wire color	Printing
10	yellow	Dimmer Switch Feed
11A, B	Light Green	Headlight Hi Beam
12	Tan	Headlight Low Beam

Accessory Wire Connector

Fuse	Rating	Function
103	Tan	Fuel Pump
104	Orange	Power Seats
105	Red	Power Locks
100	Red	CB Radio
106	Pink	Power Window
107	Orange	Spare Battery
150	Black	Ground

Dimmer Switch  
 12v Feed from H/L switch  
 Switched 12v from dimmer to high beam lamps  
 Switched 12v from dimmer to low beam lamps  
 Use the provided connector J and terminals as power leads for the following:

Fuse Rating Function  
 FUEL 20 amp Fused 12 volt IGNITION feed for fuel pump (or another fused ignition circuit)  
 PWRSEATS 30 amp Fused 12 volt BATTERY feed for power seats (or another fused battery circuit)  
 PWR LOCKS 15 amp Fused 12 volt BATTERY feed for power door locks (or another fused battery circuit)  
 CB 15 amp Fused 12 volt BATTERY feed for cruise control (or another fused battery circuit)  
 PWRWDO 30 amp Fused 12 volt ACCESSORY feed for power windows (or another fused accessory circuit)  
 BAT SPARE 30 amp Fused 12 volt BATTERY feed (for any application)

Chassis ground for instrument cluster connections.

**Circuit Branch 2 - Engine and Alt. connections**

See page 10, "Figures C and D" for typical connections. For loose piece terminals and connectors, see kit # 510265.

Wire #	Wire color	Printing
6	Purple	Starter Solenoid-S

Alternator Output Circuit THE 6Ga. Alternator Power Wire can be found in the Alternator and Main Power Connection kit 510476.

Wire #	Wire color	Printing
2B	Red	12V Battery
4B	Brown	Alternator Ign
3A	Pink	Ignition Feed - coil
31	Dark Blue	Oil Pressure Sender
35	Dark Green	Water Temp Sender
39A	Tan	Electric Choke
121	White	Coil - Tach

**Procedure**  
 Connect the end that comes out with the heavy red power wire to the "S" terminal on your starter solenoid. (See Figure C)

Route wire 2B from the Dash Harness to the Megafuse assemblies and cut to length. Install the ring terminal and shrink tube found in kit 510476 and connect to the Megafuse assemblies per the 510476 (92972153) instructions. See referenced details on page 10, figure D.  
 This wire is the exciter wire for your alternator / voltage regulator. If you are using a one wire alternator, this wire will not be used and should be capped off as it is "hot" in the ignition "on" position. If you are using an alternator that requires an internal or external voltage regulator, this exciter wire must be connected to the "switched or 12v ignition" terminal on your regulator or alternator according to the manufacturer's specifications for the type of alternator / regulator that is being used. An inline diode or resistor may be necessary to eliminate "run on" after being switched off. See referenced details on page 10, figure D. (AAW recommends a GEN 3 Internally Regulated or 1 wire unit)

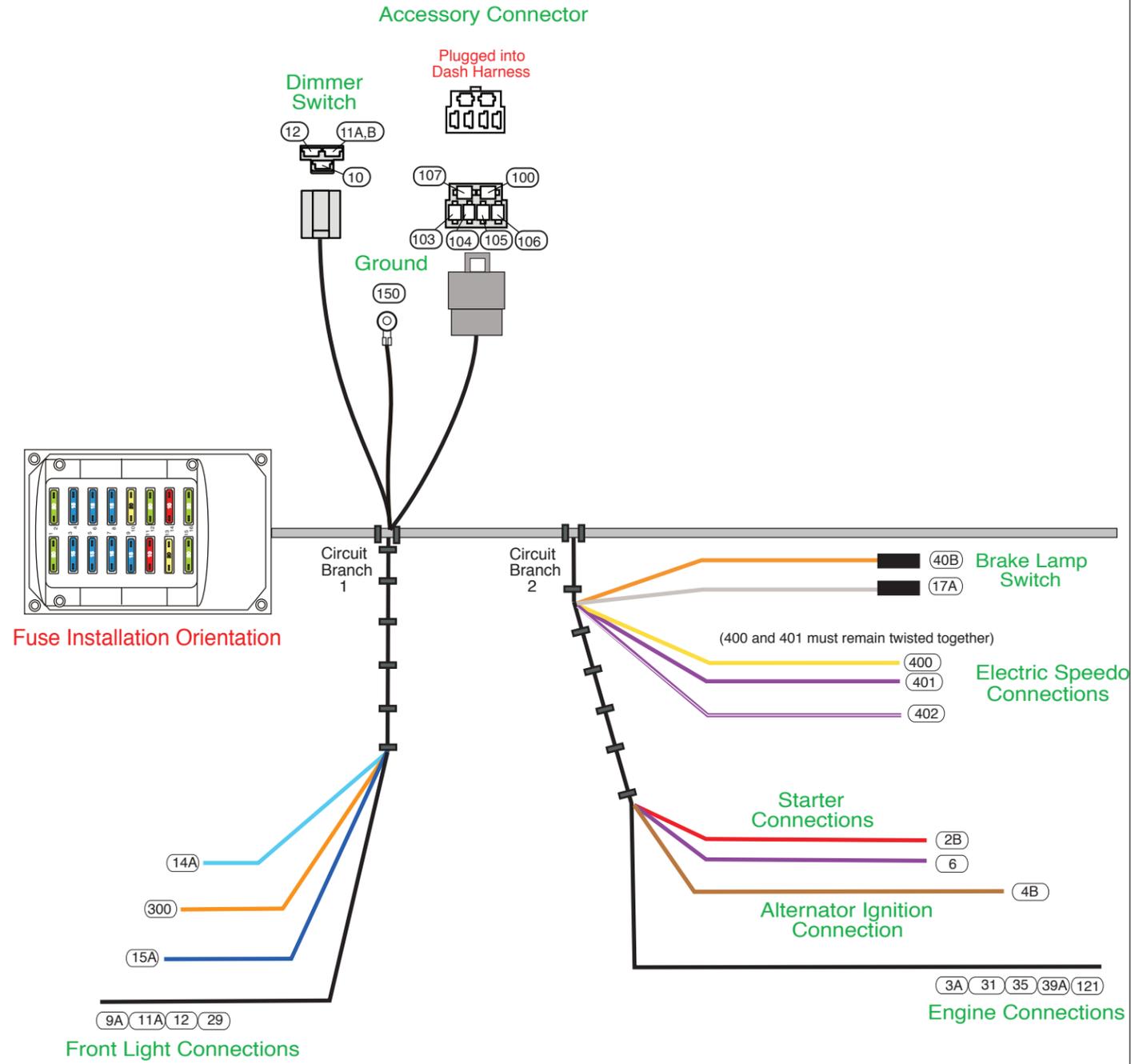
This is your 12 volt switched power source for the distributor. This can be connected directly to the "bat" terminal on a typical HEI distributor, to a ballast resistor as in a points type distributor, or be used as the ignition power source for an aftermarket ignition module such as an MSD or "Duraspark" module. See the installation instructions for the type of distributor you are using for specific connection requirements (See page 10 for some examples).  
 Connect to the oil pressure sender.  
 Connect to the temperature sender.  
 On carbureted cars, connect to the electric choke terminal.  
 This can be connected directly to the tach terminal on a typical HEI distributor, to the negative side of the coil, or a tach connection in an aftermarket ignition module such as an MSD module. See the installation instructions for the type of ignition system you are using for specific connection requirements.

Wire #	Wire color	Printing
400	Yellow	VSS Ground
401	Purple	VSS Signal
402	Purple/White	VSS Power

Brake Switch Connections

Wire #	Wire color	Printing
40B	Orange	12v Battery Fused
17A	White	Brake Switch

(Wires 400 and 401 must remain twisted together)  
 Connect to the Vehicle Speed Sensor ground lead (see page 5 for typical connection).  
 Connect to the Vehicle Speed Sensor signal lead (see page 5 for typical connection).  
 Connect to the Vehicle Speed Sensor power lead if using a 3 wire sender (see page 5 for typical connection).  
 Connect to either post on the brake switch.  
 Connect to the opposite post on the brake switch.



PART # **510260**

DESCRIPTION:  
**1961-66 Ford Truck Classic Update Series Kit**

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Main Fuse Panel Installation Instructions

**Circuit Branch 2- Underdash Connections**

Wire #	Wire Color	Printing
Horn Relay		
2C	Red	12v Bat
28	Black	Relay Ground
29	Green	Horn

**Procedure**  
 Plug the horn relay (found in the fuse kit) into this connector.  
 12 volt battery feed.  
 Relay ground circuit (to steering column).  
 Triggered 12 volts to horn.

Flashers  
 Plug one each of the flasher cans (found in fuse kit) into these connections.  
 16, 16A Purple Turn Switch Feed Turn signal flasher leads.  
 27, 27A Brown Turn Sw Hazard Hazard flasher leads.

**Circuit Branch 3 - Underdash Connections**

Wire #	Wire Color	Printing
Rear Body Connection		

**Procedure**  
 This connector will plug into the Rear Body Kit, 510263. Specific connections are addressed in that kit. These wires will pass out to the engine bay through the firewall at the Front Light Location as seen on page 9, Figure A.

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.
30	Tan	Gas Gauge	Fuel sender signal wire between the rear body and cluster connections.
40A, C	Orange	12v Battery Fused	12v battery feed for LED lamps.
53C	Lt. Blue	12v Ctsy Sw	12v switched feed from the lighting switch to the rear body harness for the dome lamp.

LH Courtesy Connection  
 Plug in 1 Courtesy lamp extension (as found on page 2 of this instruction set) to complete this circuit.  
 53A, C Lt. Blue 12v Ctsy Sw Switched 12 volt power for LH underdash courtesy lamp.  
 156A White Ctsy Ground LH underdash courtesy ground.

**Circuit Branch 3 - Underdash Connections**

Wire #	Wire Color	Printing
Ignition Switch		
2D	Red	12v Bat
3B	Pink	Ignition Feed
4A, C	Brown	Ignition Sw Accessory
5	Purple	Neutral Safety Switch

**Procedure**  
 Plug this connector onto the ignition switch 510128.  
 Battery feed to the ignition switch.  
 Ignition feed to fuse panel and ignition system.  
 Accessory feed to fuse panel and alternator regulator exciter connection.  
 Start feed to neutral safety switch.

Lighting Switch  
 Plug this connector onto lighting switch 500264.  
 2A Red 12v Bat Unfused 12v battery feed to the lighting switch for headlamps, tail lamps, and dash illumination lamps.  
 8 Gray Dash Lights Feed out to dash illumination lamps at cluster.  
 9A, B Brown Park Lights Feed out to front parking and rear tail lamps  
 10 Yellow Dimmer Sw Feed Feed to headlight dimmer switch for headlights.  
 40 Orange 12v Battery Fused Secondary fused 12v battery feed to lighting switch for courtesy and dome lamps.  
 53A, C Lt. Blue 12v Ctsy Sw Switched 12 volt power from lighting switch to dome and underdash courtesy lamps.

Wiper Switch Feed  
 Plug onto wiper switch or stock wiper harness. There were several different wiper and washer switch and motor configurations used on the Ford trucks from 1961-66. This is your 12v feed only only. This feed must be reused in conjunction with your original wiper switch to motor and/or pump harness.  
 93 White Wiper Feed 12v fused feed for wiper switch assembly.

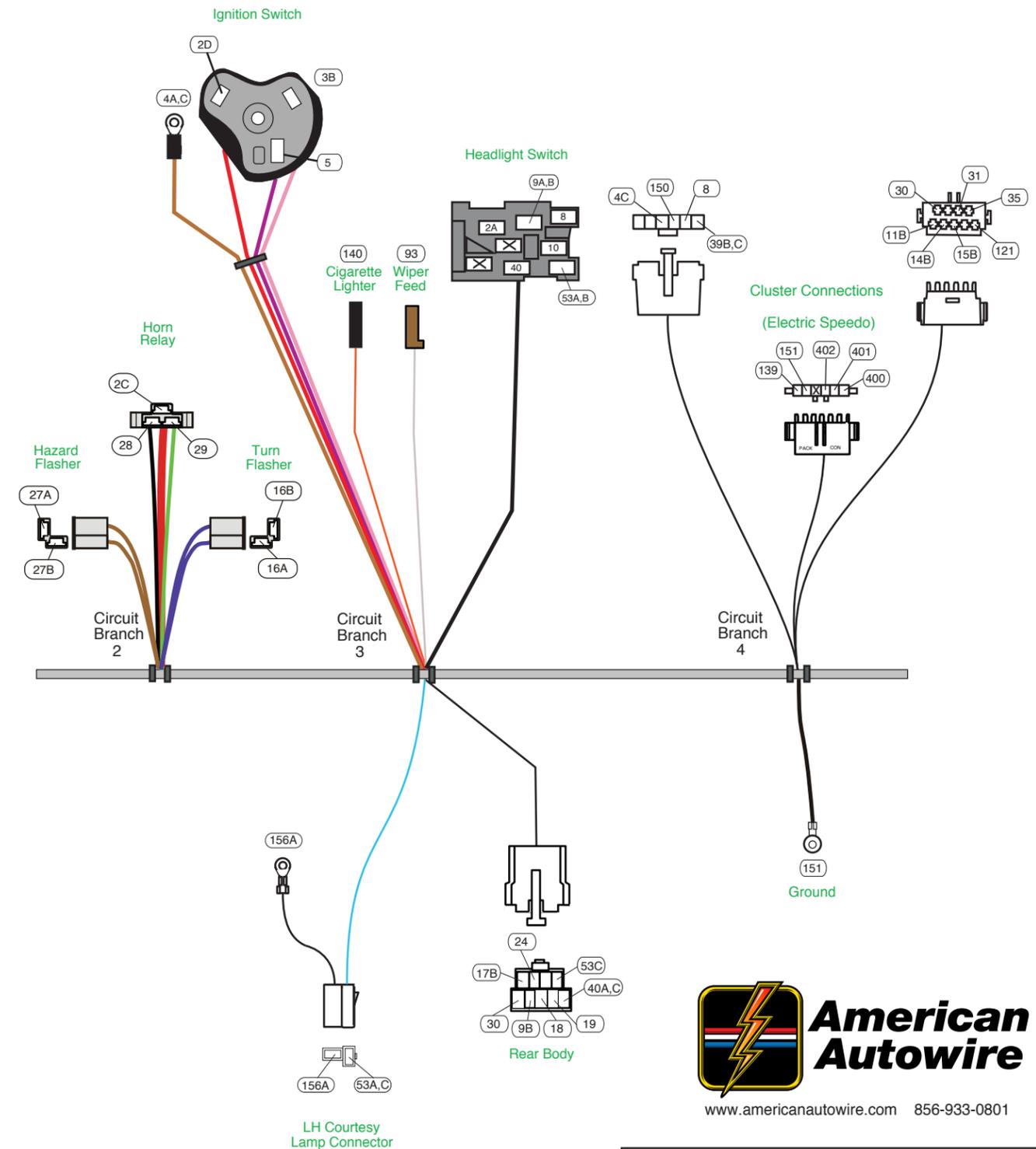
Cigar Lighter  
 Plug this connection onto your original lighter socket assembly.  
 140 Orange 12v Battery Fused 12v battery feed for the cigar lighter.

**Circuit Branch 4 - Underdash Connections**

Wire #	Wire color	Printing
Speedometer Cluster Connections		

**Procedure**  
 These connections will plug into the Cluster Connection Kit, 510288. Specific connections are addressed in that kit.  
 4C Brown 12v accessory feed to the cluster connection for the constant voltage unit (used for any stock factory gauges).  
 8 Gray Dash Lights Feed out from the lighting switch to the dash cluster for dash illumination lamps.  
 11B Lt. Green Hi Beam Indicator Light 12v feed to dash cluster for high beam indicator lamp.  
 14B Lt. Blue Left Turn Ind 12v feed to left front turn indicator lamp.  
 15B Dk. Blue Right Turn Ind 12v feed to right front turn indicator lamp.  
 30 Tan Gas Gauge Fuel sender signal from rear body harness connection to cluster connection.  
 31 Bk. Blue Oil Pressure Oil pressure signal from engine harness lead to cluster connection.  
 35 Dk. Green Temp Sender Temperature sender signal from engine harness lead to cluster connection.  
 39B, C Pink 12v Ign Fused Fused 12v Ignition feed to the cluster connection for any warning lamp or any aftermarket gauges.  
 121 White Coil Tach Tach sender signal wire from engine harness lead to the cluster connection.  
 139 Pink/White Spedo Power Fused 12v Ignition feed to the cluster connection for electric speedometer.  
 150 Black Ground Gauge cluster ground to cluster connections.  
 151 Black Ground Electric speedometer ground to cluster connections.  
 400 Yellow VSS Ground VSS ground from engine harness to cluster connections for electric speedometer.  
 401 Purple VSS Signal VSS signal from engine harness to cluster connections for electric speedometer.  
 402 Purple/White VSS Power VSS 12v fused power from cluster connections to engine harness leads for electric speedometer.

Ground Lead  
 151 Black Ground Chassis ground for electric speedometer at instrument cluster connection.



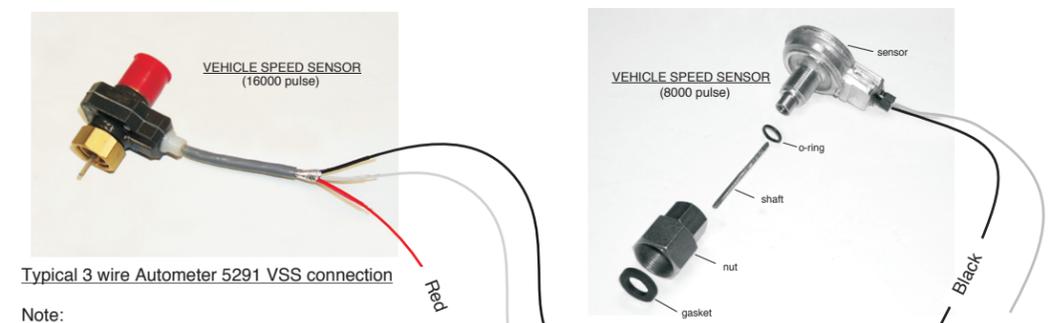
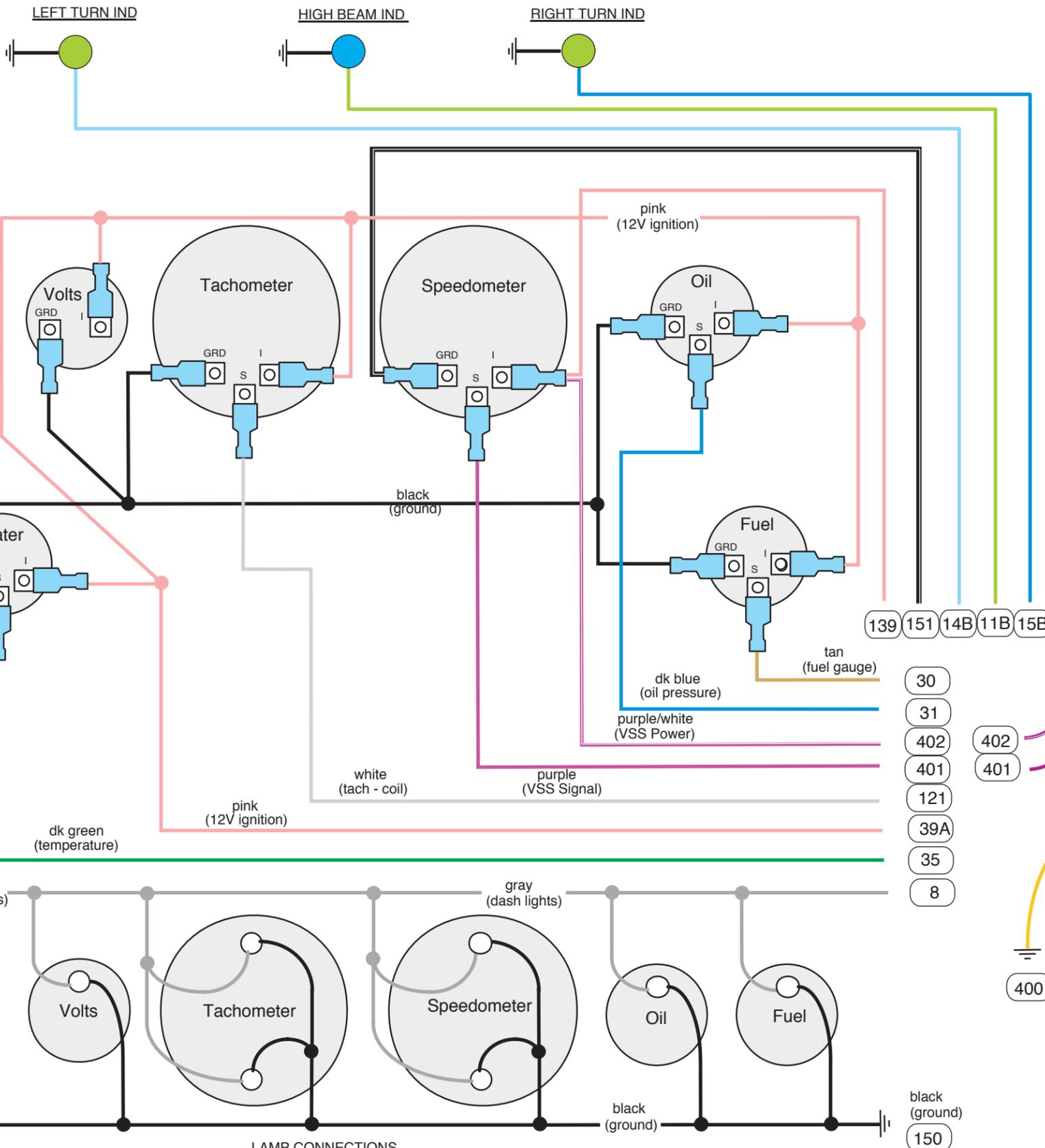
**NOTE:** The courtesy lamp extension from page 2, that plugs onto the connector at branch 3 on this page, uses a # 631 bulb (not included with this kit). They may be purchased at any auto parts store.



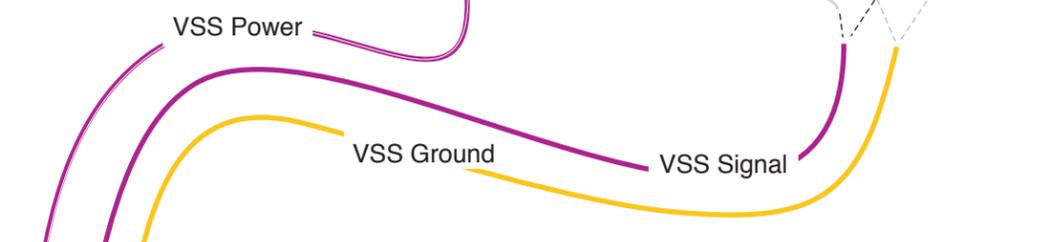
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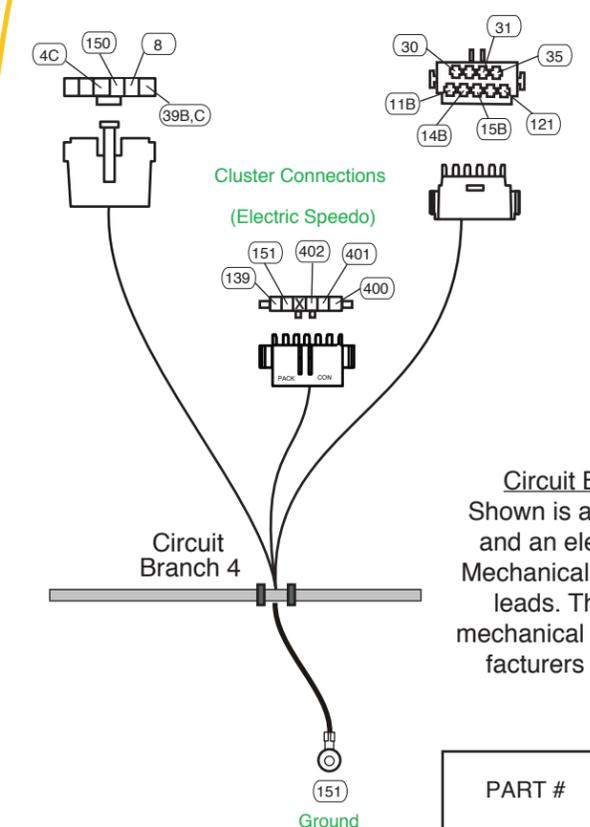
TYPICAL BLADE TYPE GAUGE CONNECTIONS



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.



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 manufacturer's instructions for specific requirements.



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Main Fuse Panel Installation Instructions

**Circuit Branch 5- Underdash Connections**

Wire #	Wire Color	Printing
24	Lt. Green	Back Up Lt Sw
39C	Pink	12v Ign Fused
5	Purple	Neutral Safety Sw
6	Purple	Starter Solenoid

**Procedure**

A typical connection for your neutral safety and back up switch can be found on page 10, "Figure E".  
 Switched feed from back up lamp switch to rear body connection.  
 12v ignition feed to back up lamp switch.  
 12v feed from solenoid post on the ignition switch to neutral safety switch.  
 12v starter solenoid feed out to engine connections from neutral safety switch.

**Turn Signal Switch Connection**

14A, B	Lt. Blue	Left Front Turn
15A, B	Dk. Blue	Right Front Turn
16	Purple	Turn Switch Feed
17A	White	Brake Sw
17B	Lt. Blue	Third Brake Lt.
18	Yellow	Left Rear Turn
19	Dk. Green	Right Rear Turn
27	Brown	Turn Sw Hazard
28	Black	Horn Relay Ground

Plug into the Steering Column Turn Signal connection. If you are using a stock Ford steering column on your vehicle, refer to Diagram 'A' and "Table A - AAW Turn Signal Wires to Stock Turn Signal Switch wires" on page 8 for proper mating directions. This kit is designed to function with a GM style turn signal switch. Our connector mates to a 3 7/8 inch long plug used on 1969-1974 GM, IDIDIT, 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 (L) and terminals (M) located in the loose piece kit bag of this dash harness (510262), it is easy to adapt any steering column to the kit. The function of the wires are as follows:

LH front turn signal feed out to front light and dash cluster connections.  
 RH front turn signal feed out to front light and dash cluster connections.  
 Turn signal 12v feed into column from flasher.  
 12v input from brake switch to turn switch for rear brake lights.  
 12v feed for third brake light to rear body connector.  
 LH rear turn signal feed out to rear body connection.  
 RH rear turn signal feed out to rear body connection.  
 Hazard switch 12v feed into column from flasher.  
 Steering column horn ground to horn relay.

**Circuit Branch 6 - Underdash Connections**

Wire #	Wire Color	Printing
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50	Brown	Heater AC Feed
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**Procedure**

Note: We have provided you with loose piece wire assemblies as seen on page 2 that will connect from your stock heater switch to your stock heater resistor, then onto your stock blower motor. Detailed installation directions for these connections (wires 52A, B and 72) can be found on page 9, "Figure B".  
 This wire will plug onto your stock heater switch and can be used as the "on/off" power source for aftermarket A/C.  
 12v switched feed for "on/off" power to your stock heater switch or aftermarket heat and A/C..

**Circuit Branch 7 - Underdash Connections**

Wire #	Wire Color	Printing
53B	Lt. Blue	12v Ctsy Sw
156B	White	Ctsy Ground

**Procedure**

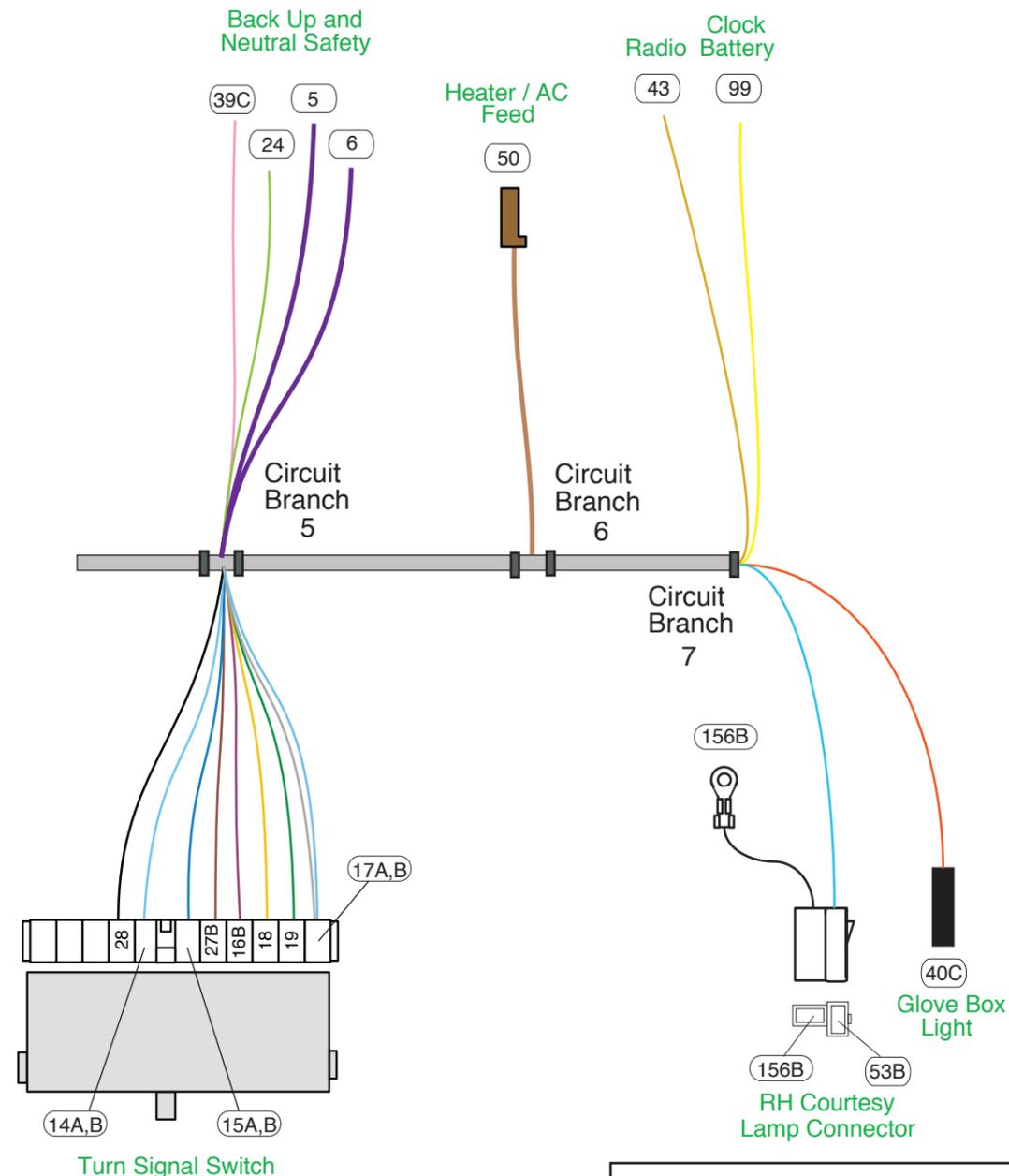
Plug in 1 Courtesy lamp extension (as found on page 2 of this instruction set) to complete this circuit.  
 Switched 12 volt power for RH underdash courtesy lamp.  
 RH underdash courtesy ground.

40C	Orange	12v Battery Fused
-----	--------	-------------------

12v fused battery feed to the glovebox lamp switch assembly.

Wire #	Wire Color	Printing
43	Tan	Radio
99	Yellow	Clock Battery

12v fused accessory feed for radio "on/off" power.  
 12v fused battery feed for radio clock and memory or dash clock assembly.



**NOTE:** The courtesy lamp extension from page 2, that plugs onto the connector at branch 7 on this page, uses a # 631 bulb (not included with this kit). They may be purchased at any auto parts store.



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Stock F/L  
Harness Hole

NOTE: Install 1 grommet from the 510265 parts kit into the original rectangular front light harness pass through hole in the stock firewall prior to passing the new AAW dash/main harness front light and rear body wiring through the firewall. We suggest that once you have completed the front light wiring on your truck, that you seal the hole from behind with strip caulking or RTV sealant to keep out any engine bay fumes.

Stock Engine  
Harness Hole

## As Viewed From Under the Dash

NOTE: Install 1 grommet from the 510265 parts kit into the original rectangular engine harness pass through hole in the stock firewall prior to passing the new AAW dash/main harness engine wiring through the firewall. We suggest that once you have completed the engine wiring on your truck, that you seal the hole from behind with strip caulking or RTV sealant to keep out any engine bay fumes.



NOTE: The 2 wheel and 4 wheel drive trucks used entirely different sheet metal configurations as far as the inner fender and firewall are concerned. 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 4 wheel drive test vehicle. 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. Once the fusebox has been attached to the firewall of the truck, the harness routes up and through the strap assembly in the LH upper corner of the underdash area, then continues on over top of the pedal carriage assembly. Please take time to keep it away from any moving items such as the wiper motor linkage and the pedals. 2 attaching screws have been provided for you to affix the fusebox to the firewall. They can be found in the 510262 loose piece dash kit.

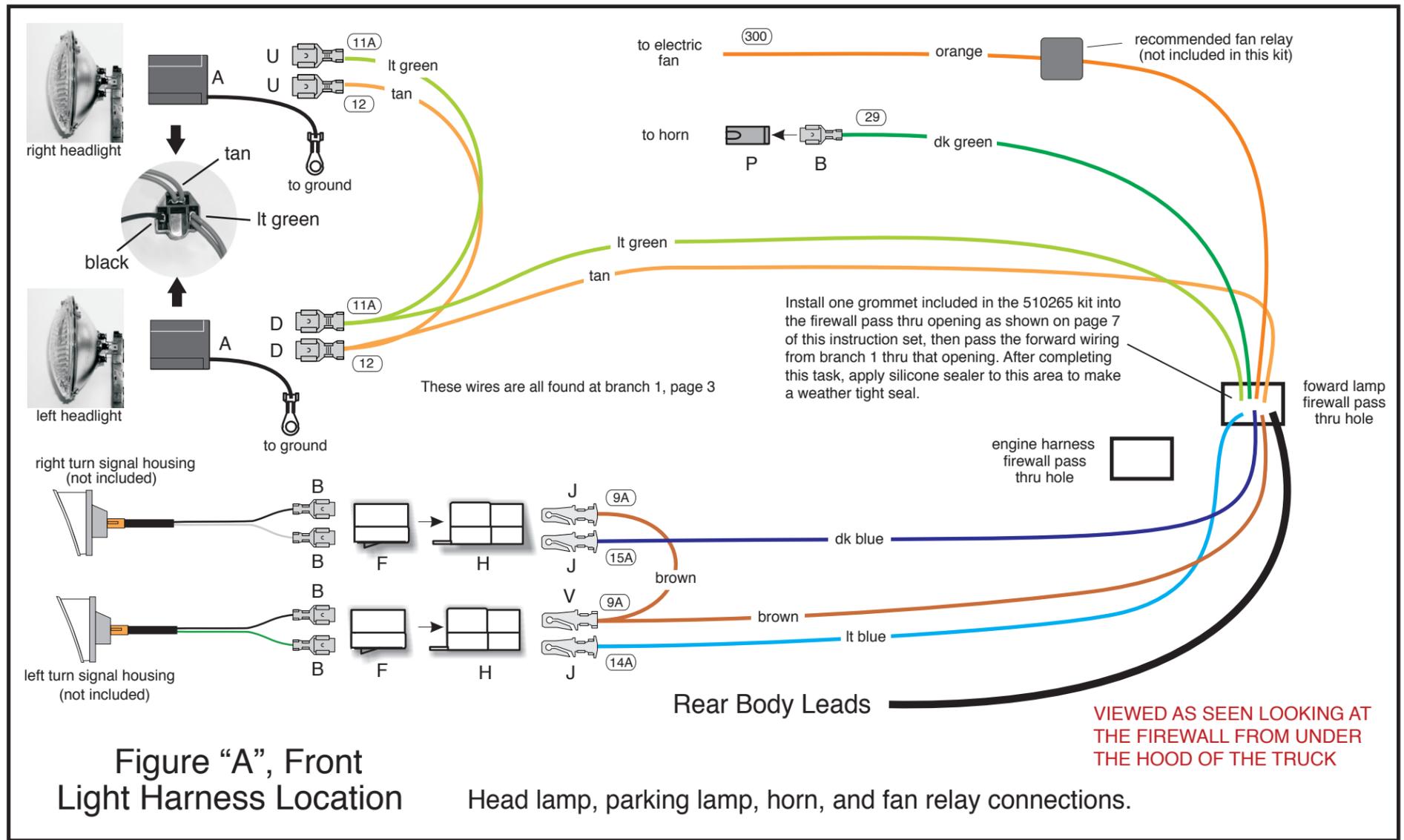


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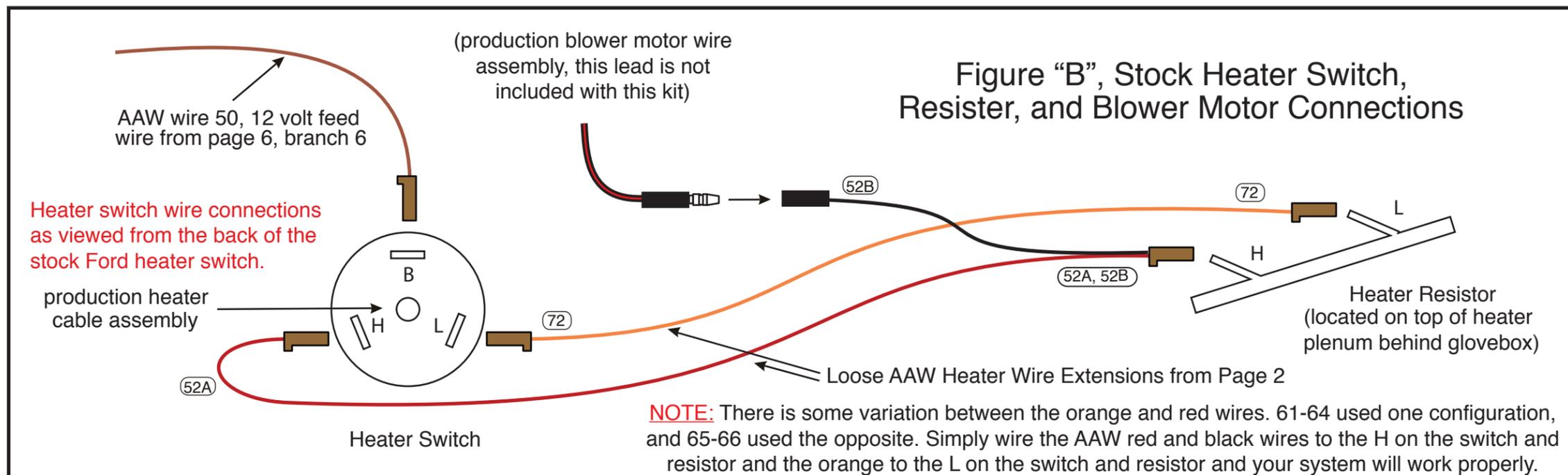




**NOTE:** The terminals and connectors listed on this page and denoted with **UPPER CASE LETTERS** to help you complete the various connections to your lamps, horns, switches, etc. can be found in your loose piece clamp, grommet, and parts kit, P/N 510265.

The identifications, colors, and functions for all of the wires listed in "Figures A and B" on this page can be found on pages 2, 3, and 6, branch 1 or branch 6 for heater wires of this main instruction set (92969829). AAW suggests and recommends using pages 2, 3, 6, and 9 to complete the installation of the forward lamp and heater connections.

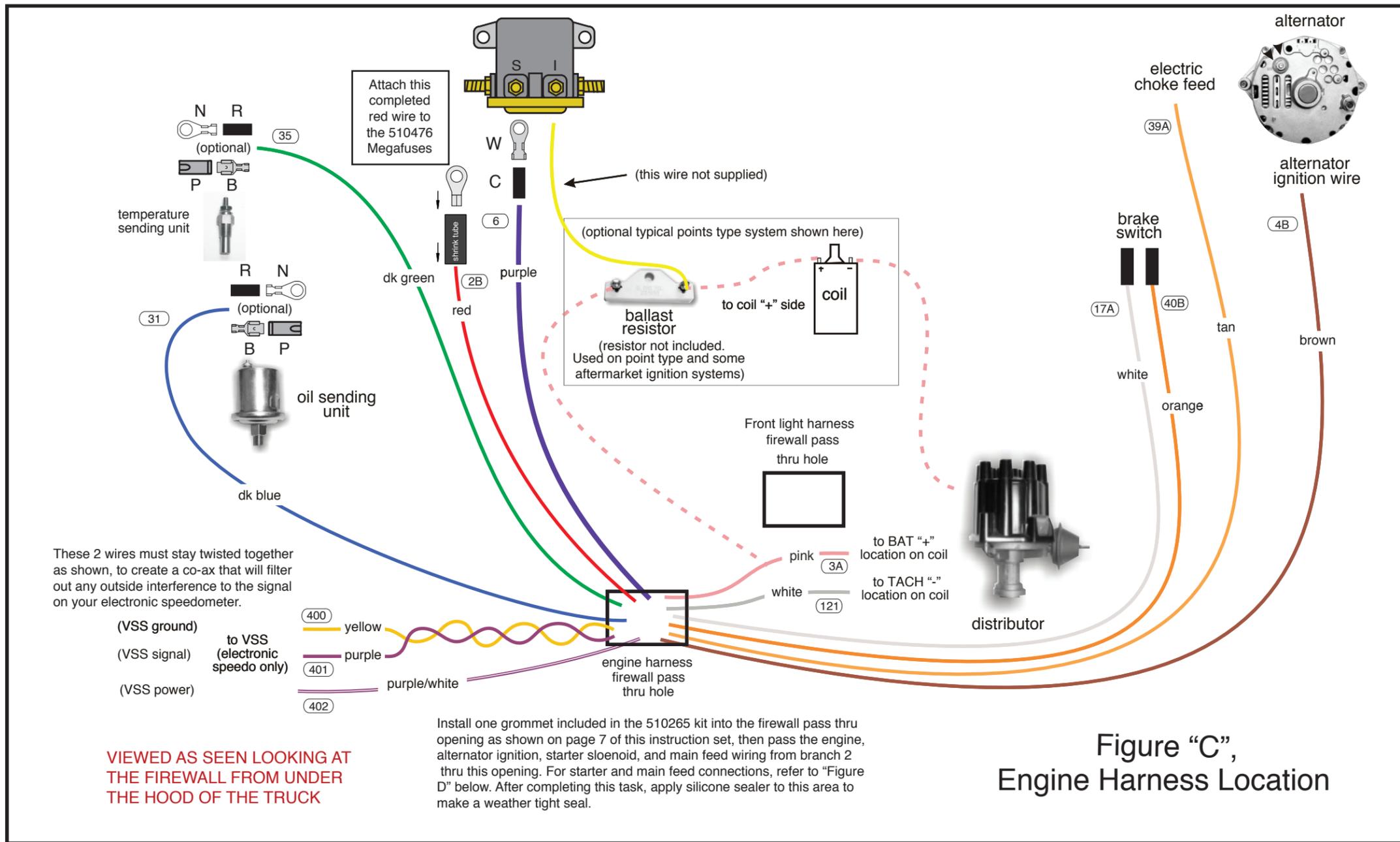
This AAW kit is engineered to work with most aftermarket manufacturer's heating and air conditioning systems. As such, we have provided a keyed 12-volt feed to use as the "OFF / ON" (AAW brown 50 wire) power source for whatever system you choose to purchase. The manufacturer will supply you with a harness for their system and instructions on how to connect it. In the event you are utilizing a stock heater system in your truck, we have also provided wires that will run from your heater switch to your heater resistor, and then onto your blower motor. See "Figure B" below for complete installation instructions.



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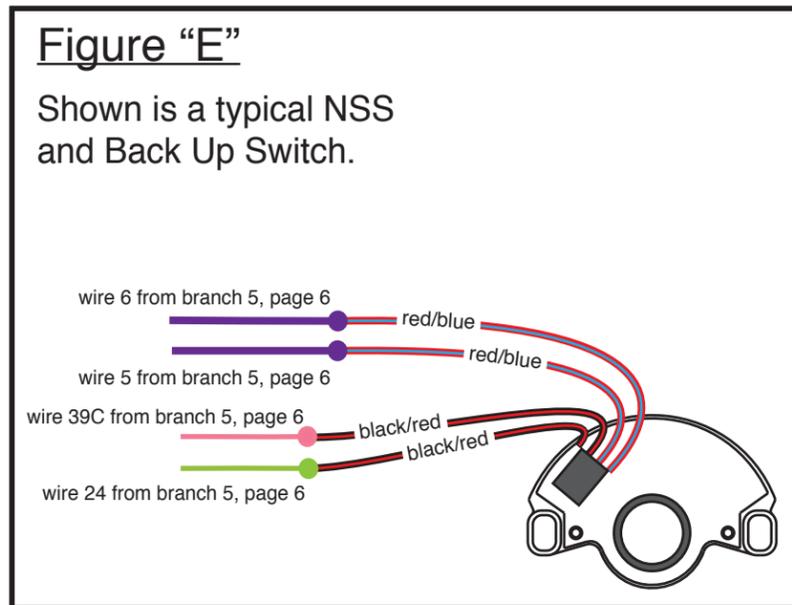
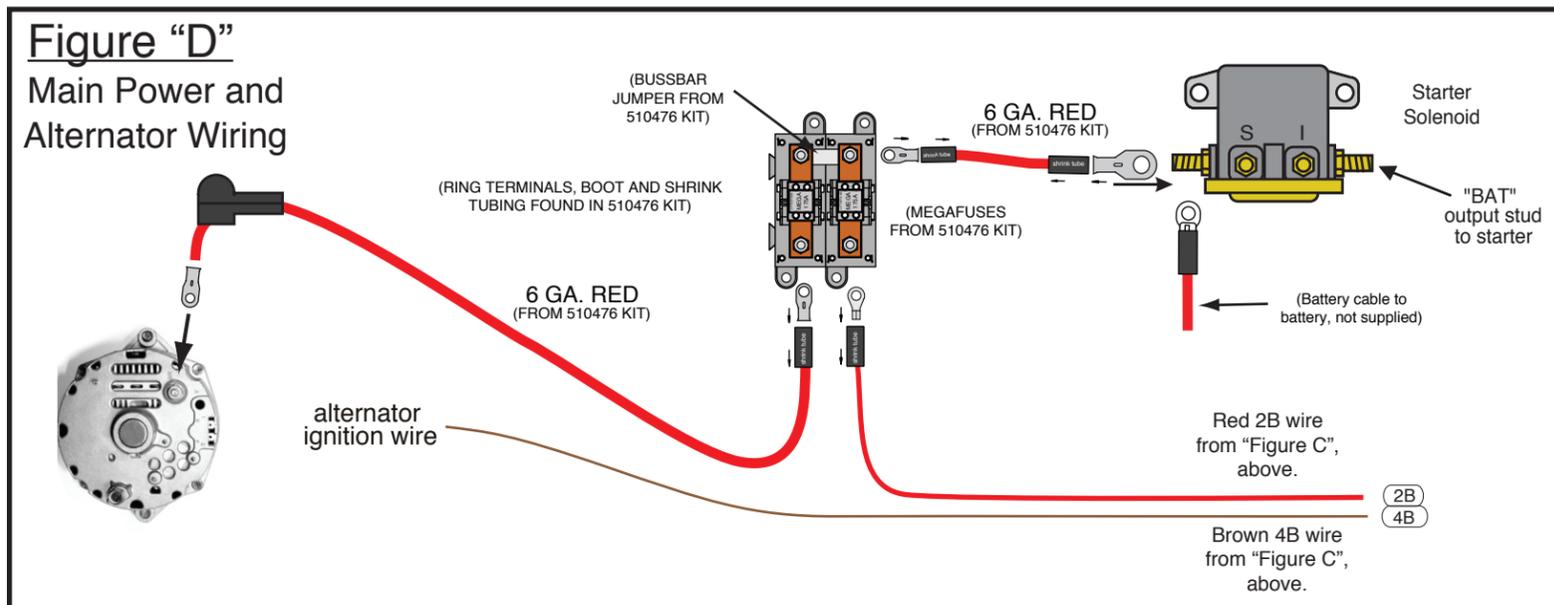
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**NOTE:** The terminals and connectors listed on this page and denoted with **UPPER CASE LETTERS** to help you complete the various connections to your ignition, temp and oil senders, electric choke, starter solenoid, alternator regulator, etc. can be found in your loose piece clamp, grommet, and parts kit, P/N 510265. 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 page 3, branch 2 and page 6, branch 5 of this main instruction set (510261). AAW suggests and recommends using pages 3, 6, and 10 to complete the installation of the engine, main power feed, NSS/back up, brake switch, and alternator connections.

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 truck such as this kit was designed for. AAW suggests a Ford Gen III type alternator as a good choice of an alternator to use. An adapter to complete the connection to this style alternator, our P/N 500802, may be purchased separately if needed.



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