

*** These are special instructions for connecting your wiring system to a stock instrument cluster. ***

Note: If you are using aftermarket gauges, follow the instructions included in the 92965220 Gauge Connection Kit along with the specific gauge manufacturers instructions for connection of their gauges.

If you are using the stock gauges and warning lamps, refer to the diagrams on the following pages for your application. Use the enclosed parts and information below for wire termination, gauge, and lamp connections. **PLEASE keep in mind that the 1953-55 stock system and gauges were a 6 volt operation, and as such, you will need a voltage reducer on the gauge feed wires if you choose to utilize your original factory Ford gauges.** Connectors A, B, and C will plug into your dash harness as noted on the Dash Harness instruction (510305, bag G) sheet. Connection C will only be used in the event that you are using an electric speedometer.

CONNECTOR A (sheet 2 or 4)

GRAY Instrument Lamps

BROWN Alt. Ign.

DK BLUE Right Turn Indicator

LT BLUE Left Turn Indicator

LT GREEN Hi Beam Indicator Lamp

CONNECTOR B (sheet 3 or 5)

DK BLUE Oil Gauge / Lamp

DK GREEN Temp Gauge

TAN Fuel Gauge

PINK 12v ignition

BLACK Ground

WHITE Tach (loose wire)

CONNECTOR C (sheet 6)

This connector is used when using an aftermarket electronic speedometer only. Follow the manufacturer's instructions when installing these wires. If you are using the stock speedometer, then discard this connector. See page 6 for wire descriptions and a typical connections.

Install components as shown on sheets 2 or 4, and plug into the 2 dash illumination holes in the cluster. An inline splice will be necessary in order to make these 2 connections.

(Used for 1956 stock clusters only!) Please pay particular attention to the location that this loose brown wire must be plugged into. If you are using a GM alternator/regulator that requires a resistance wire in the circuit, plug this wire into connector A at the end position next to the light green high beam indicator wire. If you are using a Ford alternator/regulator which does NOT use a resistance wire in the circuit (as they usually have an internal resistor in the regulator), plug this wire into connector A between the grey dash lamps and dark blue RH turn indicator wires. Install components as shown on sheet 4, and plug into the generator warning lamp hole in cluster. Plug the pink wire from sheet 5 into the other side of this lamp socket to complete the connection. Install components as shown on sheets 2 or 4, and plug into the right turn indicator hole in the cluster.

Install components as shown on sheets 2 or 4, and plug into the left turn indicator hole in the cluster.

Install components as shown on sheets 2 or 4, and plug into the high beam indicator hole in the cluster.

Install components as shown on sheets 3 or 5, and attach onto the oil gauge sender stud **(1953-55)**, or plug the lamp socket into the warning lamp hole in the cluster **(1956)**. If using a warning lamp, be sure to plug the pink wire from sheet 5 into the other side of this lamp socket to complete the connection.

Install components as shown on sheets 3 or 5, and attach onto the temperature gauge sender stud.

Install components as shown on sheets 3 or 5, and attach onto the fuel gauge sender stud.

Install components as shown on sheets 3 or 5, connect to the generator warning light socket **(1956)** on page 4, oil gauge 12v stud on page 3 **(1953-55)**, or oil warning light socket on page 5 **(1956)**, temperature gauge 12v stud (all), and the fuel gauge 12v stud (all). If your truck has a tach, you will also need to connect this to the tach 12v power stud. An inline splice will be necessary in order to make these many different connections.

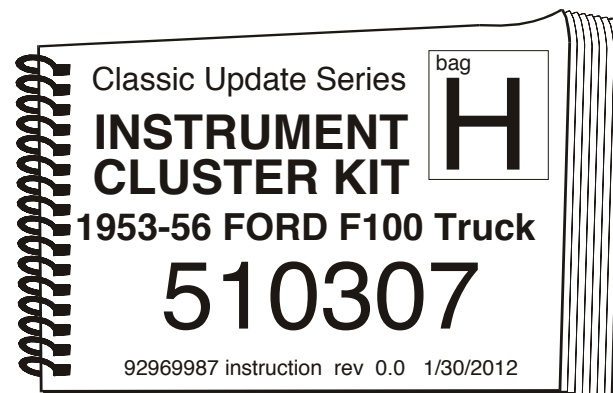
Install components as shown on sheets 3 or 5, and connect to the back of the instrument cluster housing.

If your car is equipped with a tach, plug this loose wire into Connector B maintaining color continuity with the mating connector on the dash harness, 510303, install components as shown on sheet 3 or 5, and plug onto the tachometer sender blade assembly.



**American
Autowire**

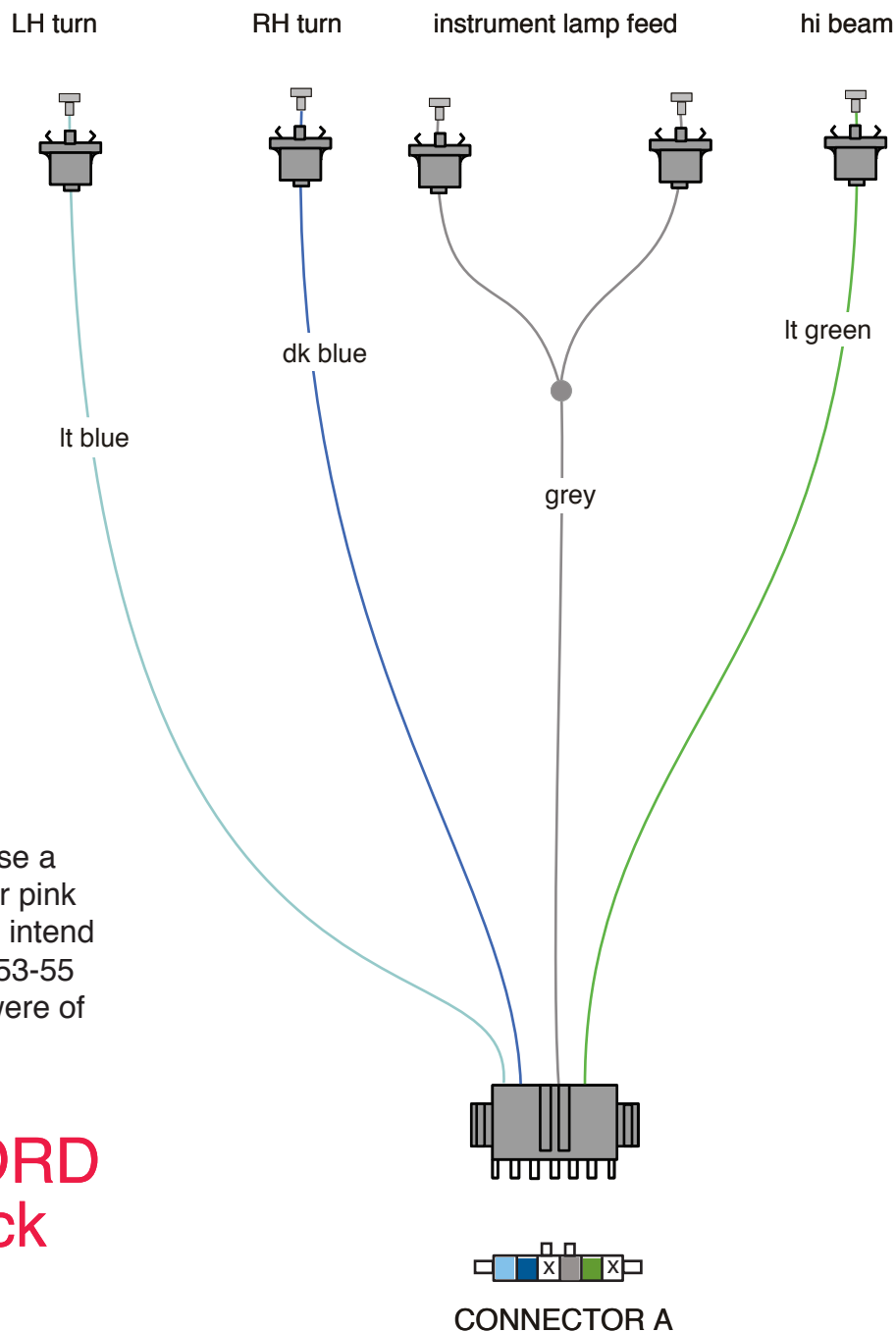
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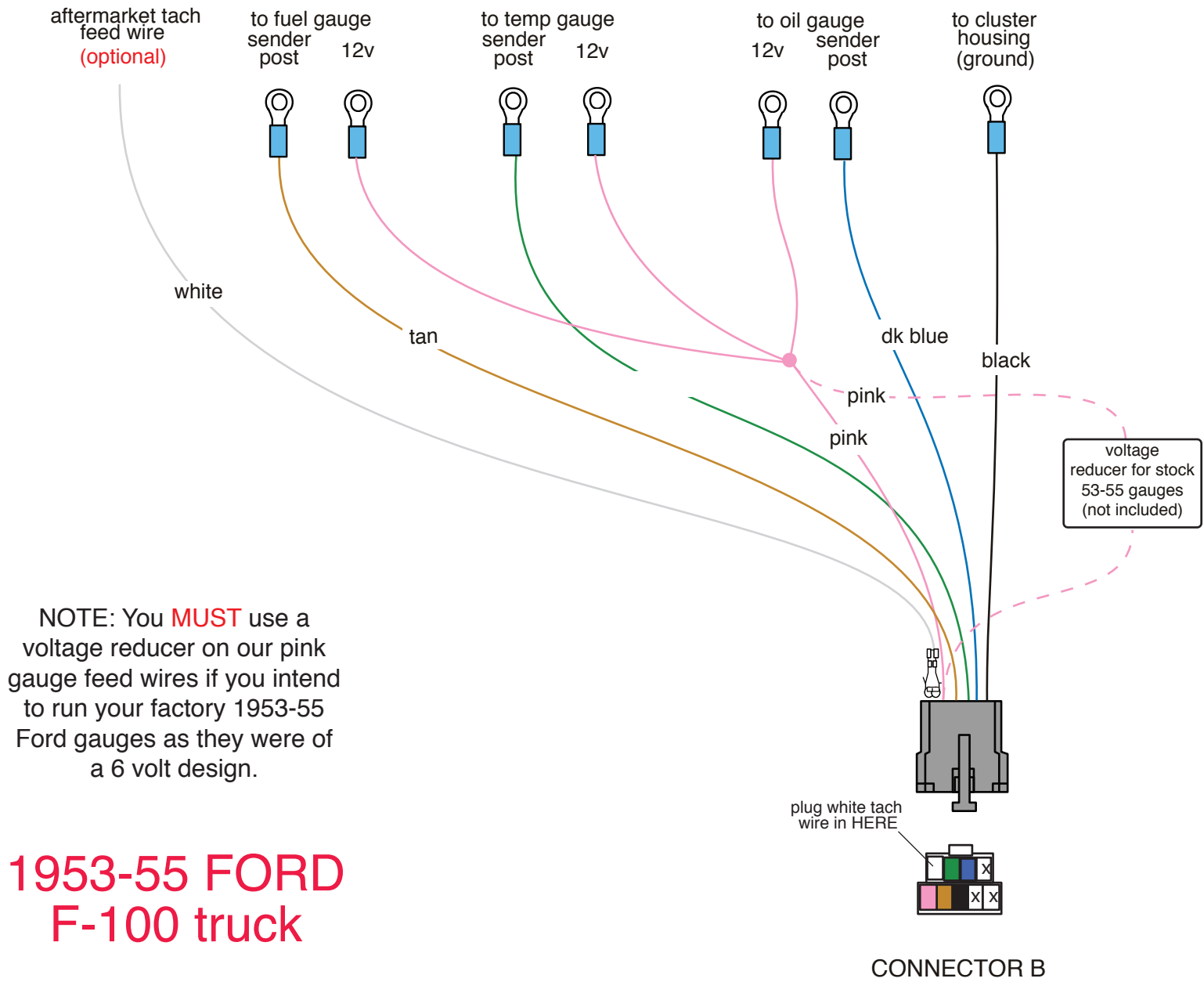
Classic Update Series

NOTE: You **MUST** use a voltage reducer on our pink gauge feed wires if you intend to run your factory 1953-55 Ford gauges as they were of a 6 volt design.

1953-55 FORD F-100 truck

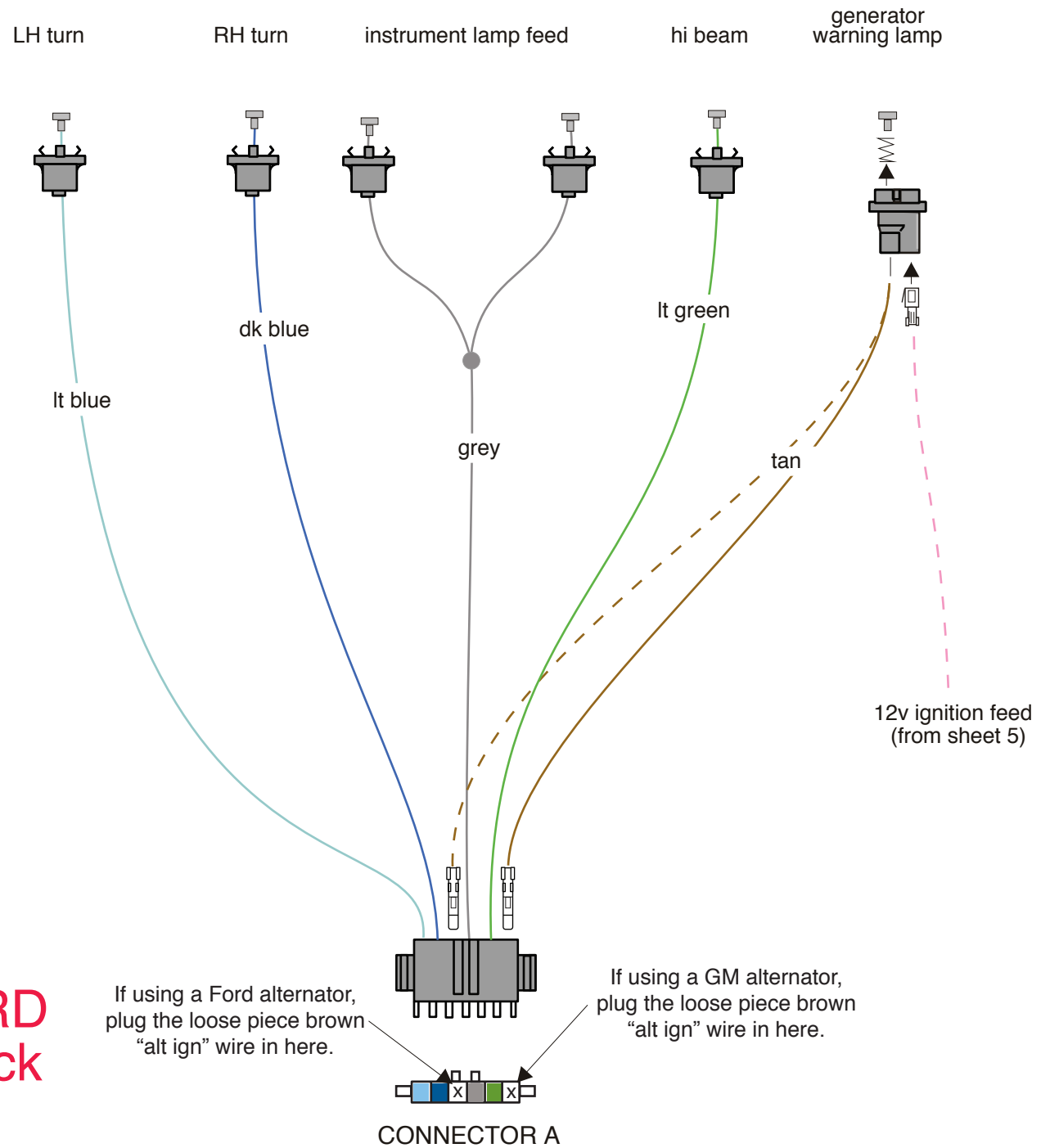


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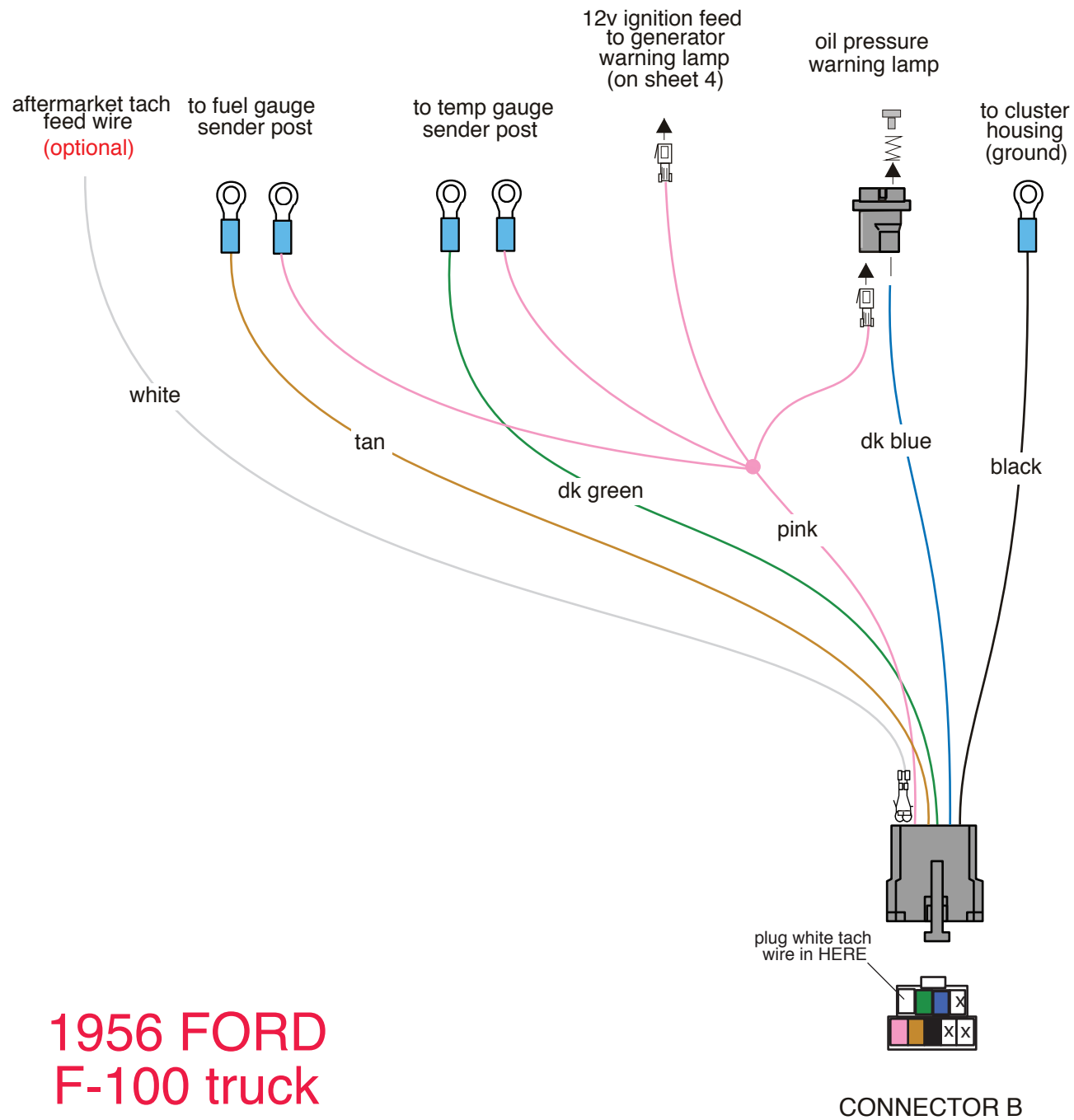


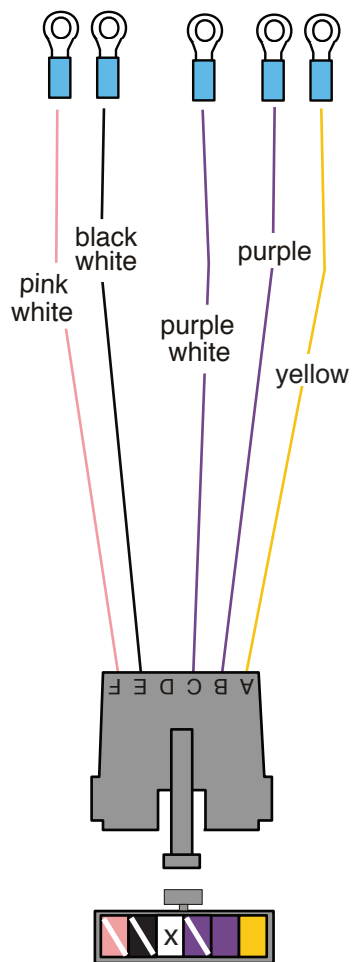
Classic Update Series

1956 FORD F-100 truck



Classic Update Series





CONNECTOR C

ALL 1953-56 FORD F-100 truck

TYPICAL ELECTRIC SPEEDO CONNECTIONS

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

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

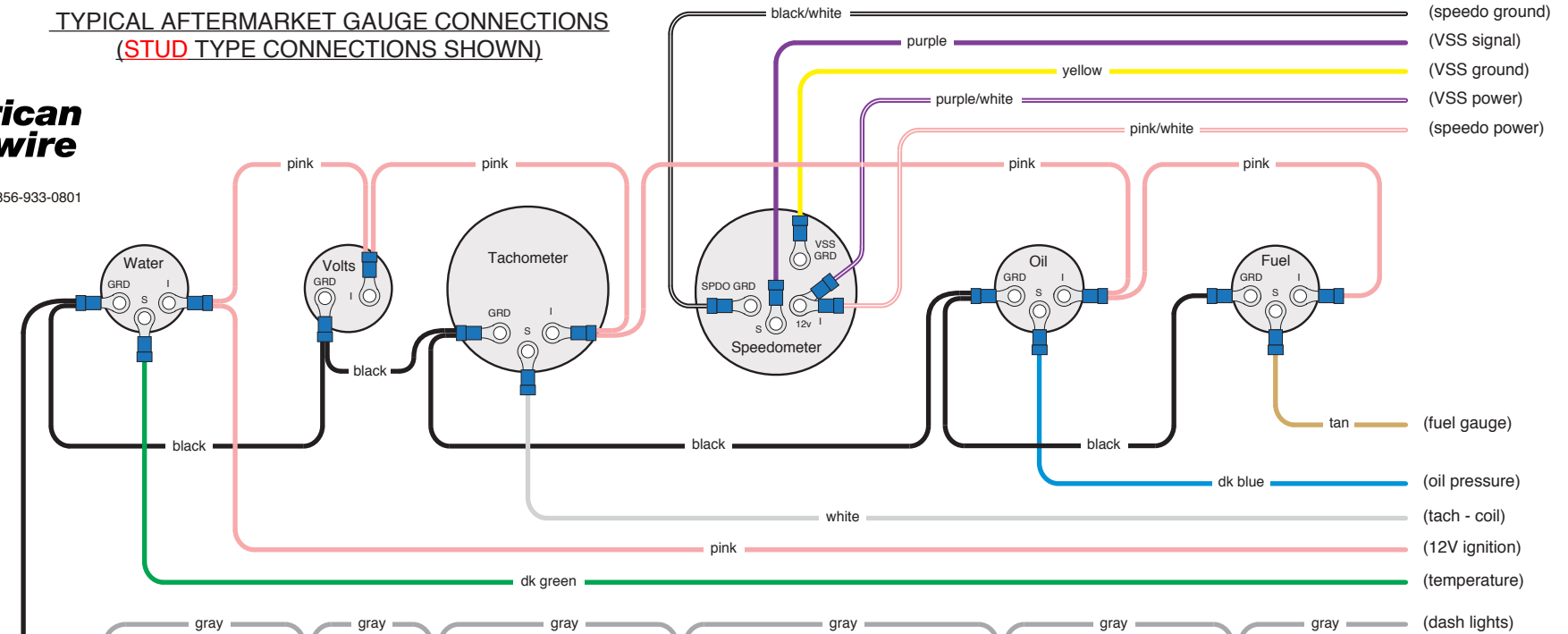


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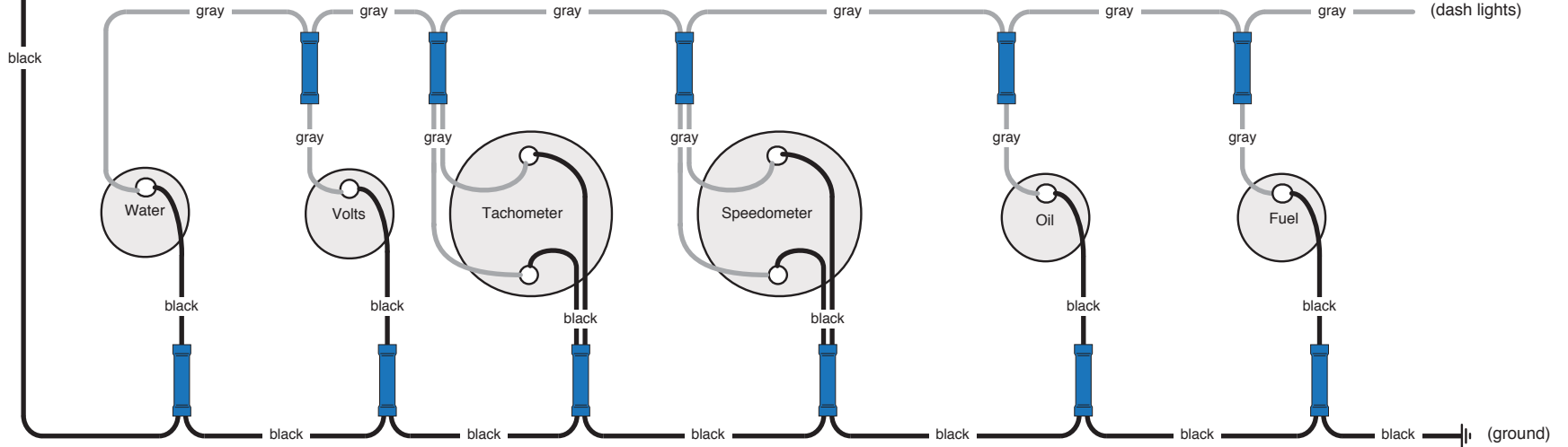
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TYPICAL AFTERMARKET GAUGE CONNECTIONS (STUD TYPE CONNECTIONS SHOWN)

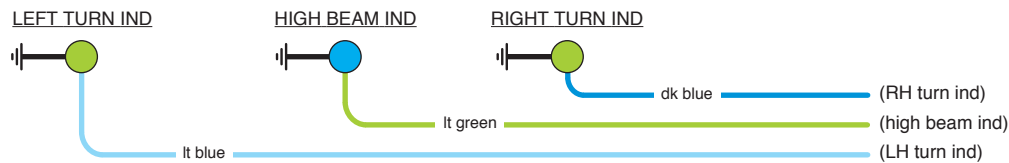
GAUGE CONNECTIONS



LAMP CONNECTIONS



TURN SIGNAL AND HI-BEAM LAMP CONNECTIONS



PART #

92965220

Gauge Connection Kit

Complete connections
for aftermarket gauges

92965221

Rev 1.1

12/12/2014

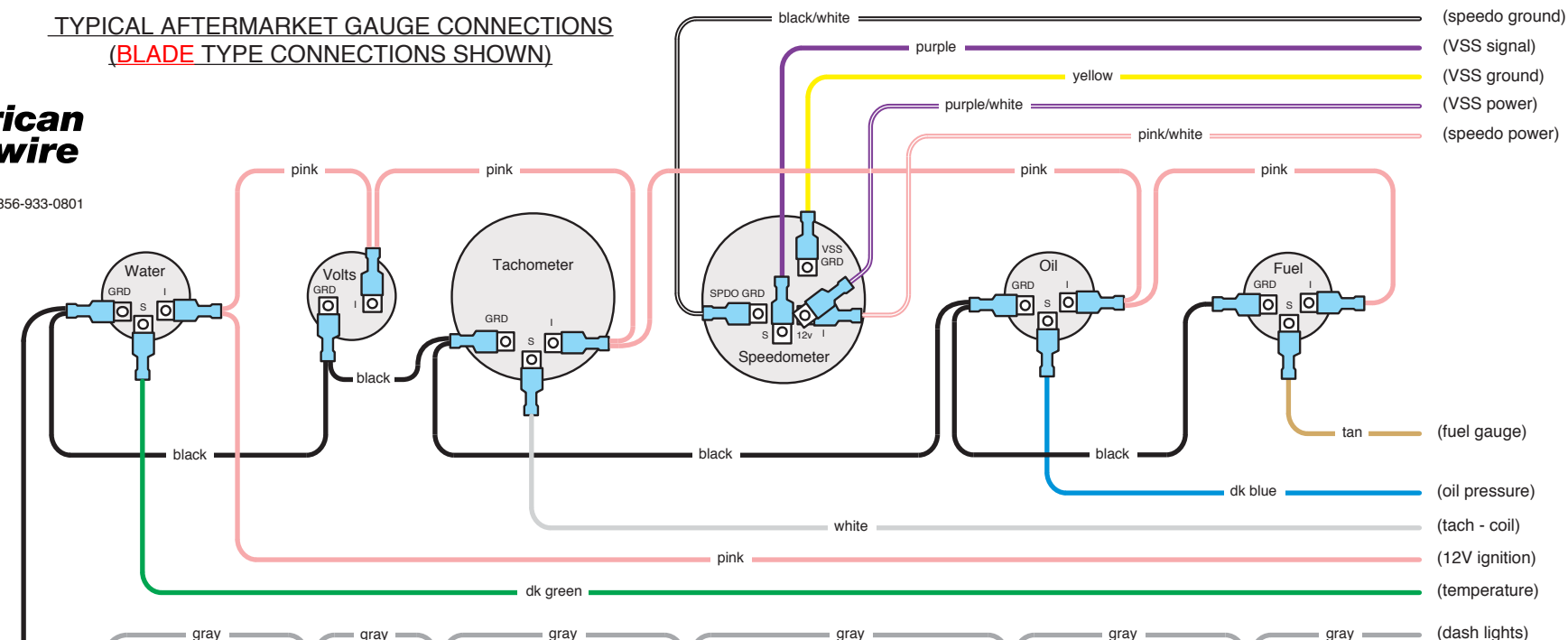


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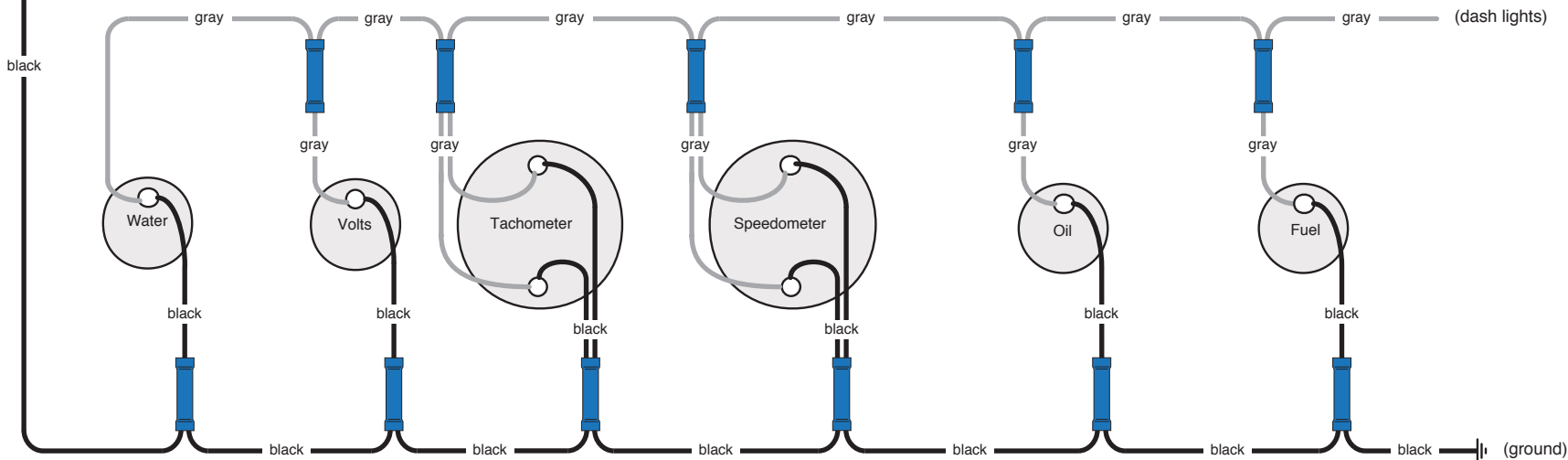
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TYPICAL AFTERMARKET GAUGE CONNECTIONS (BLADE TYPE CONNECTIONS SHOWN)

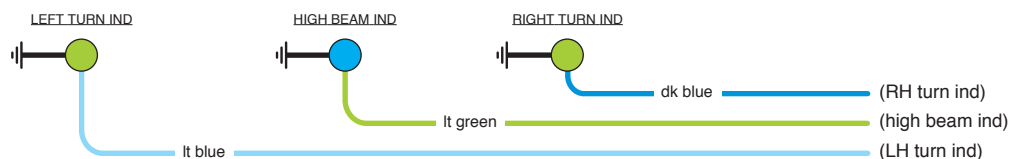
GAUGE CONNECTIONS



LAMP CONNECTIONS



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92965221 Rev 1.1 12/12/2014