

NOTE: If the fuse panel on your 510188 1964-67 GTO kit **HAS** a sticker like the photo at the left, you have the second design harness and your instructions are listed below and follow this page.



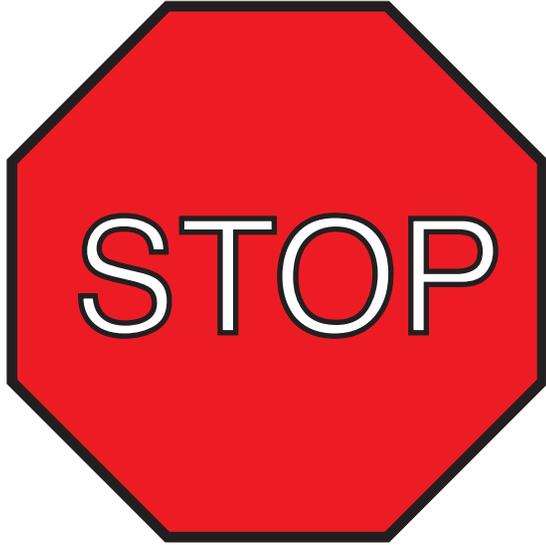
Number	Description
500332	Headlight Switch
500674	Ignition Switch Lock Cyl. w/Keys
510707	Fuse, Relay, and Flasher kit
500708	Courtesy Light Connection kit
510705	Ignition Switch
500919	Practice Terminal Crimping Set
510766	Dash Harness kit
510765	Engine Wiring Kit
510764	Front Light Wiring kit
510767	Instrument Cluster Wiring kit
510768	Rear Body Wiring kit
510195	Console Wiring kit
510476	Alternator and main power Connection kit
510730	VSS Connection kit
500042	Floor Dimmer Switch
92967369	Firewall Mod. Template Sheet
92972758	Main Instruction Sheet
92972759	Warning Sheet



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1964-67 GTO
Second Design
Instructions

92973182 rev. 0.0 4/28/2020



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

1. This kit should typically be used in a **MODIFIED** application only.
2. This kit only supports the use of a higher current self-exciting 1 wire, or other style internally regulated alternator. An adapter may be necessary for certain 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.
3. This kit is wired for use with a factory heater system or any aftermarket A/C and heating system. This kit **WILL** support the use of the factory A/C system on any 1964-1967 GTO, Le Mans, or Tempest model with the additional purchase of any one of the following three factory A/C harness add-on kits from AAW. These kits are as follows: 1964 - P/N 510413; 1965 - P/N 510414; and 1966 and 67 - P/N 510415.
4. 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 both the start and run positions. It will support HEI, MSD, other electronic ignition systems, as well as computerized Fuel Injection systems. If you wish to run a points type system, there are illustrations on the engine connection pages to do so. Extra parts that are not included in this kit will be required to complete that operation.



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510188

510188 - Classic Update Series Kit 1964-67 Pontiac GTO

This kit contains the following components:

<u>Bag</u>	<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
	500042	Floor Dimmer Switch	1
	500332	Headlight Switch	1
	500674	Ignition Switch Lock Cylinder & Keys	1
	500707	Fuse, Relay, and Flasher kit	1
N	500708	Courtesy Light Kit	1
	510705	Ignition Switch	1
	500919	Practice Terminal Crimping Set	1
G	510766	Dash Harness kit	1
J	510765	Engine Wiring kit	1
L	510764	Front Light Wiring Kit	1
M	510768	Rear Body Wiring kit	1
H	510767	Dash Cluster wiring kit	1
K	510195	Console Wiring kit	1
V	510730	VSS Connection Kit	1
Z	510476	Alternator and Main Power Connection Kit	1
	92967369	Firewall Modification Template	1
	92972758	Kit Introduction Instruction Sheet	1
	92972759	Warning Sheet	1

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



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510188

92972759 instruction sheet Rev 1.0 1/26/2021

Classic Update Series

1964-1967 GTO

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 mna successful job! Use an appropriate crimping tool which folds the crimp wings on the terminals as shown below. ALL TERMINALS THAT YOU INSTALL SHOULD BE PROPERLY SOLDERED. Our factory terminations are install by GM approved five ton presses, and soldering is not necessary on these terminations.



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. The letters are the order of operation for installing your kit. Start with bag letter G, then H, etc.

The order of installation is shown below.

G	510766	Dash Harness Kit
H	510767	Instrument Cluster Kit
J	510765	Engine Kit
K	510195	Console Kit
L	510764	Front Light Kit
M	510768	Rear Body Kit
N	500708	Courtesy Light Kit
V	510730	VSS Lead Wires
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 1-800-482-WIRE.

AMERICAN AUTOWIRE MAKES IT EASY !!

We carry many accessories for your 64-67 Chevelle

p/n R0067108
OEM style non-stick harness tape



OEM style wiper switch.
p/n 01993541 (64) 1 spd w/washer
p/n 01993541 (65) 1 spd w/washer
p/n 01993372 (67) 2 spd w/washer



p/n 01993662 (64)
p/n 01993310 (65 - 67 w/ 3sp.)
p/n 01993309 (65 - 67 w/ 4sp.)
Manual 3 & 4 speed back up lamp switches.



We carry the following crimping hand tools to help with your installation.
These hand tools are available for purchase or rental.

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



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



p/n 510587
Includes Both
terminal crimping tools

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



p/n 36358 (1967)

Factory assembly manual. (It's what they
used on the assembly line to build your
GTO, Tempest, or Lemans!)



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Classic Update
Series

1964-1967 GTO

510188

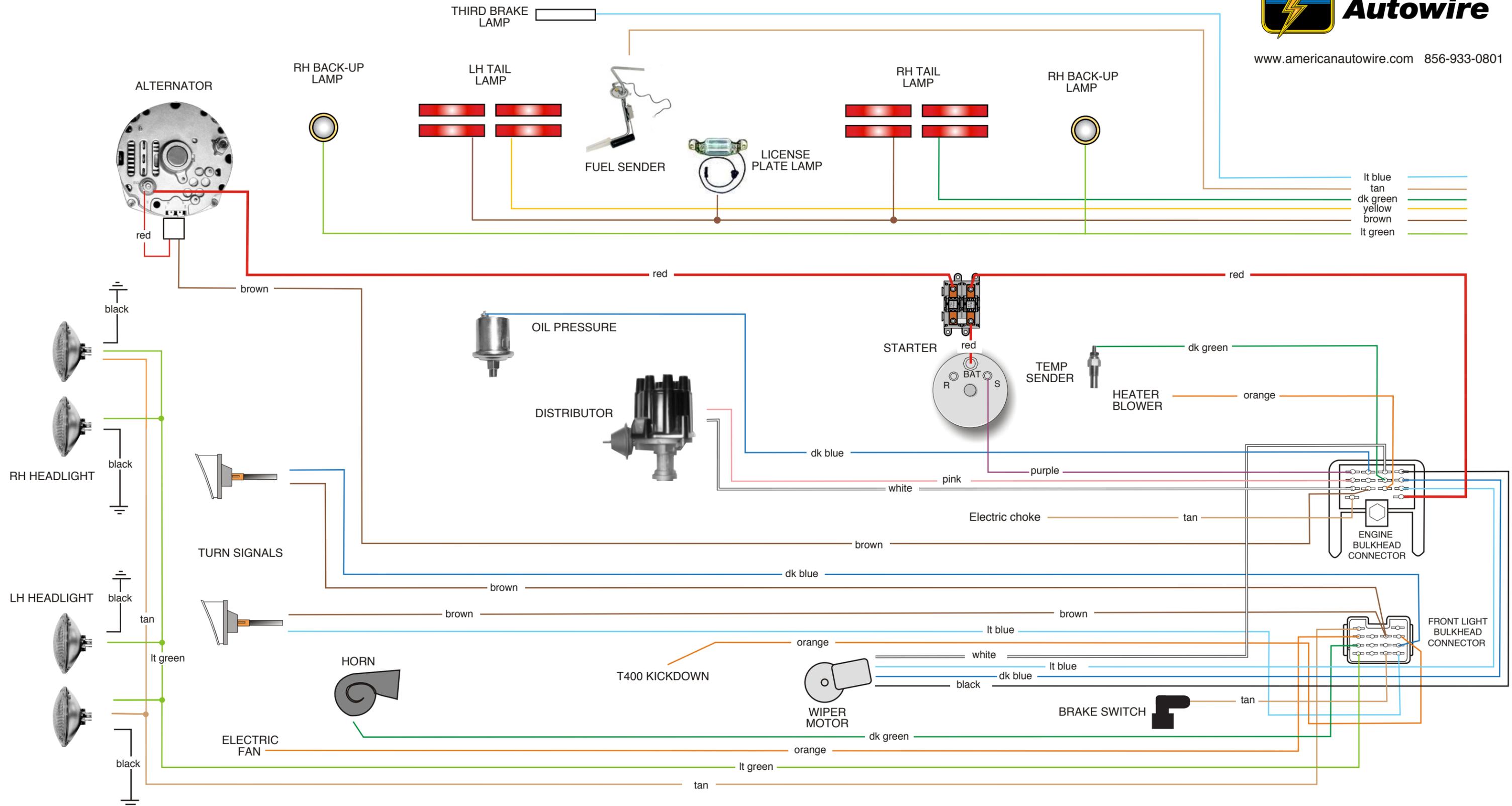
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92972758 instruction sheet rev. 0.0 1/7/2020

Classic Update Series

64-67 GTO



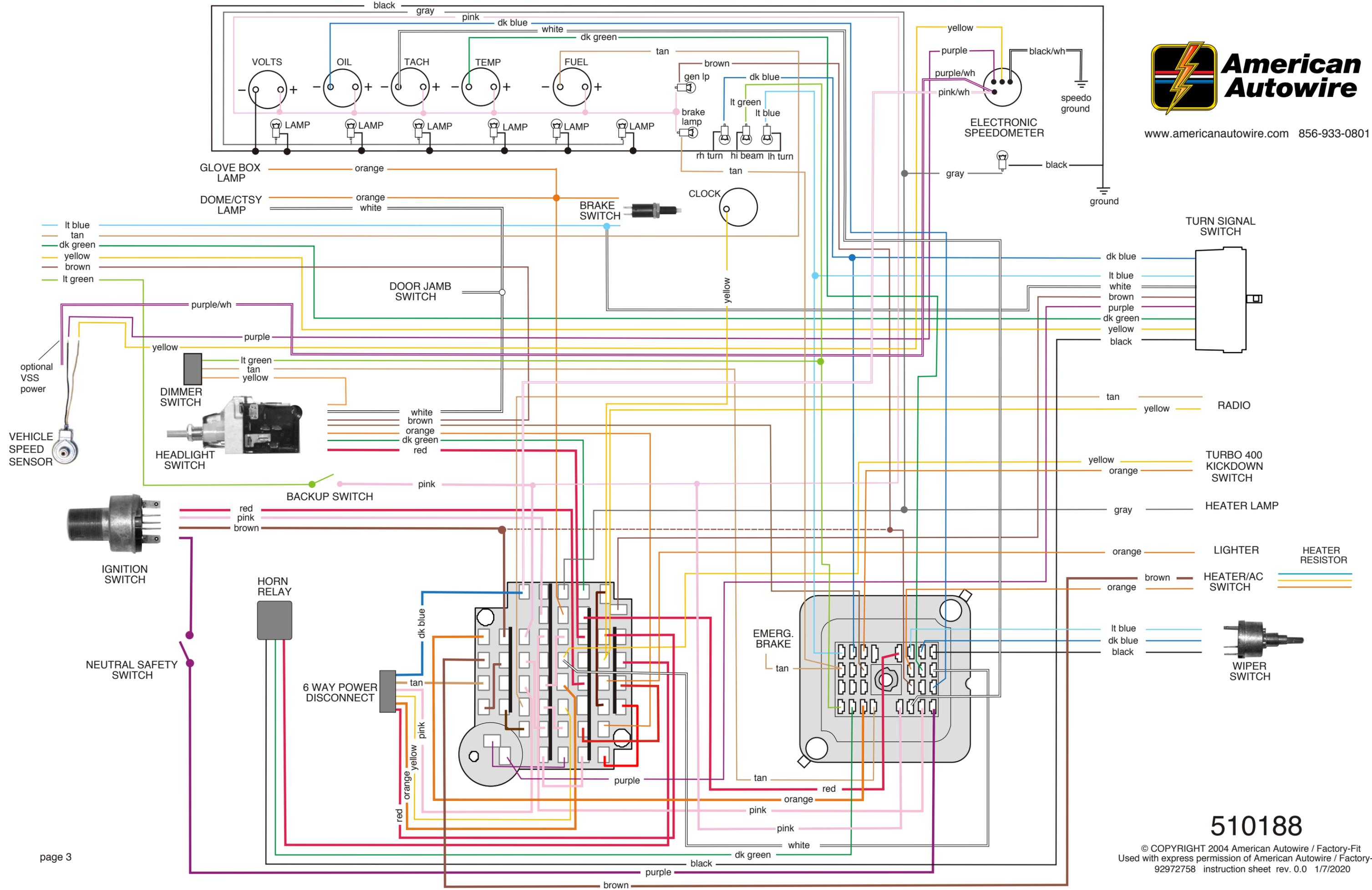
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NOTICE: This schematic drawing is for reference only. Do not use the schematic to install this wiring kit!
Use the instruction sheets included in each bag, which includes directions for proper terminations,
and specific applications.

510188

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92972758 instruction sheet rev. 0.0 1/7/2020



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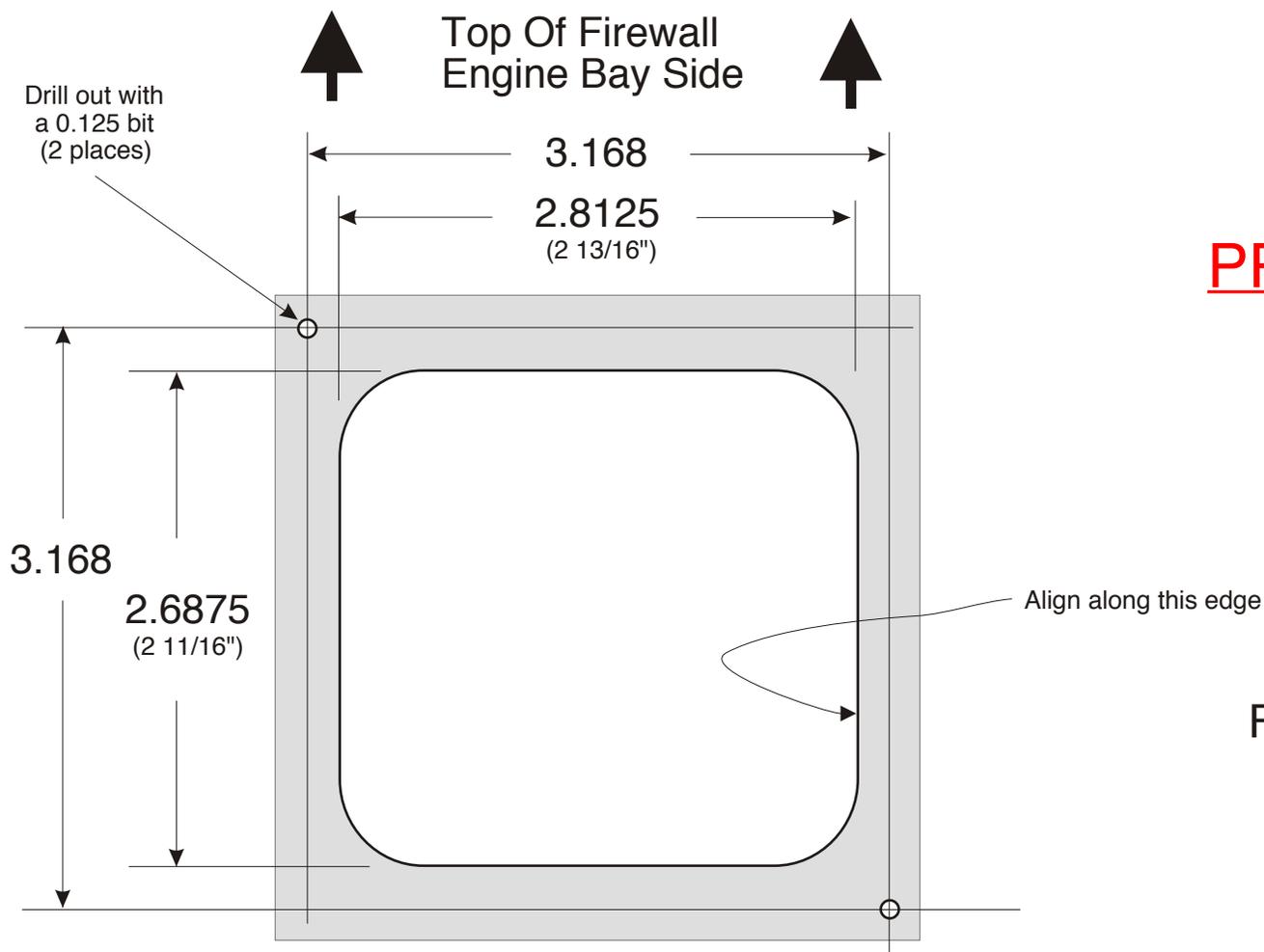


Template for firewall modification for some Classic Update Kits

Classic Update Series kits are based on the 1968 and later GM bulkhead assembly which has a different mounting footprint than earlier bulkhead connectors. Therefore, it will be necessary to modify the firewall in 1967 and earlier cars to accept the 1968 and later design bulkhead. This enclosed template can be used for this purpose.

We suggest that this template be glued to stiff cardboard or a thin piece of plastic. The white area can then be cut out with a razor knife to define the area of material that needs to be removed from the existing bulkhead area. Proceed as follows:

1. Position the template against the firewall aligning the right hand edge with the right hand edge of the existing bulkhead hole.
2. Trace the opening area onto the existing bulkhead and cut out the area.
3. Drill the two .125 holes for the new bulkhead mounting screws.
4. Mount the fuse box assembly from the passenger compartment side and check the fit into the new bulkhead hole. It may be necessary the do some fine tuning on the hole size for an exact fit.
5. Screw in the new fuse box retaining screws to complete securing the new fuse box assembly to the firewall

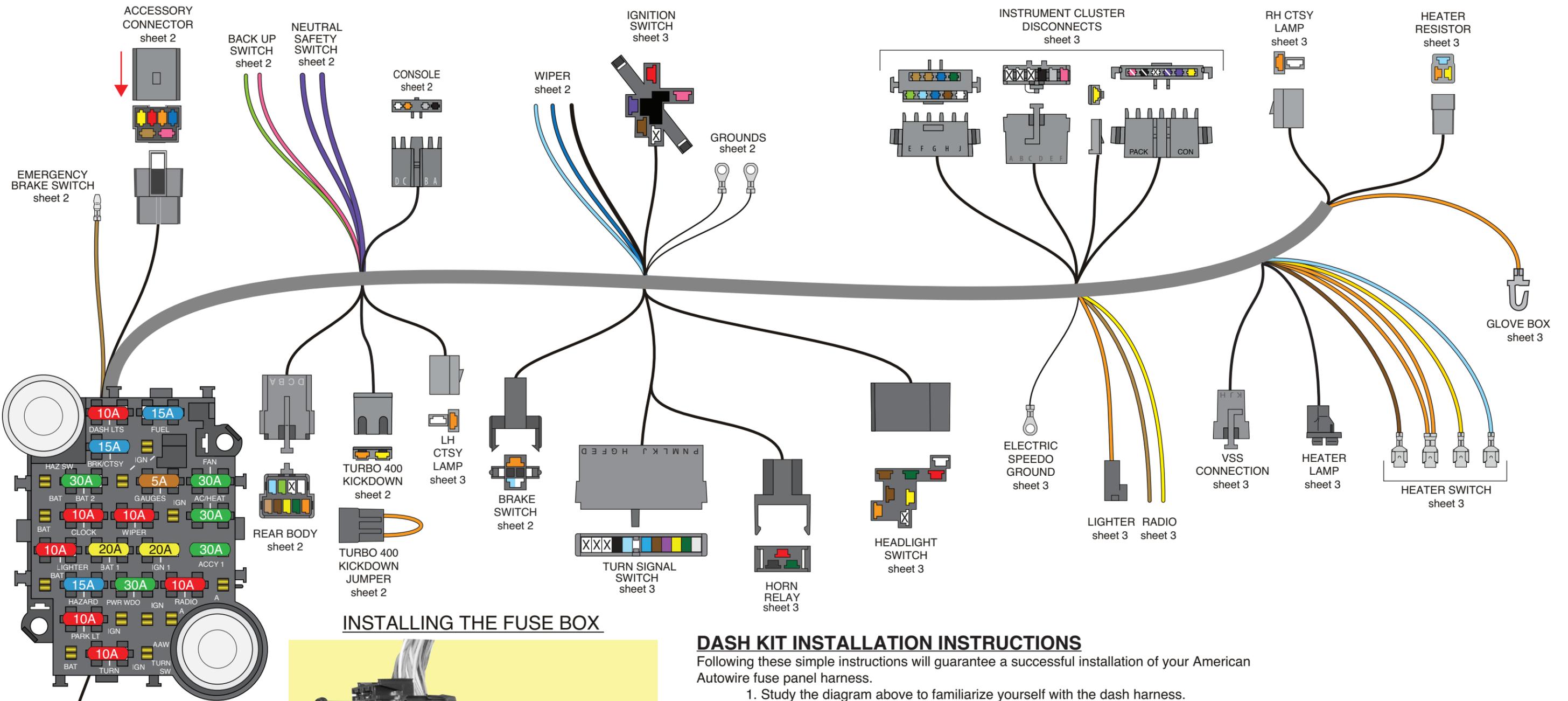


PRINT ON ADHESIVE LABEL SHEET

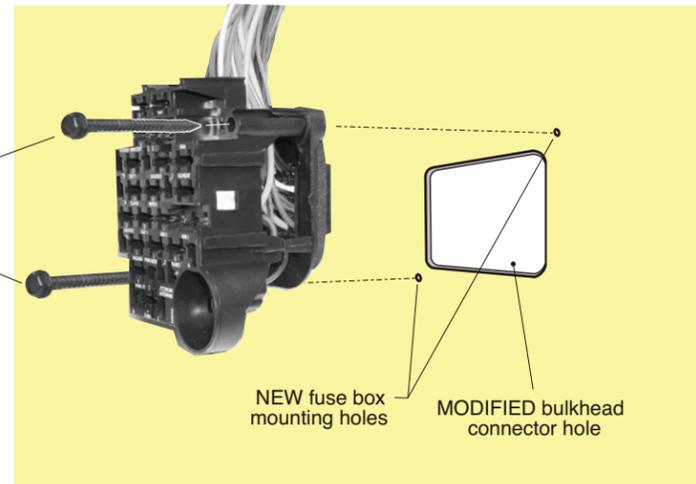
Firewall Modification Template

92967369

92967369 instructions Rev 5.0 4/22/2014



INSTALLING THE FUSE BOX



1. Locate the stock OEM bulkhead hole in the driver side of the firewall. **NOTE:** You will need to modify the opening in the firewall by making it larger. See firewall template 92967369 to help with this operation. The new right hand upper mounting hole will be located where there is a raised area in the firewall. The fusebox will mount fine.
2. Mount the fuse box with the flasher can in the bottom right corner, as shown above.
3. Using the two mounting screws A, attach the fuse panel to the firewall.

DASH KIT INSTALLATION INSTRUCTIONS

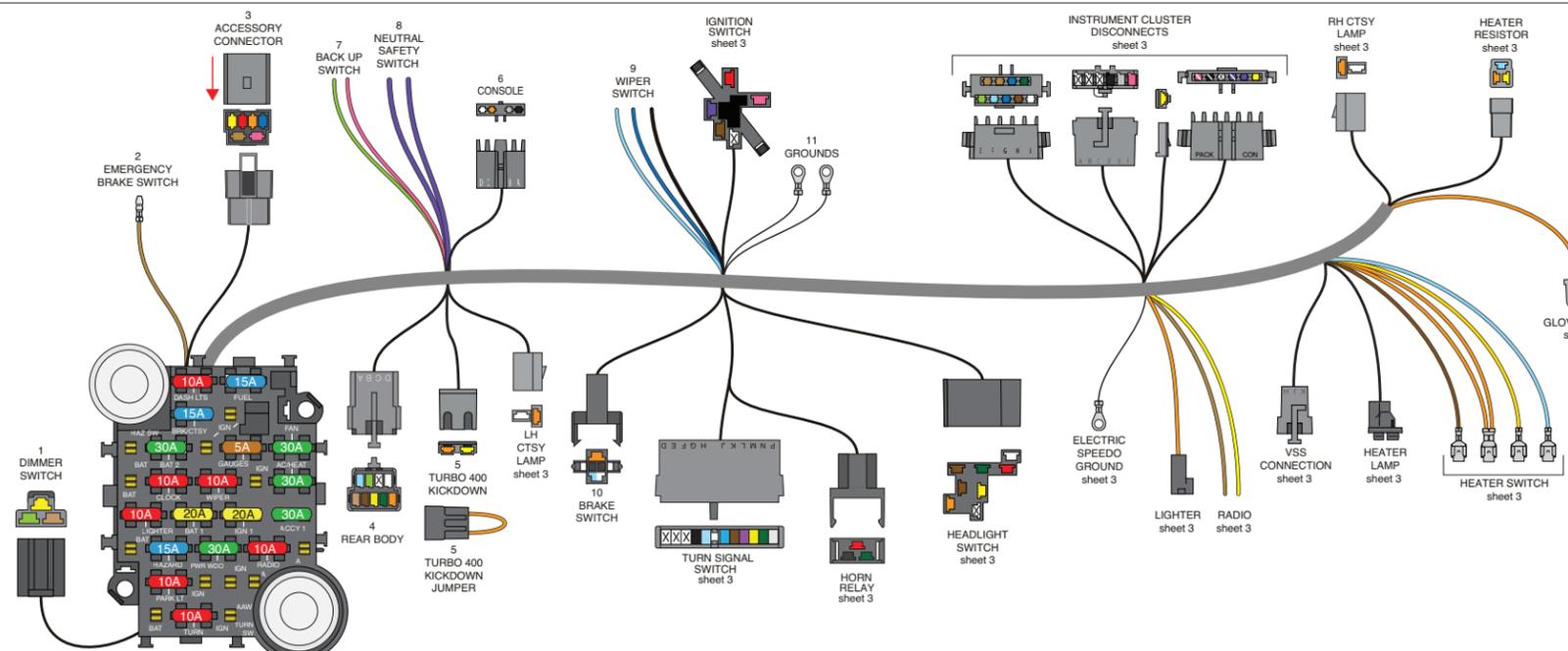
Following these simple instructions will guarantee a successful installation of your American Autowire fuse panel harness.

1. Study the diagram above to familiarize yourself with the dash harness.
2. Modify your firewall opening and install the fuse box (see item #1 below left, and 92967369 template).
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,N).



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- 1 DIMMER SWITCH
Yellow
Light Green
Tan
- 2 EMERGENCY BRAKE
Tan
- 3 ACCESSORY CONNECTOR
- 4 REAR BODY
Tan
Brown
Yellow
Dark Green
Orange
White
Light Green
Light Blue
- 5 TURBO 400 KICKDOWN
Yellow
Orange
- 6 CONSOLE
Orange
White
Gray
Black
- 7 BACK UP LAMP SWITCH
Light Green
Pink
- 8 NEUTRAL SAFETY SWITCH
Purple
Purple
- 9 WIPER SWITCH
Black
Dk Blue
Lt Blue
- 10 BRAKE LIGHT SWITCH
Orange
White
Light Blue
- 11 GROUNDS
Black

This connector will mate to the floor mounted dimmer switch.
12 volt feed into dimmer switch from H/L switch
12 volt feed out to high beam H/L
12 volt feed out to low beam H/L

Connect to the emergency brake switch. This is the ground circuit for the emergency brake warning switch lamp in the dash cluster.

NOTE: This connection is used for 1967 models ONLY. 1965 & 1966 models will require the re-use of an original bracket and lamp assembly mounted under the dash. Use connector J and included terminals S for wires to be added to the in-dash accessory connector pigtail. The mating connector for these circuits will be pre-inserted into the dash pigtail, and terminals can located in the dash loose piece kit along with the fuse panel mounting hardware.

NOTE: Not all installations will require use of these connections. It was added to your kit as a convenient source for 12 volt power.

Fuse	Rating	Description
FUEL	15 amp	Fused 12 volt IGNITION feed for fuel pump (may also be used to feed power to another ignition circuit)
BAT1	20 amp	Fused 12 volt BATTERY feed for power ats (may also be used to feed power to another battery circuit)
BAT2	30 amp	Fused 12 volt BATTERY feed for power door locks (may also be used to feed power to another accessory circuit)
IGN1	20 amp	Fused 12 volt IGNITION feed for cruise control (may also be used to feed power to another ignition circuit)
PWRWDO	30 amp	Fused 12 volt IGNITION feed for power windows (may also be used to feed power to another ignition circuit)
ACCY1	30 amp	Fused 12 volt ACCESSORY feed (may also be used to feed power to an accessory circuit)

This connector will mate to the connector from the Rear Body harness 510768, bag M.

Tan Fuel tank sender lead
Brown Tail lamp and tag 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

On 64, 66, & 67 cars, plug this connector onto the transmission kickdown switch at the gas pedal. On 65 cars, plug the loose piece jumper onto this connector as the kickdown switch is located outside the car at the carburetor. The final connection to the transmission is addressed in the front light kit, 510764, bag L.

Yellow 12 volt ignition power feed into switch
Orange Switched 12 volt feed out to transmission solenoid
Plug the console harness 510195, bag K onto this connector if your car has a factory console. Follow the directions in bag K to complete your console connections.

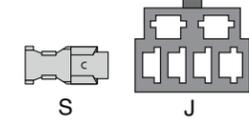
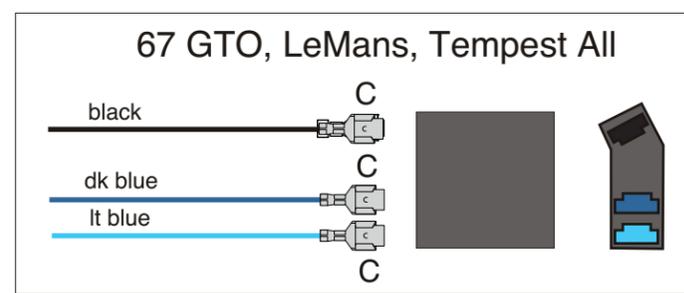
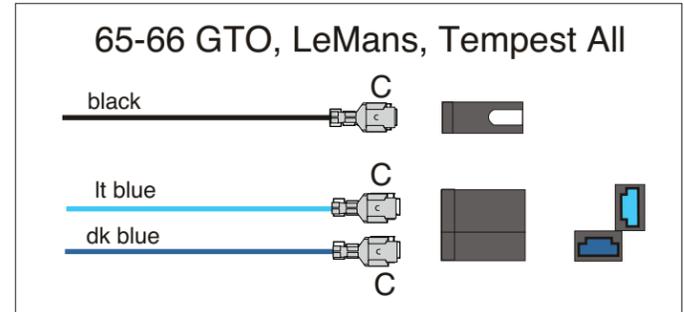
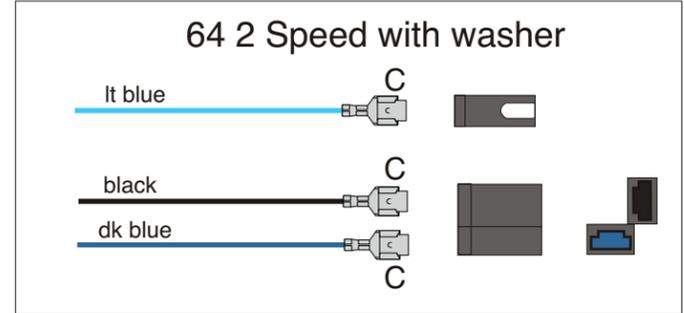
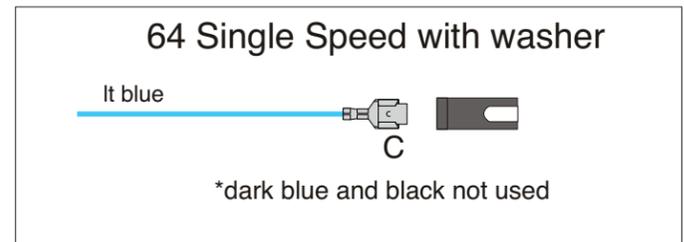
Orange 12 volt battery power feed for console courtesy lamp
White Switched ground for console courtesy lamp
Gray Transmission indicator lamp power
Black Ground for transmission indicator lamp
Connect these wires to your back up lamp switch.

Light Green 12 volt feed out to back up lamps
Pink 12 volt ignition feed into back up lamp switch
Connect these wires to your neutral safety switch or together if you are using a manual transmission with out an NSS. Connectors and terminals have been provided.

Purple 12 volt feed in from ignition switch
Purple Switched 12 volt feed out to starter solenoid
Connect these wires to your wiper/washer switch depending on the year and application of your vehicle using the detailed figures to the right on this page..

Black Ground circuit for low speed
Dk Blue Ground circuit for washer
Lt Blue Ground circuit for hi speed
Plug this connector onto your factory stop lamp switch.
Orange 12 volt fused battery feed to stop lamp switch
White 12 volt out to turn signal switch
Light Blue 12 volt out to third brake lamp
Connect to the dash frame, steering column saddle, or any other good known chassis ground. Do not attach the Electric Speedo ground under the same screw.
Cluster and dash lamp grounds

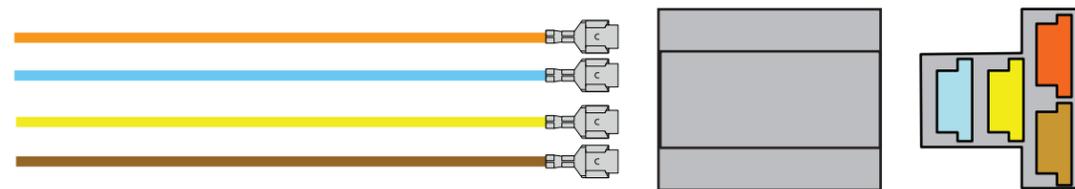
Wiper switch connections as viewed looking into the connector.
In each case, install the supplied female terminals C to each of the wires and install the completed wire and terminal leads into the appropriate plastic connectors for the correct application for your car.



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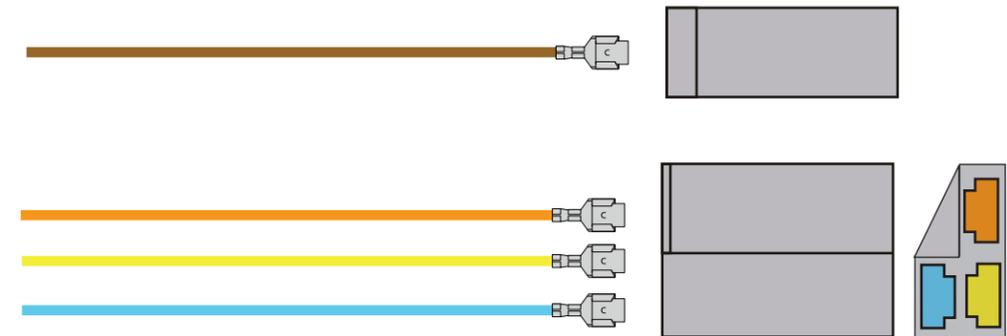
Heater switch connection as viewed looking into the connector.



1964 - 1965 GTO, LEMANS, TEMPEST HEATER
AND BLOWER SWITCH CONNECTION WITH
FACTORY HEATER AND NO A/C.

DIAGRAM "J"

Heater switch connection as viewed looking into the connector.



1966 - 1967 GTO, LEMANS, TEMPEST HEATER
AND BLOWER SWITCH CONNECTIONS WITH
FACTORY HEATER AND NO A/C.

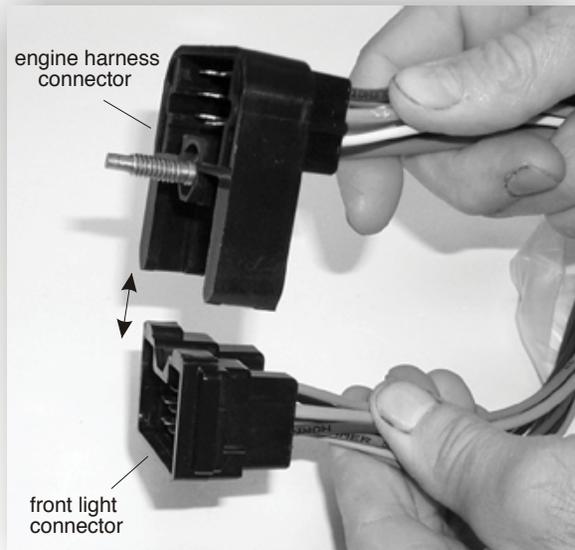
DIAGRAM "K"



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Classic Update Series



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

Look!



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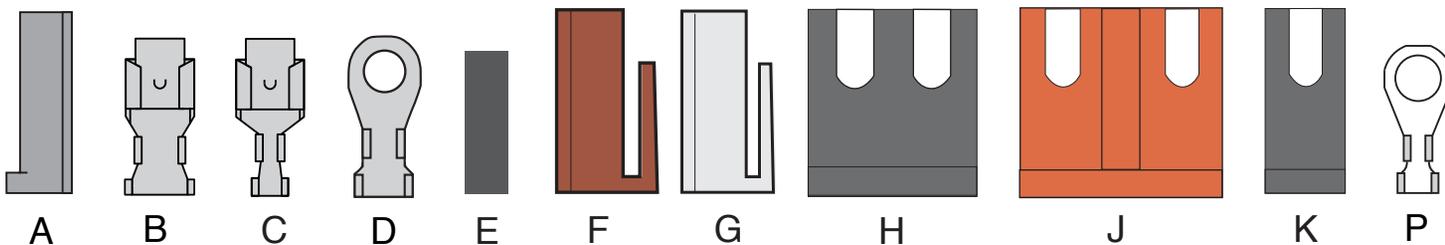
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American Autowire also sells factory OEM style harness wrap. this is the same stuff used on original Camaro harnesses! If you want that OEM look with your Classic Update wiring system, then give us a call and order p/n R0067108 !



Terminals used in this installation.

This kit contains loose piece terminals and connectors necessary to complete a connection to a specific component. Each connection on the instruction sheet identifies specific parts by a letter code that corresponds to the letter code on a part picture identified below. The parts below are shown in actual size to help in identification. This kit will only contain those parts required for the connections in the specific sub-kit you are working on. Just match the part to the picture below to identify the part letter code you will see on the instruction sheet for the sub-kit harness you are working on. We have supplied additional terminals in the event that extra terminals are necessary.

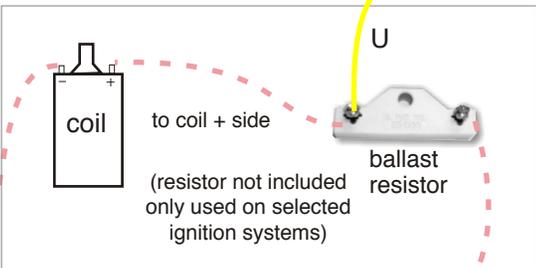
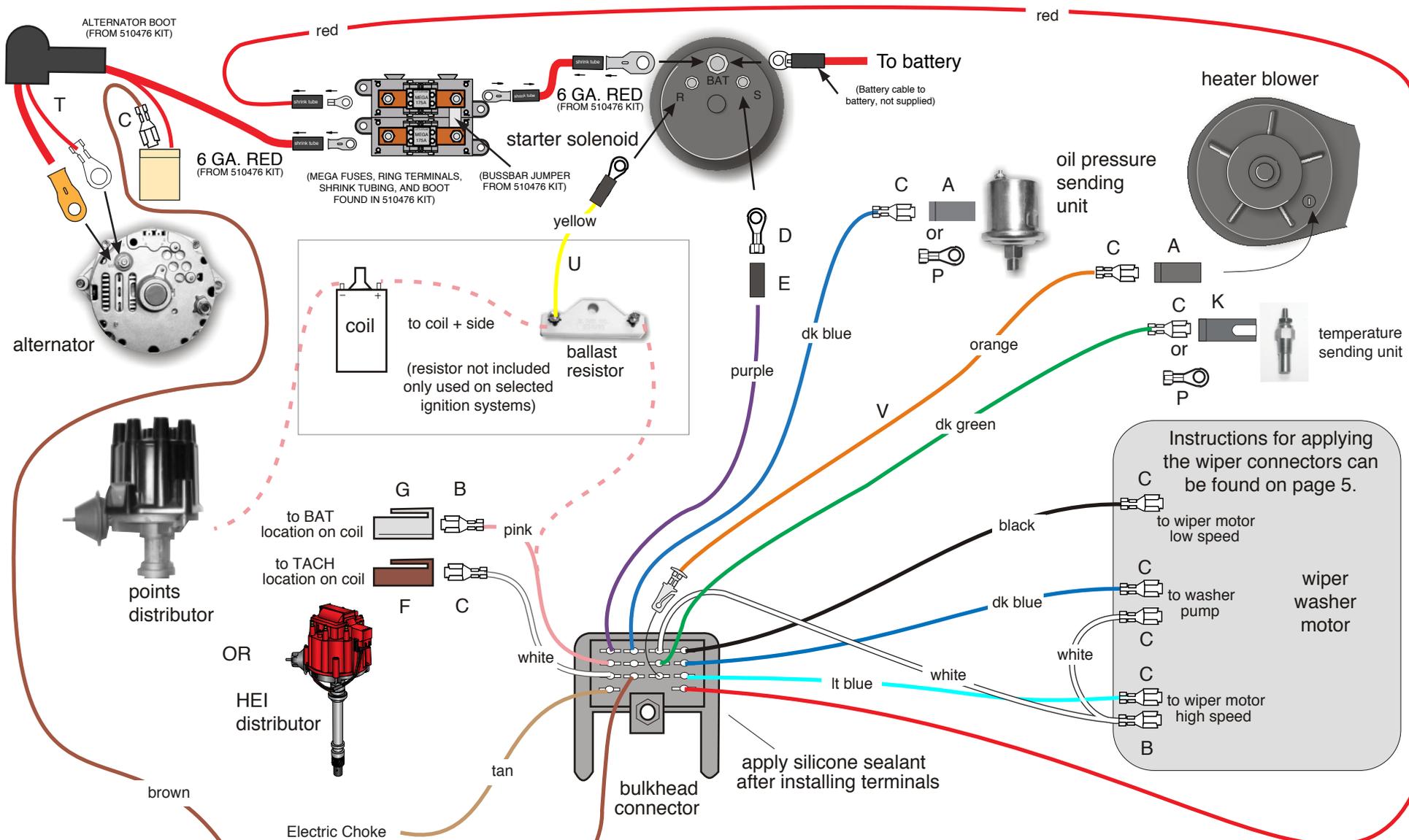


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ENGINE KIT
510765

92972747 instruction rev. 0.0 1/7/2020



Instructions for applying the wiper connectors can be found on page 5.

- to wiper motor low speed
- to washer pump
- to wiper motor high speed

wiper washer motor



ENGINE KIT
510765
92972747 instruction rev. 0.0 1/7/2020

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 | (12V BATTERY) | Connect the RED wire in this kit to the 175 amp MEGA-FUSE as shown on page 1 using the terminals and shrink tubing found in the 510476 Alternator and Main Power Connection kit. |
| PURPLE | (STARTER SOLENOID) | Route this wire to the starter solenoid, cut to length, install rubber sleeve E and ring D. Connect to the 'S' terminal on solenoid. |
| DK BLUE | (OIL PRESSURE SENDER) | Route this wire to the oil pressure sender, cut to length, install terminal P or terminal C and connector A, then attach to sending unit. |
| DK GREEN | (WATER TEMP SENDER) | Route this wire to the water temperature sender, cut to length, install terminal P or terminal C and connector K, then attach to sending unit. |
| TAN | (ELECTRIC CHOKE) | If used on a car with an electric choke, connect this wire to the choke thermostat. If you are not using an electric choke, this wire should be removed from the bulkhead connector. |

- PINK (12V IGNITION) **If using an HEI distributor, or after-market ignition system which requires a 12V feed:**
Route the PINK wire to the coil "+", trim to length, install terminal B and connector G, then plug onto 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 the ballast resistor. 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 (not included). Connect a piece of left over PINK wire to the coil side of the ballast resistor and route the to the distributor coil "+" side.

- WHITE (COIL-TACH) Route this wire to the coil and trim to length. If using an HEI distributor, terminal C and connector F are included for connection. Plug onto the TACH location on an HEI distributor or the "-" side of coil..

ALTERNATOR:

- HEAVY RED This wire can be found in the 510476 Alternator and Main Power Connection kit 510476.
- SMALL RED (Used only with a GM "SI" internally regulated alternator [except a 1-wire]) Send the ring terminal end of this wire through the alternator boot from the 510476 kit as shown on page 1 of this instruction set, and connect to the battery stud on the alternator.
- BROWN (ALTERNATOR IGN) This is your alternator regulator exciter wire. If using a 1-wire alternator, this wire can be removed from the main connector, as it will not be used. If using with a GM "SI" internally regulated alternator, route this BROWN wire to the alternator, cut to length, and install terminal C and plug into the empty cavity in the off white alternator connector T that has the SMALL RED wire already installed into it. Plug this completed assembly into your alternator.

REMAINING LOOSE WIRES:

- ORANGE (HEAT / AIR) If using after-market air conditioning, you will not need to plug this wire in. If using a stock heater only system, plug this wire into the bulkhead connector as shown on sheet 3, route this wire to the heater blower, cut to length, install terminal C and connector A, then plug into the blower unit.

Once the main connector has 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
510765

92972747 instruction rev. 0.0 1/7/2020

1964-1967 GTO Wiper Motor wiring

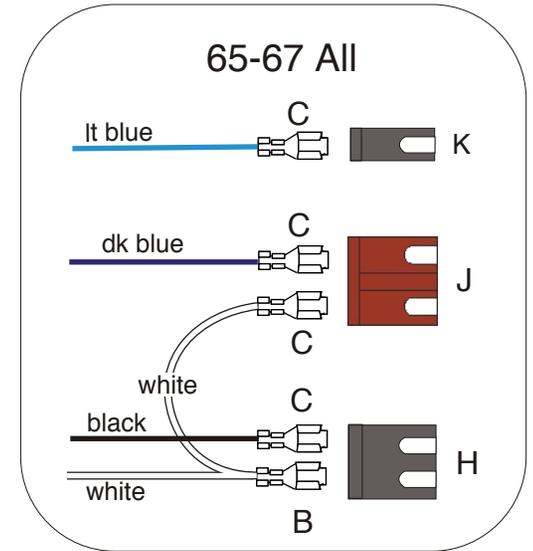
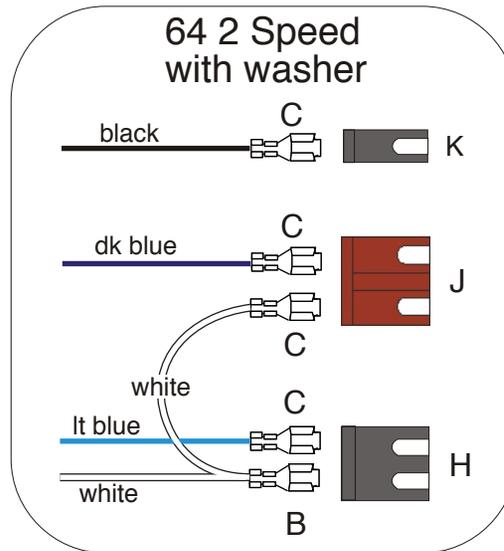
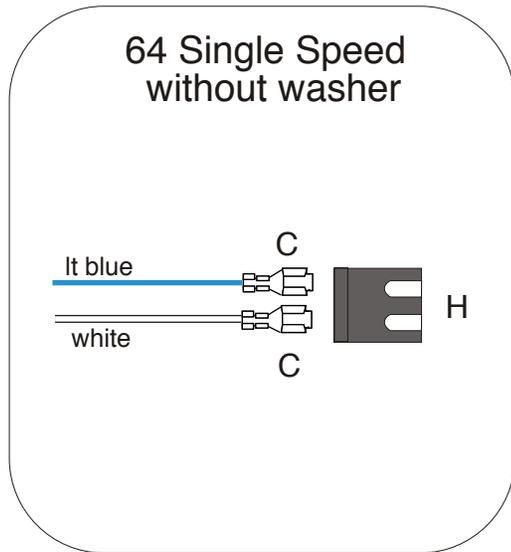
WIPER MOTOR WIRING

BLACK	(Wiper Low Speed)
DARK BLUE	(Washer)
LIGHT BLUE	(Wiper High Speed)
WHITE	(Wiper Acc)

Route this wire to the wiper motor, trim to length, install terminal C and plug into connector H or K as shown on this sheet.
 Route this wire to the washer pump, trim to length, install terminal C and plug into connector J as shown on this sheet.
 Route this wire to the wiper motor, trim to length, install terminal C and plug into connector H or K as shown on this sheet.
 For 2 speed applications, route this wire to the wiper motor, trim to length, double with the cutoff portion, install terminal B and plug into connector H as shown on this sheet. Route the loose end of this wire to the washer pump, trim to length, install terminal C and plug into connector J as shown on this sheet. On 1964 single speed applications, route this wire to the wiper motor, trim to length, install terminal C and plug into connector H as shown on this sheet

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.

Use the drawings below to install the appropriate terminals and connectors from sheet 2 for your wiper/washer application.



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**ENGINE KIT
510765**

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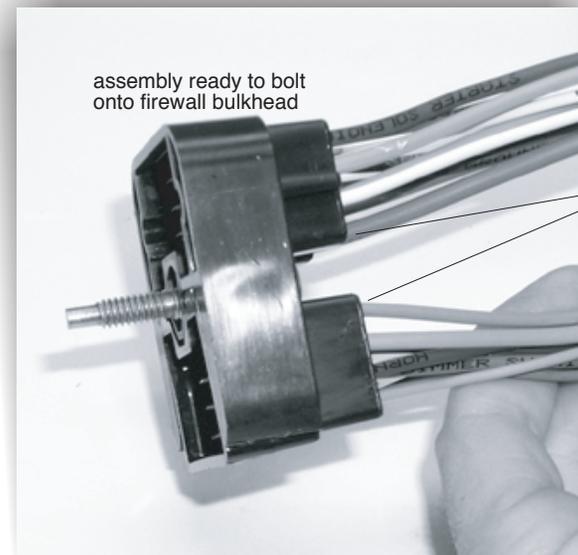
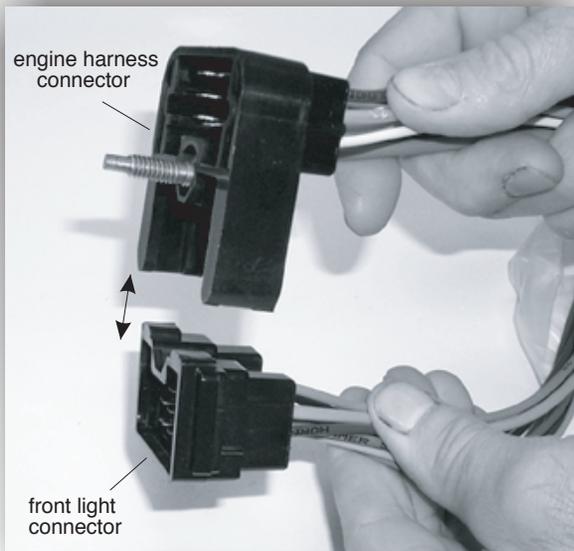
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ENGINE KIT
510765

92972747 instruction rev. 0.0 1/7/2020

Classic Update Series



apply silicone sealant to back side of connector after installing terminals

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 !



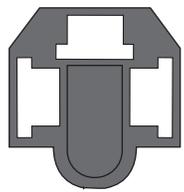
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Terminals used in this installation.

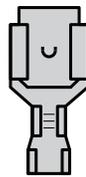
This kit contains loose piece terminals and connectors necessary to complete a connection to a specific component. Each connection on the instruction sheet identifies specific parts by a letter code that corresponds to the letter code on a part picture identified below. The parts below are shown in actual size to help in identification. This kit will only contain those parts required for the connections in the specific sub-kit you are working on. Just match the part to the picture below to identify the part letter code you will see on the instruction sheet for the sub-kit harness you are working on. We have supplied additional terminals in the event that extra terminals are necessary.



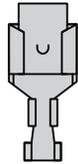
A



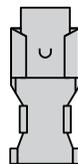
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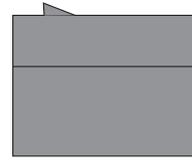
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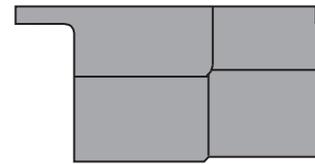
D



E



F



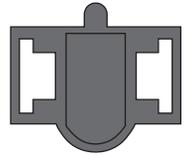
H



J



L



T



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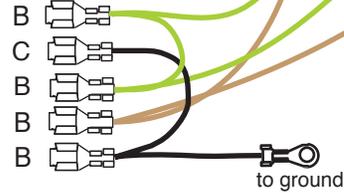
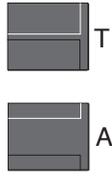
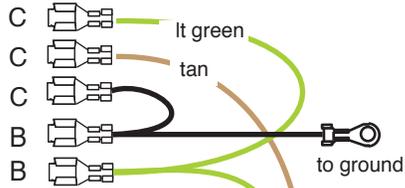
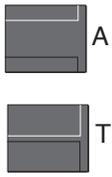
1964-67 GTO
Front Light

510764

92972744 instruction rev 0.0 1/7/2020

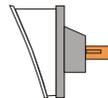
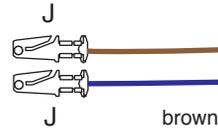
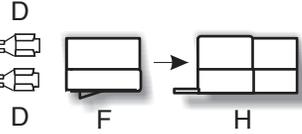
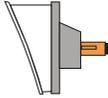
Classic Update Series

right headlights

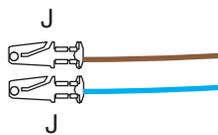
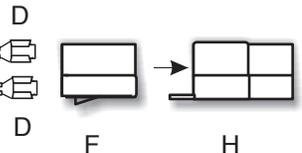


left headlights

RH parking lamp assembly (not included)



LH parking lamp assembly (not included)

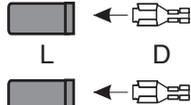


(to automatic transmission kickdown solenoid - 1964, 66 and 67)



OR

(to carburetor mounted kickdown switch - 1965)



(to automatic transmission kickdown solenoid - 1965)



to electric fan orange



to horn L E

to horn L D

dk green

lt green

tan

bulkhead connector

apply silicone sealant to wire entry side of connector after installing terminals

to brake pressure warning switch

tan

dk blue

brown

brown

lt blue



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1964-67 GTO
Front Light

510764

92972744 instruction rev 0.0 1/7/2020

1964-1967 GTO Front Lighting

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

LIGHT BLUE	LEFT FRONT TURN	Route this wire to the left hand turn signal lamp, cut to length, install terminal J and plug into connector H, as shown on sheet 3.
DARK BLUE	RIGHT FRONT TURN	Route this wire to the right hand turn signal lamp, cut to length, install terminal J and plug into connector H, as shown on sheet 3.
BROWN	PARK LIGHTS	Route one of these wires to the left hand turn signal lamp, cut to length, install terminal J, and plug into connector H with the light blue wire from above, as shown on sheet 3. Route the other brown wire to the right hand turn signal lamp, cut to length, install terminal J and plug into connector H with the dark blue wire from above as shown on sheet 3.
NOTE: Your parking and directional lights use factory pre-assembled parking lamp housing assemblies that are not serviceable. We have provided terminals D and connectors F in case the factory ends have been cut from your lamp assemblies. Install as needed then plug your factory assemblies into connectors H from above.		
TAN	HEADLIGHT LOW BEAM	Route this wire to the driver side upper headlight, cut to length, double this wire with the cutoff portion, install terminal B, and plug this terminal into connector A in the location shown on sheet 3. Route the remaining portion of this TAN wire to the passenger side upper headlight, cut to length, passenger side upper headlight, cut to length, install terminal C, and plug into connector A in the location shown on sheet 3.
LIGHT GREEN	HEADLIGHT	Route this wire to the driver side upper 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 2. Route the remaining portion of this light green wire over to the driver side lower 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 3. Route the remaining portion of this light green wire over to the passenger side lower 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 3. Route the remaining portion of this light green wire over to the passenger side upper headlight, cut to length, install terminal C, and plug it into connector A in the location shown on sheet 3.
BLACK	GROUND	Bolt the grounding ring to your core support then route this wire to the driver side upper headlight and trim to length. Once cut, unbolt the ring terminal, remove the wire and double it with the cutoff portion, install terminal B, and plug into connector A in the location shown on sheet 3. Route the remaining portion over to the driver side lower head light, cut to length, install terminal C, and plug it into connector T in the location shown on sheet 3. Tightly re-attach the grounding ring to the core support. Repeat this process for the passenger side.
DARK GREEN	HORN	Route this wire to a horn, cut to length, double it with the cutoff portion, install terminal E, and plug into connector L as shown on sheet 3. Route the remaining portion of this dark green wire to your other horn, cut to length, install terminal D, and plug into connector L as shown on sheet 3. Plug each of the connectors onto a horn.
ORANGE	ELECTRIC FAN	Route to the electric fan relay, and connect per manufacturer's instructions. NOTE: We recommend that this wire be used as the trigger wire for the electric fan relay.
ORANGE	(no printing)	This wire is for the Turbo 400 transmission kickdown. If your car has this option, plug this orange wire into the main bulkhead connector in the location shown on page 3. If used on a car with a T400 transmission that is operated by a gas pedal mounted downshift switch on the inside of the car (typically 1964, 1966 and 1967), connect this wire to the transmission downshift solenoid using terminal D and connector L. If your switch is mounted on the carburetor (typically 1965), route this wire to the transmission downshift switch, cut to length and connect it to the switch using terminal D and connector L. Connect the remaining portion of the wire to the other side of the switch using terminal D and connector L, then route that wire down to the transmission downshift solenoid and connect it there using terminal D and connector L.
TAN	BRAKE LIGHT SWITCH	If your car has this option, plug the tan wire with the 90 degree molded rubber end into the front light connector as shown on sheet 3. Plug the other end onto the stock brake sender switch.

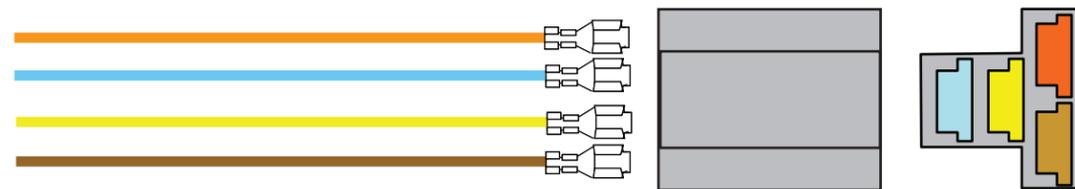
After all wires are installed from this kit, the main connector should have die-electric grease applied to the terminals. Also, to assure a moisture resistance seal, apply silicone sealant to the outside of the main connector around each wire.



1964-67 GTO
Front Light

510764

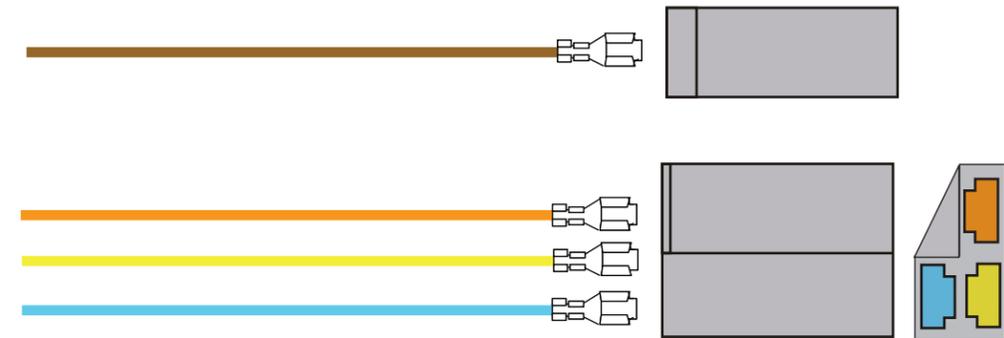
Heater switch connection as viewed looking into the connector.



1964 - 1965 GTO, LEMANS, TEMPEST HEATER
AND BLOWER SWITCH CONNECTION WITH
FACTORY HEATER AND NO A/C.

DIAGRAM "J"

Heater switch connection as viewed looking into the connector.



1966 - 1967 GTO, LEMANS, TEMPEST HEATER
AND BLOWER SWITCH CONNECTIONS WITH
FACTORY HEATER AND NO A/C.

DIAGRAM "K"



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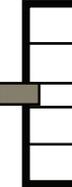
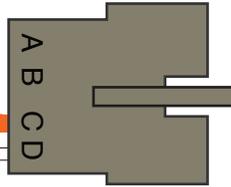
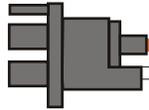
To automatic transmission shift indicator quadrant



To courtesy lamp switch assembly inside console box.



To console rear courtesy lamp



NOTE: Use only with an automatic transmission. Plug these ends into the main connector below maintaining color continuity with the mating console connection on the dash harness 510190, Bag G

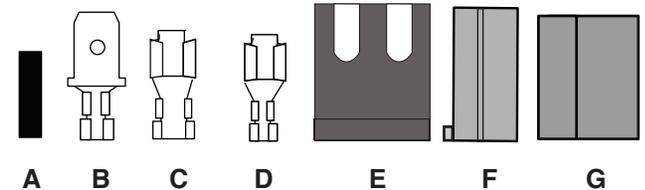
Plug this connector onto the console connection of the dash harness 510190, Bag G

NOTE: If your car has a console you will need the extra harnesses contained in this kit. If your car has a column-shifted automatic or a floor shifted manual transmission without a console, skip to number 2.

1. If you have an automatic transmission, plug the lamp socket with the gray and black wires into the 4 way main connector above containing the orange and white wires maintaining color continuity with the mating console connection on dash harness 510190, Bag G. If your car has a manual transmission, you will not use the lamp socket with the gray and black wires. Once you have determined how you will use the main connector from this kit, plug it onto the dash harness 510190, Bag G, as specified on the instruction sheet for 510190. The black and gray wire lamp socket will plug into your transmission selector quadrant (P R N D L) to illuminate it. The orange and white wire lamp socket will plug into the rear console courtesy lamp. The orange wire with the fishhook terminal will plug into your console box courtesy lamp switch.

2. The wires for your neutral safety and back up lamp switch connections will be found on the dash harness, 510190, Bag G. Terminals and sleeves A and B have been provided for a console mounted neutral safety switch. Terminals C and connector F have been provided for a column mounted neutral safety switch. If you are running a manual transmission, you must connect the 2 purple wires together to complete the starter solenoid circuit.

3. Terminals D and connectors E or G have been provided for either your console or column mounted back up lamp switch.



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Classic Update Series

*** These are special instructions for connecting your wiring system to a stock instrument cluster. ***
(Note: This kit does not support the use of a stock ammeter.)

REFER TO THE ATTACHED DIAGRAMS FOR YOUR APPLICATION YEAR. USE THE ENCLOSED PARTS AND INFORMATION BELOW FOR WIRE TERMINATION AND GAUGE CONNECTION.

NOTE: If you are using aftermarket gauges, follow the instructions on pages 7 and 8 and from the after market gauge package included in this kit (92965220).

CONNECTOR A

TAN	Brake Light Switch (1967 only)	Install components shown on the following sheets, and plug into the brake light hole in cluster. If your car does not have a brake warning lamp. this wire can be removed from the connector.
DK BLUE	Right Dash Indicator	Install components shown on the following sheets, and plug into the right turn indicator hole in the cluster.
LT BLUE	Left Dash Indicator	Install components shown on the following sheets, and plug into the left turn indicator hole in the cluster.
LT GREEN	Hi Beam Indicator	Install components shown on the following sheets, and plug into the high beam hole in cluster.
TAN	Gas Gauge	Install components shown on the following sheets, and plug into the fuel gauge.
DK BLUE	Oil Pressure Sender	Install components shown on the following sheets, and plug into the oil gauge or lamp.
DK GREEN	Water Temp Sender	Install components shown on the following sheets, and plug into the temp gauge or lamp.
WHITE	Coil Tach (loose wire)	This wire is used on factory gauge applications. Install components shown on the following sheets, and plug into the tachometer.
BROWN	Alternator Ign (loose wire)	This wire is used on warning lamp applications. This wire is stamped "ALT-IGN". Install components shown on the following sheets, and plug into the generator (alternator) lamp hole in cluster.

CONNECTOR B

PINK	12V ignition	Install components shown on the following sheets, and connect to gauges or warning lights requiring a 12V ignition feed.
GREY	Dash lights	Install components shown on the following sheets, and plug into the instrument lamps.
BLACK	Ground	Connect to the back of the instrument cluster housing.

CONNECTOR K

This connector is used when using an aftermarket electric speedometer. Follow the manufacturer's instructions when installing these wires. Twist the purple and yellow wires together for their entire length to prevent interference. If you are using the stock speedometer discard this connector. See sheet 7 and 8 for installation instructions

CLOCK EXTENSION

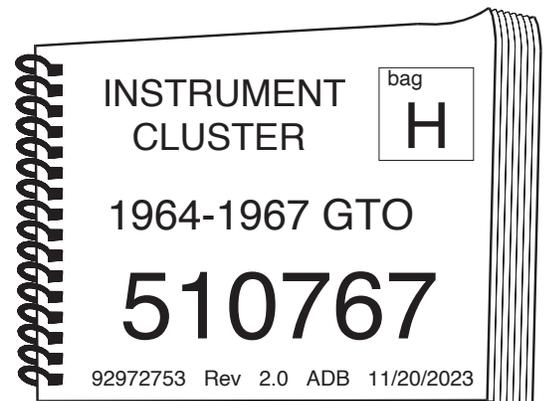
This wire assembly will plug into your factory dash mounted clock.

YELLOW	Clock battery	Connect this wire onto the power stud on the back of your clock and to the Dash harness.
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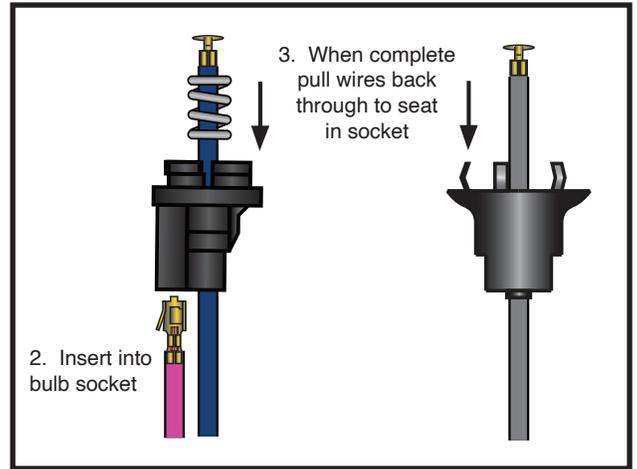
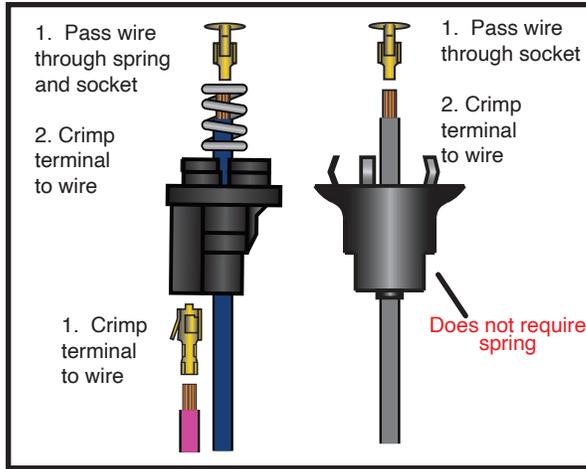


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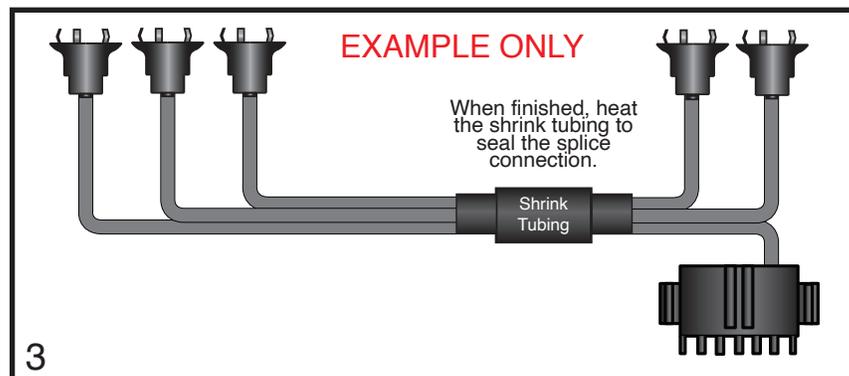
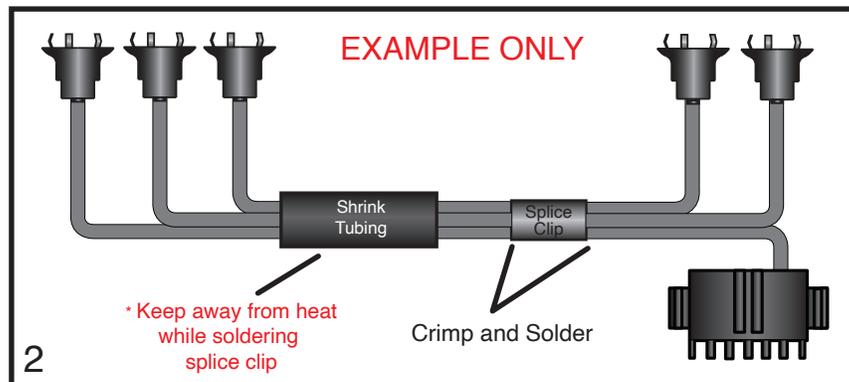
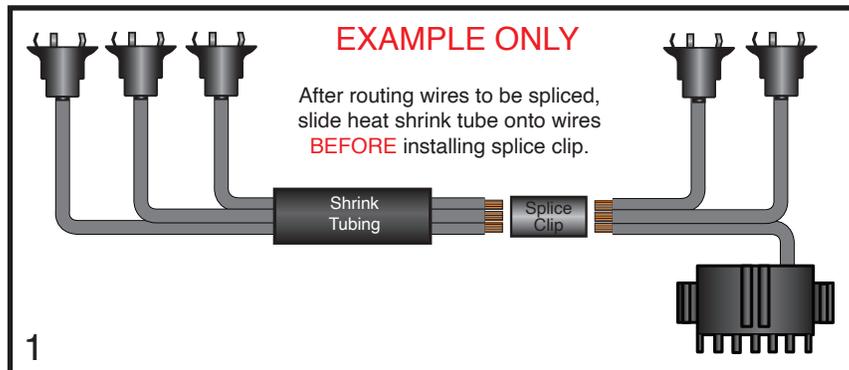


How to install lamp sockets and lamp socket terminals.

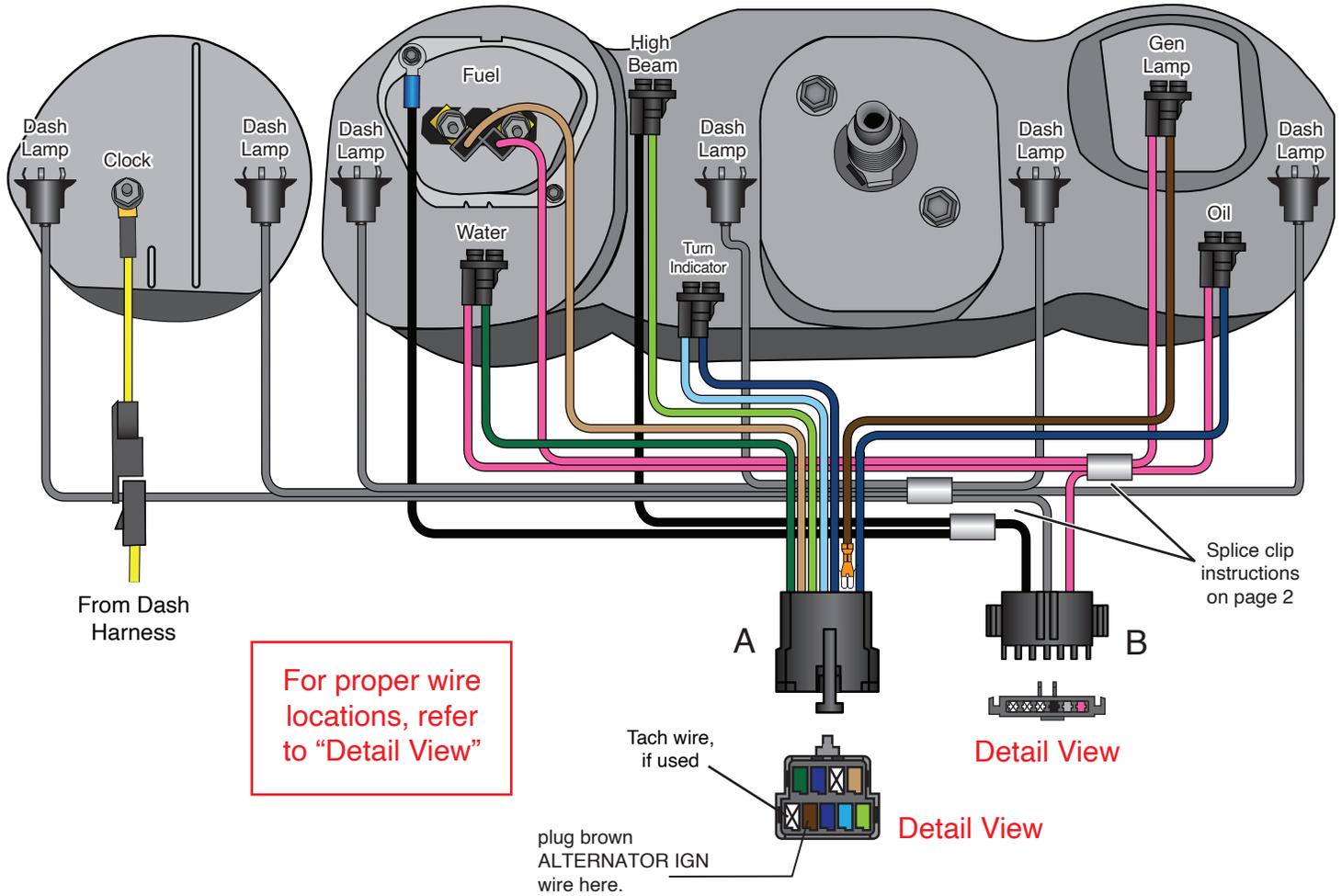


How to use the splice clip to join multiple wires.

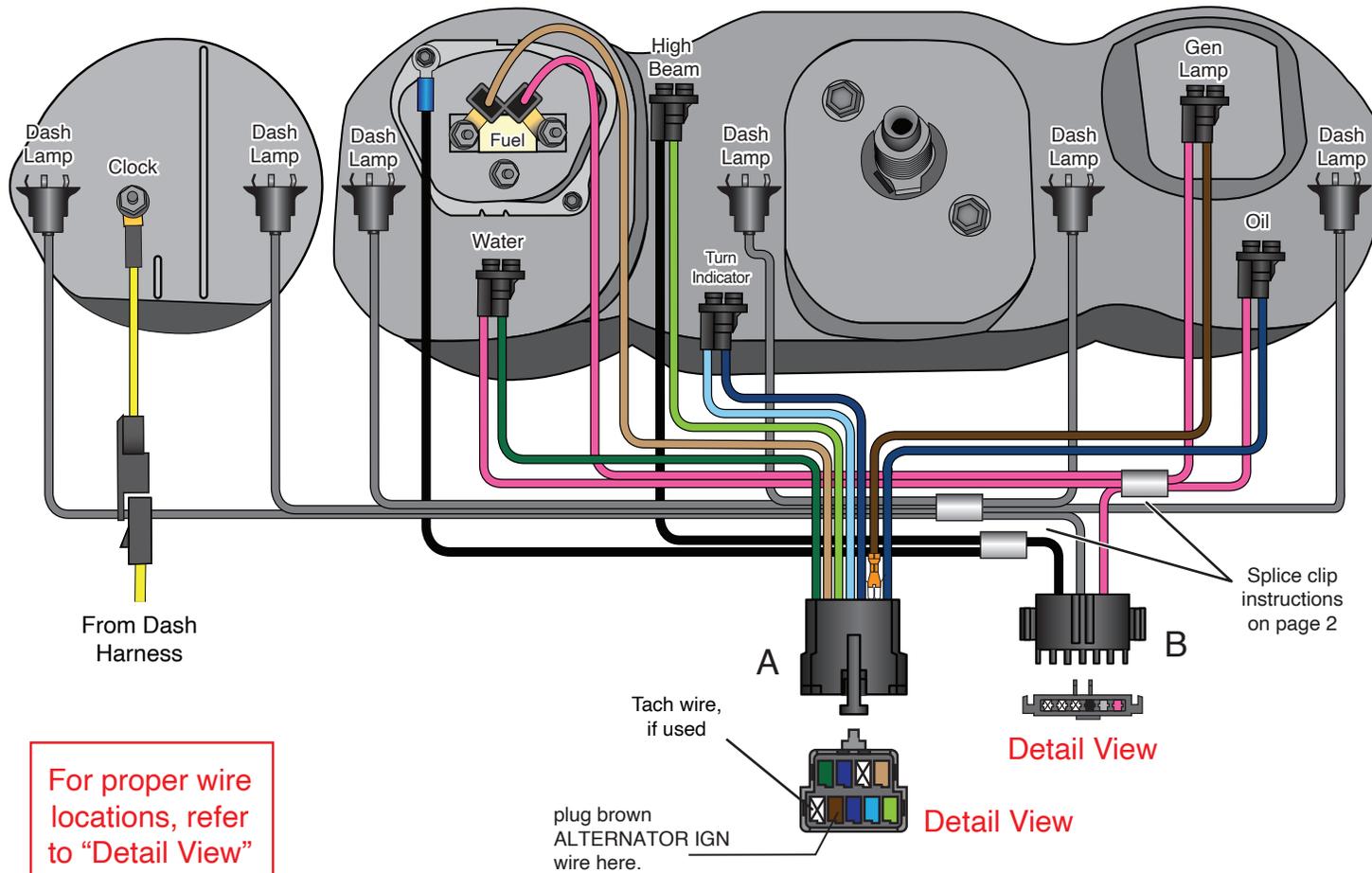
Below is just an **EXAMPLE** of how to use the splice clip and shrink tubing; see your specific application on the following pages for actual splice information.



1964 GTO, Lemans, Tempest with Warning Lights

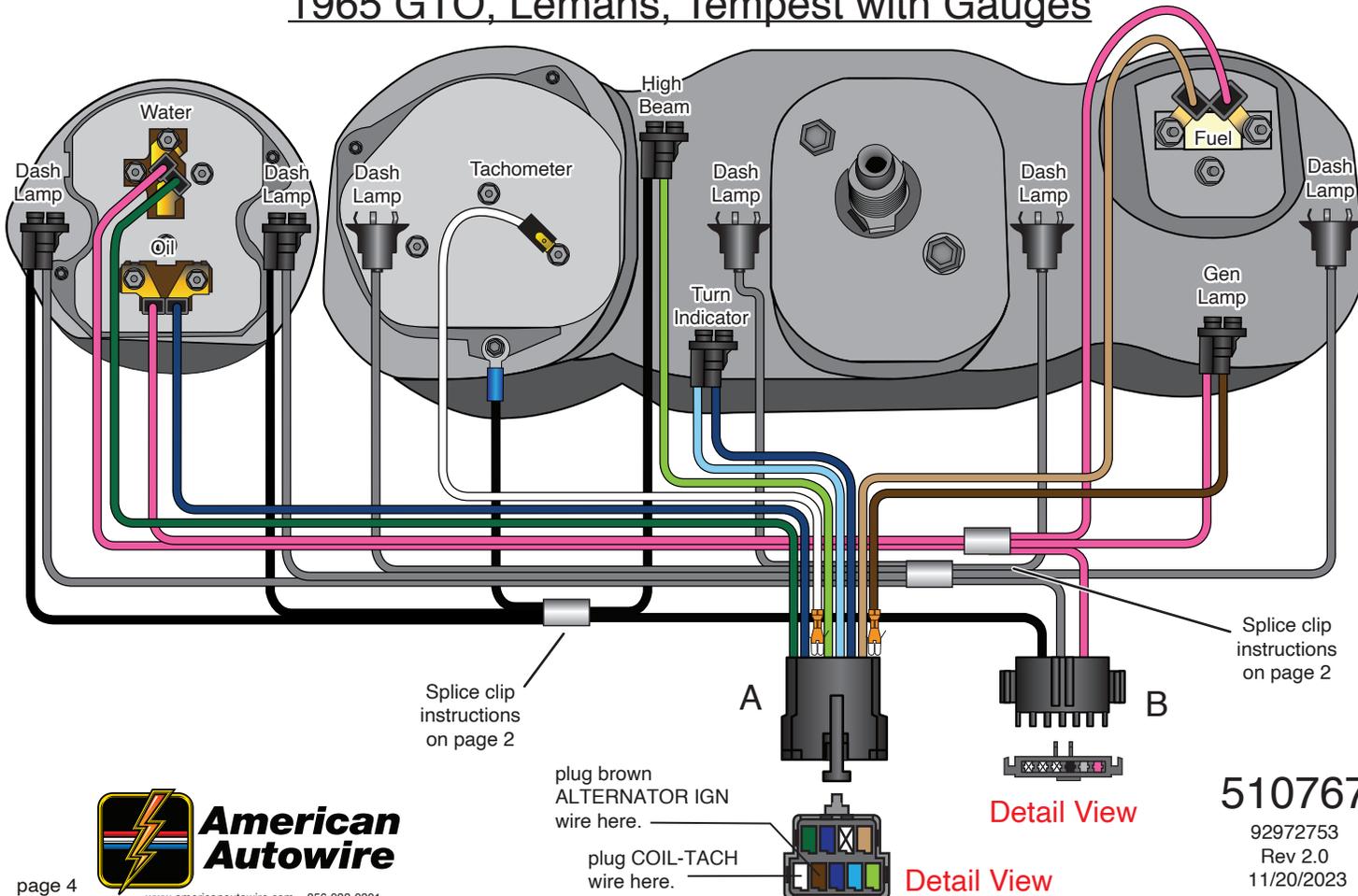


1965 GTO, Lemans, Tempest with Warning Lights

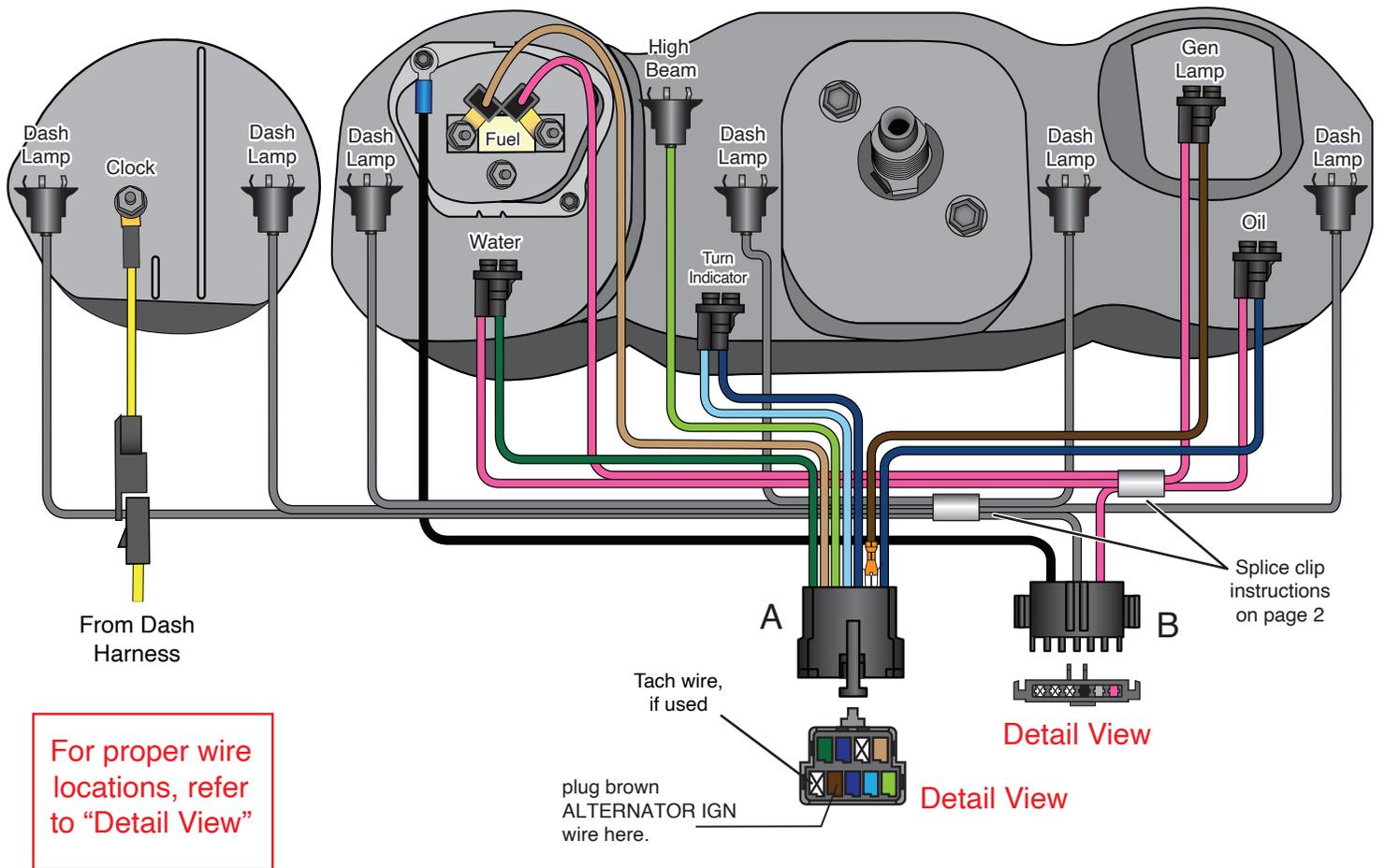


For proper wire locations, refer to "Detail View"

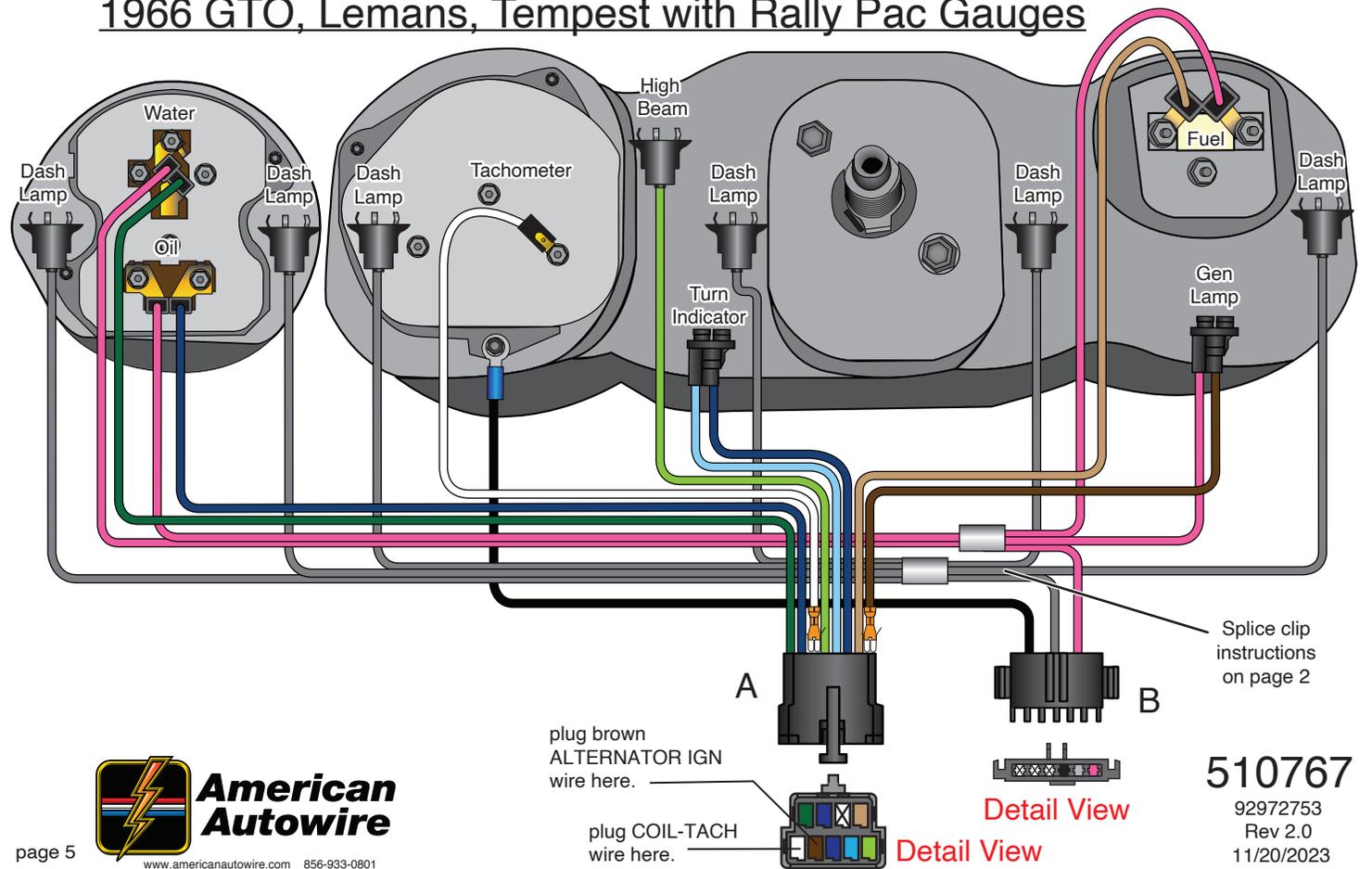
1965 GTO, Lemans, Tempest with Gauges



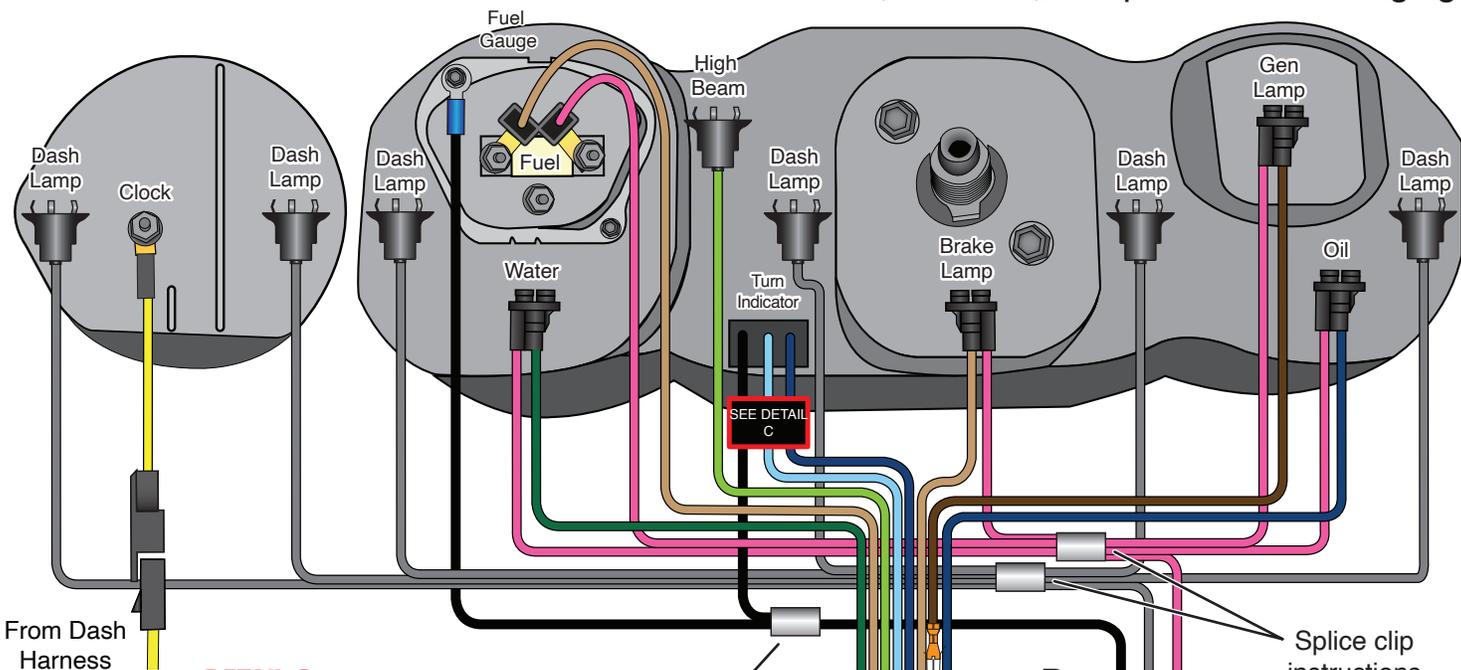
1966 GTO, Lemans, Tempest with Warnings Lights



1966 GTO, Lemans, Tempest with Rally Pac Gauges



1967 GTO, Lemans, Tempest with warning lights



From Dash Harness

DETAIL C

For 1967, the original turn signal indicator housing must be reused. The original wires must be cut and connected to the wires coming from connector A. The wires will connect color for color.

Stock Wires	Supplied Wires

Splice clip instructions on page 2

Tach wire, if used

Plug brown ALTERNATOR IGN wire here.

B

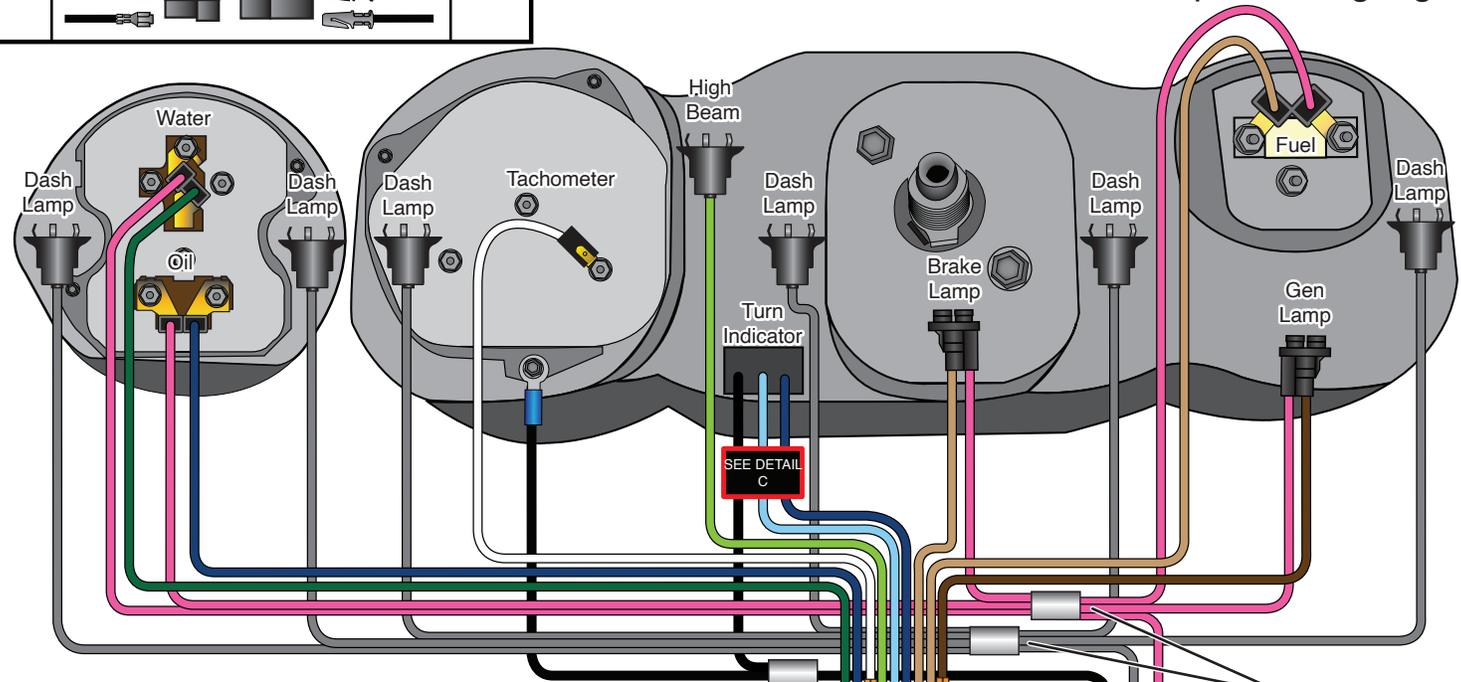
Splice clip instructions on page 2

Detail View

For proper wire locations, refer to "Detail View"

Detail View

1967 GTO, Lemans, Tempest with gauges



Splice clip instructions on page 2

plug brown ALTERNATOR IGN wire here.

plug COIL-TACH wire here.

B

Splice clip instructions on page 2

Detail View

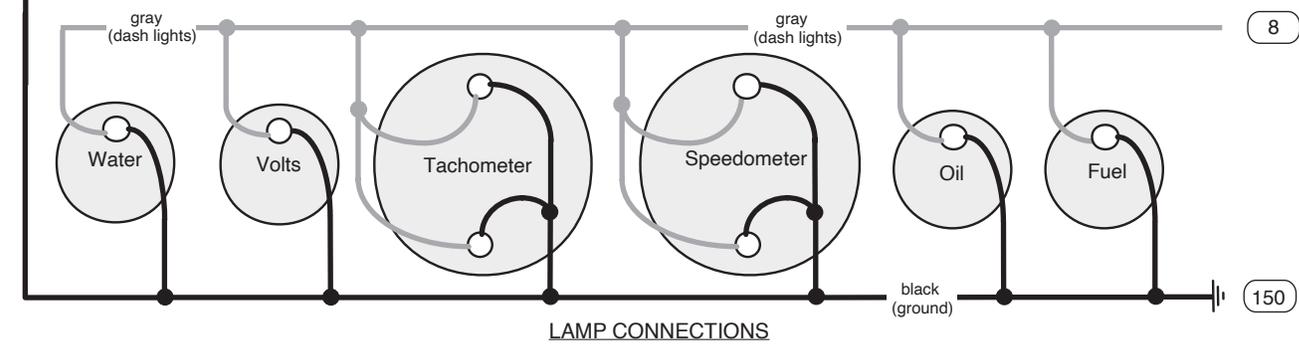
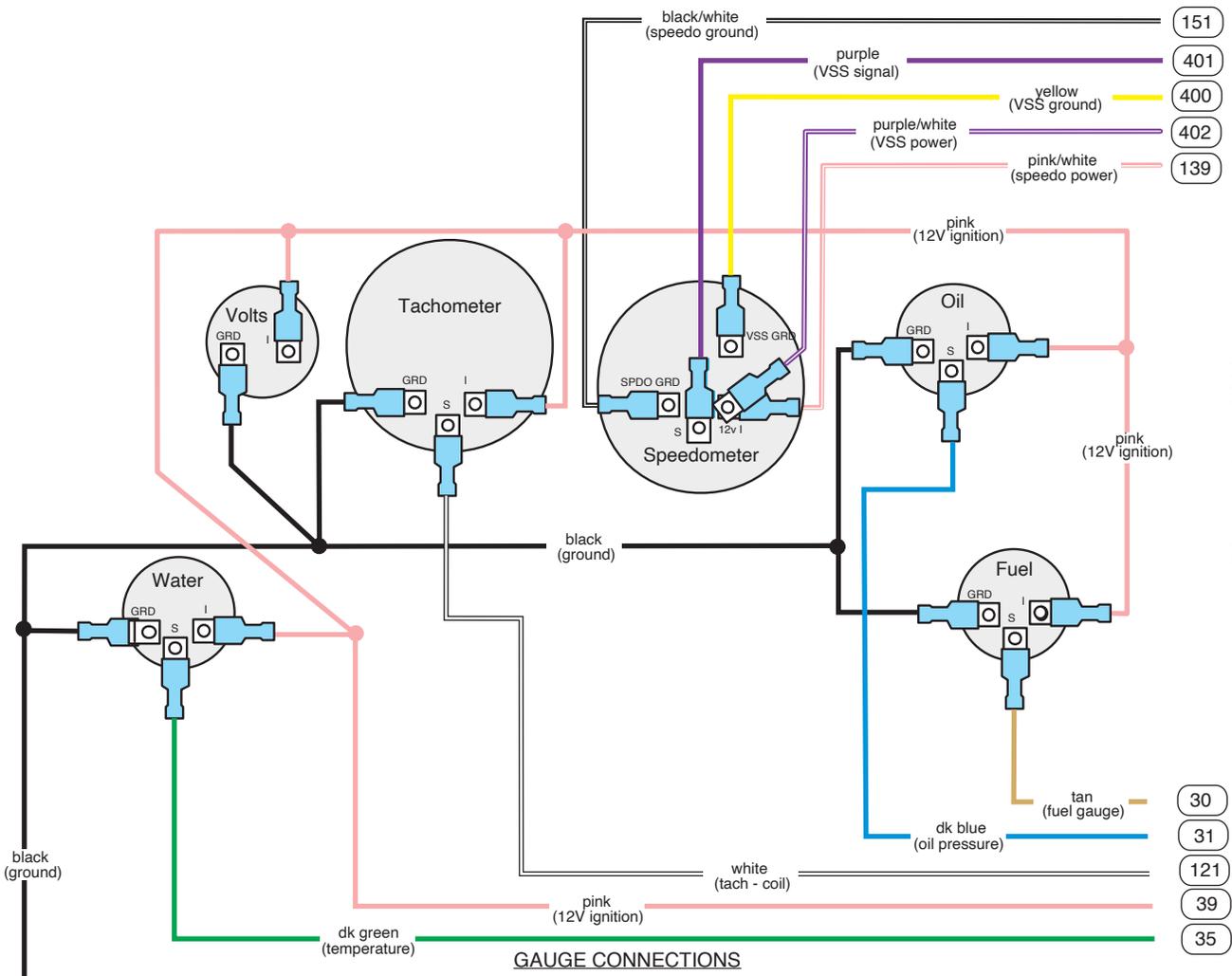
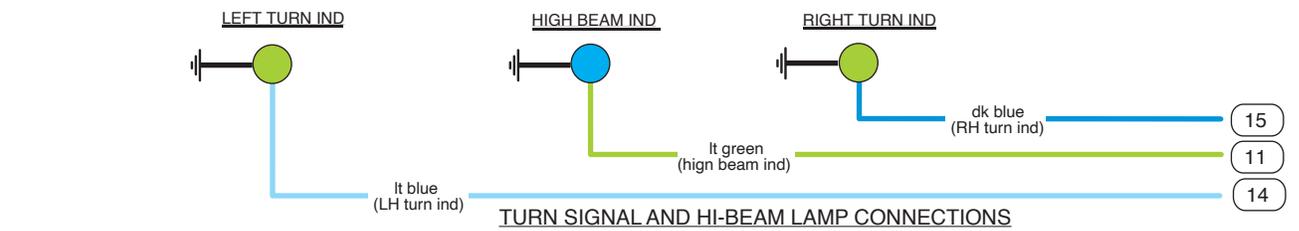
Detail View



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TYPICAL AFTERMARKET GAUGE CONNECTIONS
(BLADE TYPE CONNECTIONS SHOWN)

Classic Update Series



Instrument Cluster Lead Wires

USE THIS SHEET TO CONNECT ANY AFTERMARKET ELECTRIC SPEEDOMETER TO THE CLASSIC UPDATE WIRING SYSTEM

TYPICAL ELECTRIC SPEEDO CONNECTIONS

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

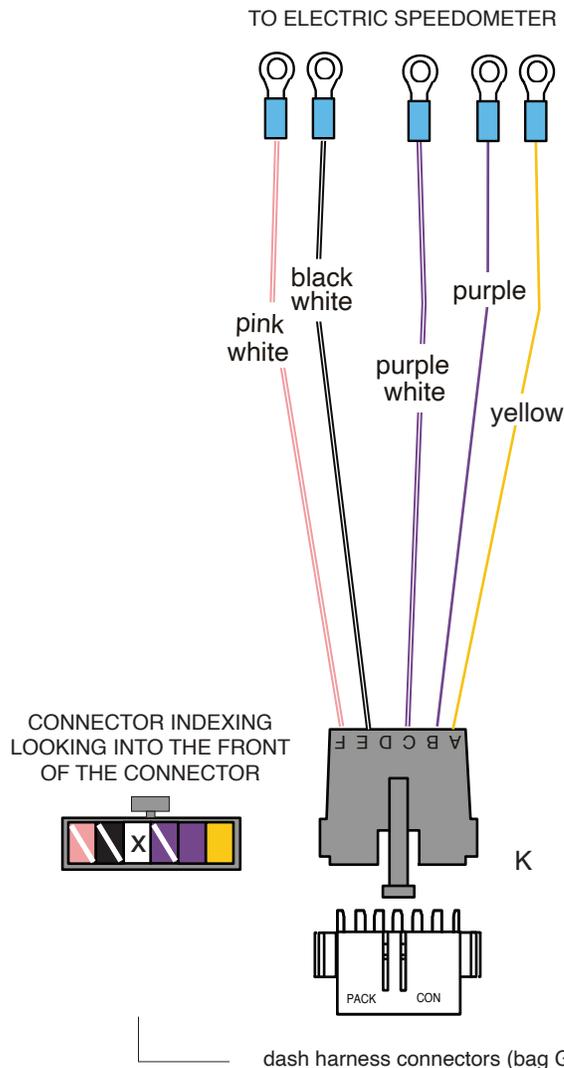
Yellow VSS Ground Connect to VSS neg. "-" on speedometer.

Purple VSS Signal Connect to VSS input on speedometer.

Purple/White VSS Power Connect to 12V power on speedometer.

Black/White Speedo Ground Connect to ground on speedometer.

Pink/White Speedo Power Connect to 12v power on speedometer.
NOTE: This wire will double onto the same stud as the purple/white VSS power wire from above.

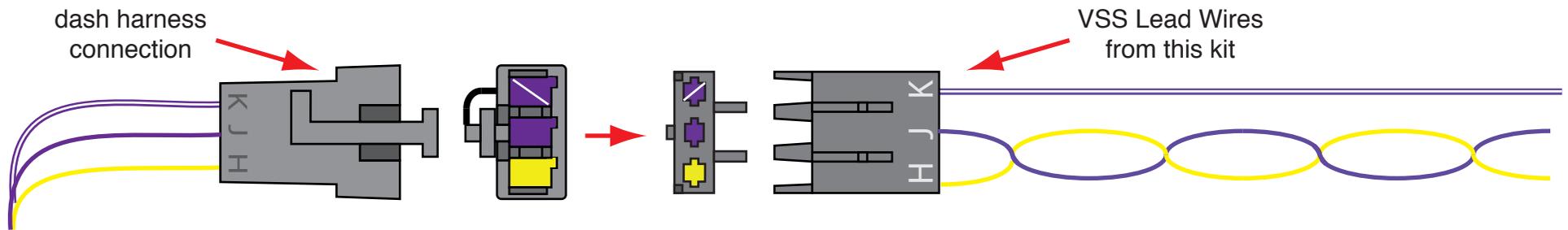


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510767

92972753
Rev 2.0
11/20/2023

Electric Speedo VSS extension connection:



If you are using an aftermarket electric speedometer in your vehicle, you will need to connect the vehicle speed sensor (VSS) Lead Wires from this kit to the dash side connection of your dash harness. The yellow and solid purple wires must remain twisted together as shown above. These three wires will need to pass through the firewall or floor of your vehicle down to the vehicle speed sensor unit in the transmission. Generally, the solid purple wire connects to the “signal” lead, the yellow wire connects to the “ground” lead, and the purple/white stripe wire connects to the “12 volt power” lead on the vehicle speed sensor assembly. However, you should consult the directions that came with your gauges, and connect your vehicle speed sensor per the manufacturer’s instructions.



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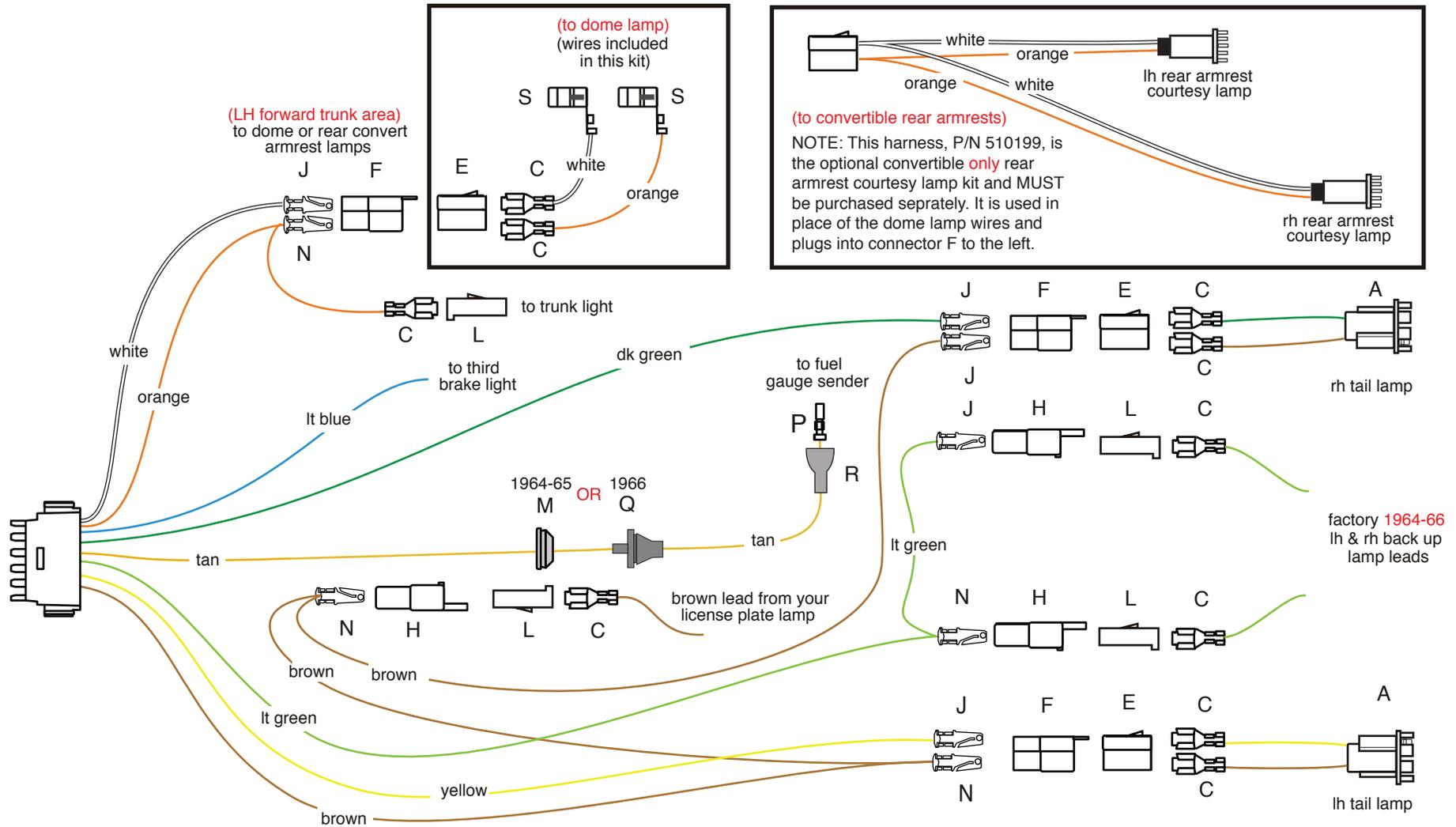
VSS LEAD WIRES
Various Applications
Classic Update Series

510730

92972371 Rev 0.0 4/9/2019

bag
V

Classic Update Series



1964 Tempest Coupe,
2dr. and 4dr. sedans;

1965 Tempest, Lemans,
& GTO Coupe, Convertible,
2dr. and 4dr. sedans;

1966 Tempest & Lemans,
Coupe, Convertible,
2dr. and 4dr. sedans;



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Classic Update Series

1964-67 GTO

REAR BODY KIT

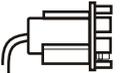
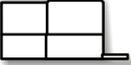
510768

92972756 instruction rev 0.0 1/6/2020

bag
M

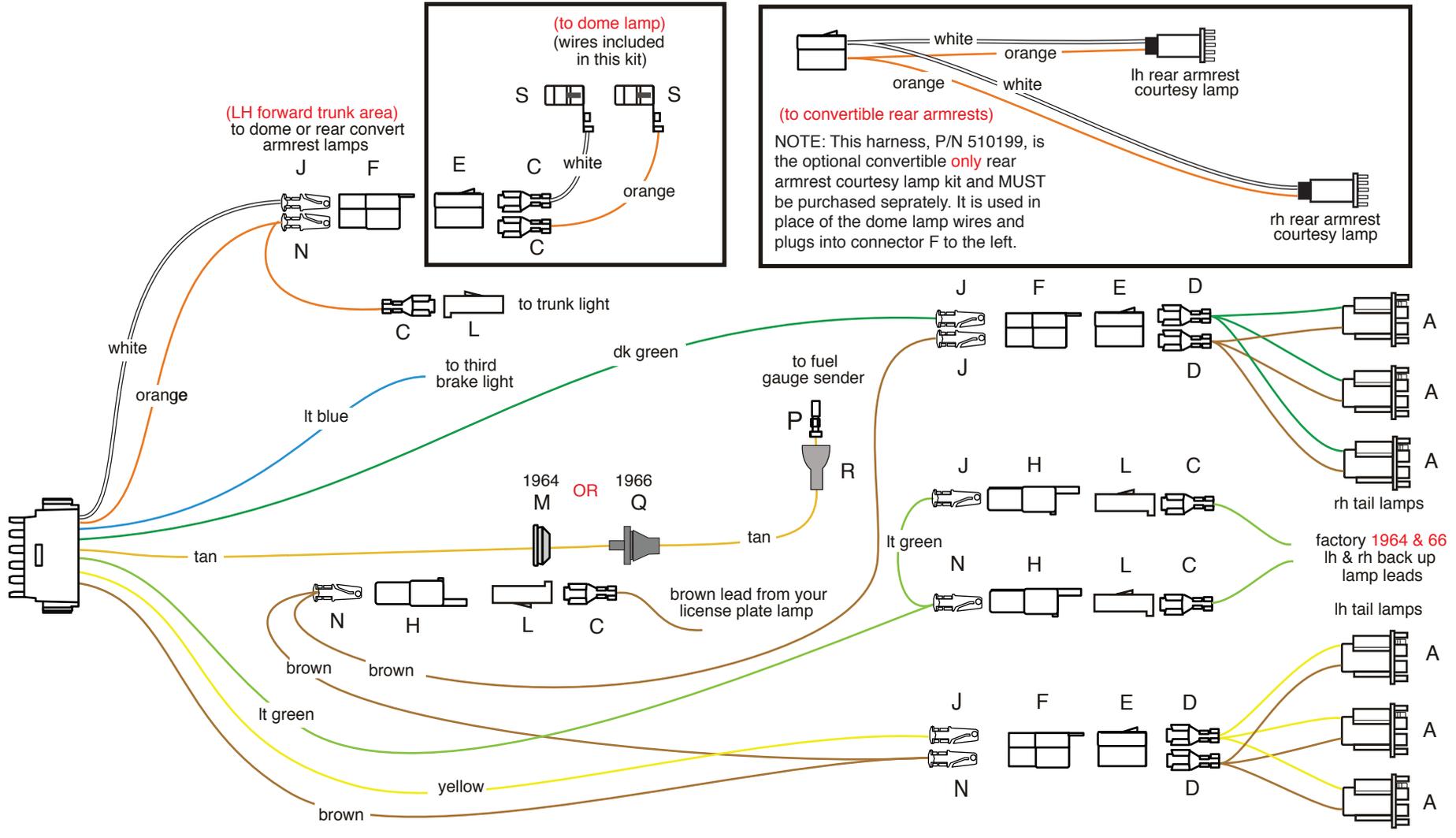
1964-66 Tempest, LeMans & GTO Coupe, Convertible, & Sedan models (See page 1)

Connect the main connector to the mating connector on the dash harness 510766 bag G. Route this harness along door sill and into the trunk.

A		LIGHT BLUE TAN	Third brake light Fuel Tank Sender	Connect to the third brake lamp, if equipped. Route this wire to the rear of the car close to the exit hole in the trunk floor, install grommet M (64-5) or Q (66) depending on the year of your car as shown on sheet 1, continue the wire down thru the hole in the floor to the fuel sender unit and trim to length. Install molded sleeve R then crimp terminal P onto the wire. Pull the sleeve connector R up over terminal P, then plug the assembled connector lead onto the sending unit to complete the fuel tank sender connection.
C				
D		BROWN	Running lamps	Route this wire to the LH tail lamp, cut to length, double this wire with the cut off portion, install terminal N and plug into connector F in the location shown on sheet 1. Route the loose end of this brown wire to the license lamp area, cut to length, double this wire with the cut off portion, install terminal N and plug into connector H as shown on sheet 1. Route the loose end of this brown wire to the RH tail lamp, cut to length, install terminal J and plug into connector F in the location shown on sheet 1.
E				
F				
H		YELLOW	LH Stop / Tail	Route this wire to the LH tail lamp area, cut to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 1. Plug LH pigtail A (yellow and brown wires) from above into this connection to complete the LH stop and tail connection.
J		DK GREEN	RH Stop / Tail	Route this wire to the RH tail lamp area, cut to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 1. Plug RH pigtail A (green and brown wires) from above into this connection to complete the RH stop and tail connection.
L		LIGHT GREEN	Back up lamp feed	Route this wire to the LH back up lamp area, cut to length, double this wire with the cut off portion, install terminal N and plug into connector H as shown on sheet 1. Route the loose end of this light green wire over to the RH back up lamp area, cut to length, install terminal J and plug into connector H as shown on sheet 1.
M				
N				
P		WHITE	Courtesy ground	On 1964 Tempest coupes and sedans, 1965 Tempest, Lemans, and GTO coupes, sedans, and convertibles, and 1966 Tempest and Lemans coupes, sedans, and convertibles where the back up lamp is mounted in the rear bumper, the pigtail wire leads from your factory assembled back up lamps will plug directly into the back up lamp connections you just made completing the back up circuit on your car. New terminals C and connectors L have been provided in case your original leads have been cut or were previously damaged. If you are using a dome lamp (or convertible rear arm rest courtesy lamps), route the loose end of this wire to the rear trunk hinge area, cut to length, install terminal J and plug into connector F in location shown on sheet 1.
Q				<u>Dome extension:</u> Install the loose white wire S (supplied with terminal installed) into the dome lamp housing. Route unterminated end of this wire to connector F as shown on sheet 1, trim to length, install terminal C and into plug connector E maintaining color continuity with the white wire in connector F.
R		ORANGE	Courtesy Lamp Feed	If you are using a dome lamp (or convertible rear arm rest courtesy lamps), route the loose end of this wire to the rear trunk hinge area, cut to length, double with the cut off portion, install terminal N and plug into the empty cavity of connector F in location shown on sheet 1. Route the loose end of this wire over to the trunk lid area trim to length, install terminal C and plug into connector L. Your factory trunk lamp lead will plug into this connection.
S				<u>Dome extension:</u> Install the loose orange wire S (supplied with terminal installed) into the dome lamp housing. Route unterminated end of this wire to connector F as shown on sheet 1, trim to length, install terminal C and into plug connector E maintaining color continuity with the orange wire in connector F.

Your completed dome extension or optional convertible rear quarter arm rest courtesy lamps (P/N 510199) will plug into connector F in the connection at the left trunk hinge area to complete your dome or rear quarter arm rest courtesy lamp connections.

Classic Update Series



1964 Lemans & GTO Coupe, Convertible, 2dr. and 4dr. sedans;
1966 GTO Coupe, Convertible & 2dr. sedan.

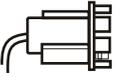
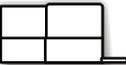


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Classic Update Series **bag M**
 1964-67 GTO
REAR BODY KIT
510768
 92972756 instruction rev 0.0 1/6/202

1964 & 66 LeMans & GTO Coupe, Convertible, & Sedan models (See page 3)

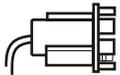
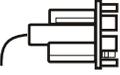
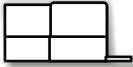
Connect the main connector to the mating connector on the dash harness 510766 bag G. Route this harness along door sill and into the trunk.

A		LIGHT BLUE	Third brake light	Connect to the third brake lamp, if equipped.
		TAN	Fuel Tank Sender	Route this wire to the rear of the car close to the exit hole in the trunk floor, install grommet M (64) or Q (66) depending on the year of your car as shown on sheet 3, continue the wire down thru the hole in the floor to the fuel sender unit and trim to length. Install molded sleeve R then crimp terminal P onto the wire. Pull the sleeve connector R up over terminal P, then plug the assembled connector lead onto the sending unit to complete the fuel tank sender connection.
C		BROWN	Running lamps	Route this wire to the LH tail lamp, cut to length, double this wire with the cut off portion, install terminal N and plug into connector F in the location shown on sheet 3. Route the loose end of this brown wire to the license lamp area, cut to length, double this wire with the cut off portion, install terminal N and plug into connector H as shown on sheet 3. Route the loose end of this brown wire to the RH tail lamp, cut to length, install terminal J and plug into connector F in the location shown on sheet 3.
D				
E				
F				Note: New terminal C and connector L have been provided for your license lamp lead in case your original was cut or damaged. New Stop/Tail pigtails A (yellow and brown for LH driver's side, and green and brown for RH passenger's side) have been provided for you as well. Triple the 3 brown wires from the LH pigtails together and crimp terminal D onto them, then triple the 3 yellow wires from the LH pigtails together and crimp terminal D onto them. Plug the completed wires into connector E as shown on page 3 maintaining color continuity with the running lamp connections above. Repeat this process for the RH pigtail assemblies (green and brown).
H		YELLOW	LH Stop / Tail	Route this wire to the LH tail lamp area, cut to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 3. Plug LH pigtail A (yellow and brown wires) from above into this connection to complete the LH stop and tail connection.
J		DK GREEN	RH Stop / Tail	Route this wire to the RH tail lamp area, cut to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 3. Plug RH pigtail A (green and brown wires) from above into this connection to complete the RH stop and tail connection.
L		LIGHT GREEN	Back up lamp feed	Route this wire to the LH back up lamp area, cut to length, double this wire with the cut off portion, install terminal N and plug into connector H as shown on sheet 3. Route the loose end of this light green wire over to the RH back up lamp area, cut to length, install terminal J and plug into connector H as shown on sheet 3.
M				On 1964 Lemans and GTO coupes, sedans, and convertibles, and 1966 GTO coupe, 2 door sedans, and convertibles where the back up lamp is mounted in the rear bumper, the pigtail wire leads from your factory assembled back up lamps will plug directly into the back up lamp connections you just made completing the back up circuit on your car. New terminals C and connectors L have been provided in case your original leads have been cut or were previously damaged.
N		WHITE	Courtesy ground	If you are using a dome lamp (or convertible rear arm rest courtesy lamps), route the loose end of this wire to the rear trunk hinge area, cut to length, install terminal J and plug into connector F in location shown on sheet 3. <u>Dome extension:</u> Install the loose white wire S (supplied with terminal installed) into the dome lamp housing. Route unterminated end of this wire to connector F as shown on sheet 3, trim to length, install terminal C and into plug connector E maintaining color continuity with the white wire in connector F.
P				
Q		ORANGE	Courtesy Lamp Feed	If you are using a dome lamp (or convertible rear arm rest courtesy lamps), route the loose end of this wire to the rear trunk hinge area, cut to length, double with the cut off portion, install terminal N and plug into the empty cavity of connector F in location shown on sheet 3. Route the loose end of this wire over to the trunk lid area trim to length, install terminal C and plug into connector L. Your factory trunk lamp lead will plug into this connection. <u>Dome extension:</u> Install the loose orange wire S (supplied with terminal installed) into the dome lamp housing. Route unterminated end of this wire to connector F as shown on sheet 3, trim to length, install terminal C and into plug connector E maintaining color continuity with the orange wire in connector F.
R				
S				

Your completed dome extension or optional convertible rear quarter arm rest courtesy lamps (P/N 510199) will plug into connector F in the connection at the left trunk hinge area to complete your dome or rear quarter arm rest courtesy lamp connections.

1967 Tempest, LeMans & GTO Coupe, Convertible, & Sedan models (See page 5)

Connect the main connector to the mating connector on the dash harness 510766 bag G. Route this harness along door sill and into the trunk.

A		LIGHT BLUE	Third brake light	Connect to the third brake lamp, if equipped.
		TAN	Fuel Tank Sender	Route this wire to the rear of the car close to the exit hole in the trunk floor, install grommet Q as shown on sheet 5, continue the wire down thru the hole in the floor to the fuel sender unit and trim to length. Install molded sleeve R then crimp terminal P onto the wire. Pull the sleeve connector R up over terminal P, then plug the assembled connector lead onto the sending unit to complete the fuel tank sender connection.
B				
C		BROWN	Running lamps	Route this wire to the LH tail lamp, cut to length, double this wire with the cut off portion, install terminal N and plug into connector F in the location shown on sheet 5. Route the loose end of this brown wire to the license lamp area, cut to length, double this wire with the cut off portion, install terminal N and plug into connector H as shown on sheet 5. Route the loose end of this brown wire to the RH tail lamp, cut to length, install terminal J and plug into connector F in the location shown on sheet 5.
D				
E				
F		YELLOW	LH Stop / Tail	Route this wire to the LH tail lamp area, cut to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 5. Plug LH pigtail A (yellow and brown wires) from above into this connection to complete the LH stop and tail connection.
H		DK GREEN	RH Stop / Tail	Route this wire to the RH tail lamp area, cut to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 5. Plug RH pigtail A (green and brown wires) from above into this connection to complete the RH stop and tail connection.
J		LIGHT GREEN	Back up lamp feed	Route this wire to the LH back up lamp area, cut to length, double this wire with the cut off portion, install terminal N and plug into connector H as shown on sheet 5. Route the loose end of this light green wire over to the RH back up lamp area, cut to length, install terminal J and plug into connector H as shown on sheet 5.
L				On 1967 GTO coupes and convertibles where the back up lamp is mounted in the rear bumper, the pigtail wire leads from your factory assembled back up lamps will plug directly into the back up lamp connections you just made completing the back up circuit on your car. New terminals C and connectors L have been provided in case your original leads have been cut or were previously damaged. On 1967 Lemans and Tempest coupes, 2 and 4 door sedans, and convertibles, pigtails B have been provided for you. Simply crimp terminal C onto the wires from pigtail B, plug them into connector L, then plug the completed pigtail assembly into connector H from the back up connection you just made completing the back up circuit on your car.
N				
P		WHITE	Courtesy ground	If you are using a dome lamp (or convertible rear arm rest courtesy lamps), route the loose end of this wire to the rear trunk hinge area, cut to length, install terminal J and plug into connector F in location shown on sheet 5.
Q				Dome extension: Install the loose white wire S (supplied with terminal installed) into the dome lamp housing. Route unterminated end of this wire to connector F as shown on sheet 5, trim to length, install terminal C and into plug connector E maintaining color continuity with the white wire in connector F.
R		ORANGE	Courtesy Lamp Feed	If you are using a dome lamp (or convertible rear arm rest courtesy lamps), route the loose end of this wire to the rear trunk hinge area, cut to length, double with the cut off portion, install terminal N and plug into the empty cavity of connector F in location shown on sheet 5. Route the loose end of this wire over to the trunk lid area trim to length, install terminal C and plug into connector L. Your factory trunk lamp lead will plug into this connection.
S				Dome extension: Install the loose orange wire S (supplied with terminal installed) into the dome lamp housing. Route unterminated end of this wire to connector F as shown on sheet 5, trim to length, install terminal C and into plug connector E maintaining color continuity with the orange wire in connector F.

Your completed dome extension or optional convertible rear quarter arm rest courtesy lamps (P/N 510199) will plug into connector F in the connection at the left trunk hinge area to complete your dome or rear quarter arm rest courtesy lamp connections.

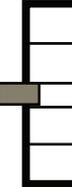
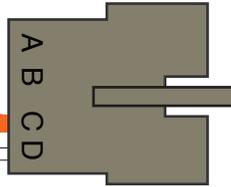
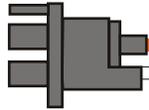
To automatic transmission shift indicator quadrant



To courtesy lamp switch assembly inside console box.



To console rear courtesy lamp



NOTE: Use only with an automatic transmission. Plug these ends into the main connector below maintaining color continuity with the mating console connection on the dash harness 510190, Bag G

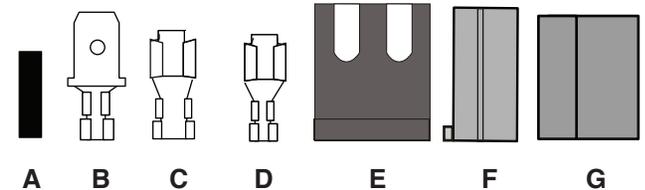
Plug this connector onto the console connection of the dash harness 510190, Bag G

NOTE: If your car has a console you will need the extra harnesses contained in this kit. If your car has a column-shifted automatic or a floor shifted manual transmission without a console, skip to number 2.

1. If you have an automatic transmission, plug the lamp socket with the gray and black wires into the 4 way main connector above containing the orange and white wires maintaining color continuity with the mating console connection on dash harness 510190, Bag G. If your car has a manual transmission, you will not use the lamp socket with the gray and black wires. Once you have determined how you will use the main connector from this kit, plug it onto the dash harness 510190, Bag G, as specified on the instruction sheet for 510190. The black and gray wire lamp socket will plug into your transmission selector quadrant (P R N D L) to illuminate it. The orange and white wire lamp socket will plug into the rear console courtesy lamp. The orange wire with the fishhook terminal will plug into your console box courtesy lamp switch.

2. The wires for your neutral safety and back up lamp switch connections will be found on the dash harness, 510190, Bag G. Terminals and sleeves A and B have been provided for a console mounted neutral safety switch. Terminals C and connector F have been provided for a column mounted neutral safety switch. If you are running a manual transmission, you must connect the 2 purple wires together to complete the starter solenoid circuit.

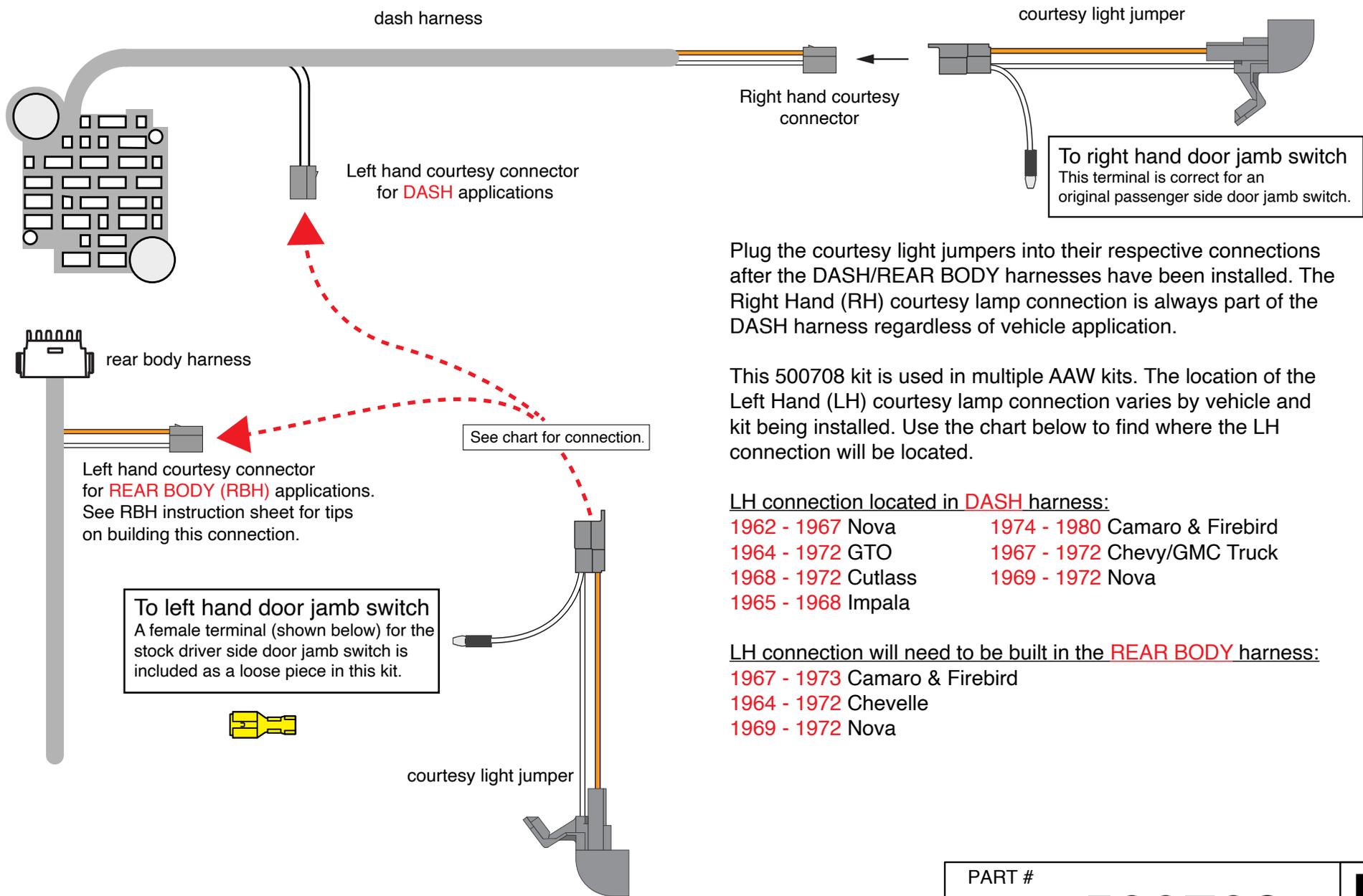
3. Terminals D and connectors E or G have been provided for either your console or column mounted back up lamp switch.



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To right hand door jamb switch
 This terminal is correct for an original passenger side door jamb switch.

Plug the courtesy light jumpers into their respective connections after the DASH/REAR BODY harnesses have been installed. The Right Hand (RH) courtesy lamp connection is always part of the DASH harness regardless of vehicle application.

This 500708 kit is used in multiple AAW kits. The location of the Left Hand (LH) courtesy lamp connection varies by vehicle and kit being installed. Use the chart below to find where the LH connection will be located.

LH connection located in DASH harness:

- 1962 - 1967 Nova
- 1964 - 1972 GTO
- 1968 - 1972 Cutlass
- 1965 - 1968 Impala
- 1974 - 1980 Camaro & Firebird
- 1967 - 1972 Chevy/GMC Truck
- 1969 - 1972 Nova

LH connection will need to be built in the REAR BODY harness:

- 1967 - 1973 Camaro & Firebird
- 1964 - 1972 Chevelle
- 1969 - 1972 Nova

To left hand door jamb switch
 A female terminal (shown below) for the stock driver side door jamb switch is included as a loose piece in this kit.



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

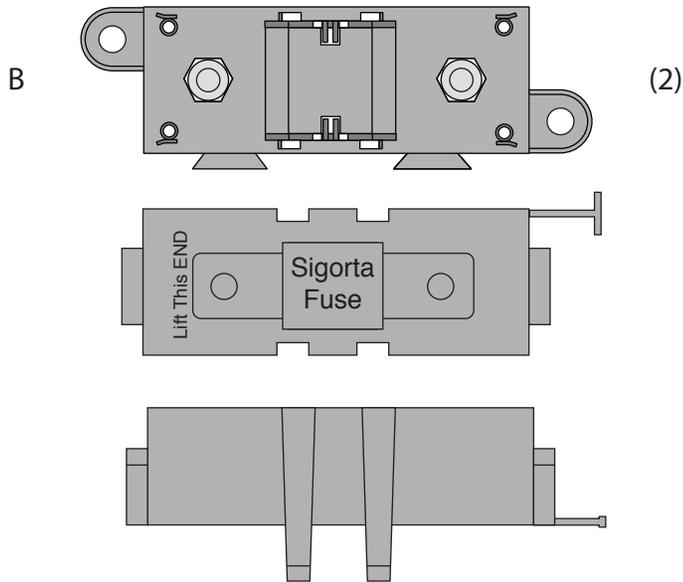


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PART #	500708	N
DESCRIPTION:	<u>Courtesy Light Kit</u>	
92966085	Rev 2.0 JDM	02/10/2023

A  (1)
 (144.0" 6 Gauge charge wire)



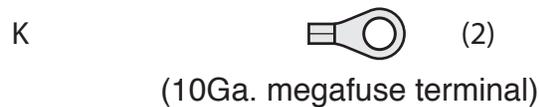
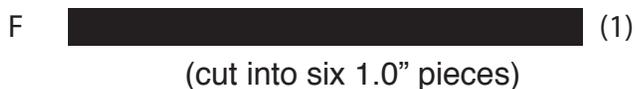
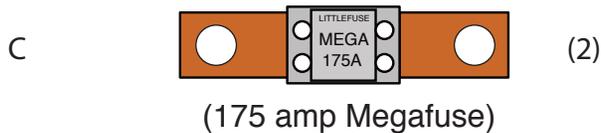
1. On this page, you will find the wire, fuse bodies, fuses, boot, ring terminals, and shrink tubing (items A through K) that are necessary to connect your alternator and main power feed for your new AAW wiring kit. Please be sure that all of the necessary components are present before starting this 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 assemblies.

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



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PART #

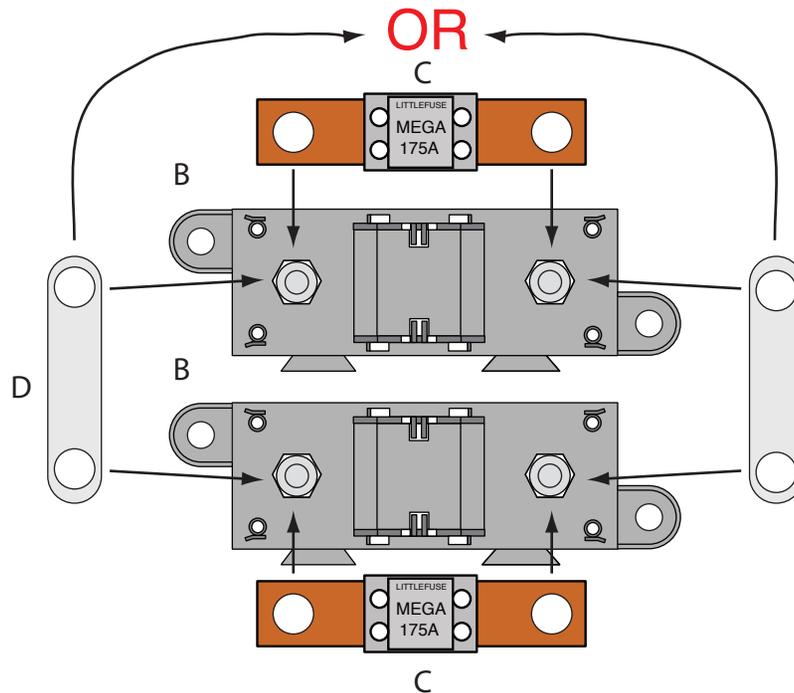
510476

Z

DESCRIPTION:

Alternator and Main Power
 Connection Kit
 Various Applications

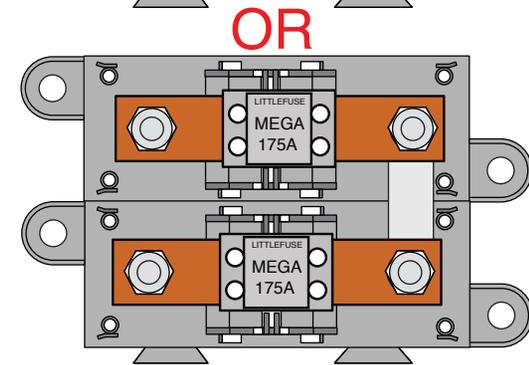
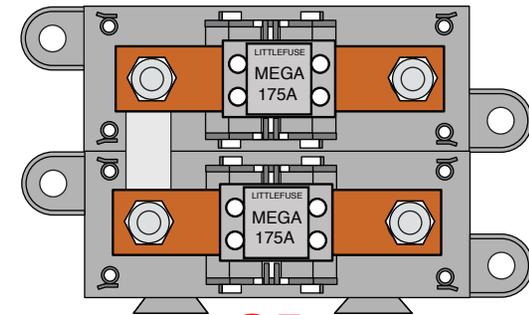
92972153 instruction sheet rev 0.1 6/24/2019



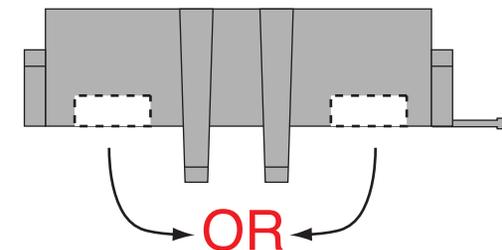
Assembling the (2) Megafuse assemblies

NOTE: Find a suitable place, as close to the battery power source as possible, under the hood of 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.



Assembled Megafuses



Notched Cover

PART #

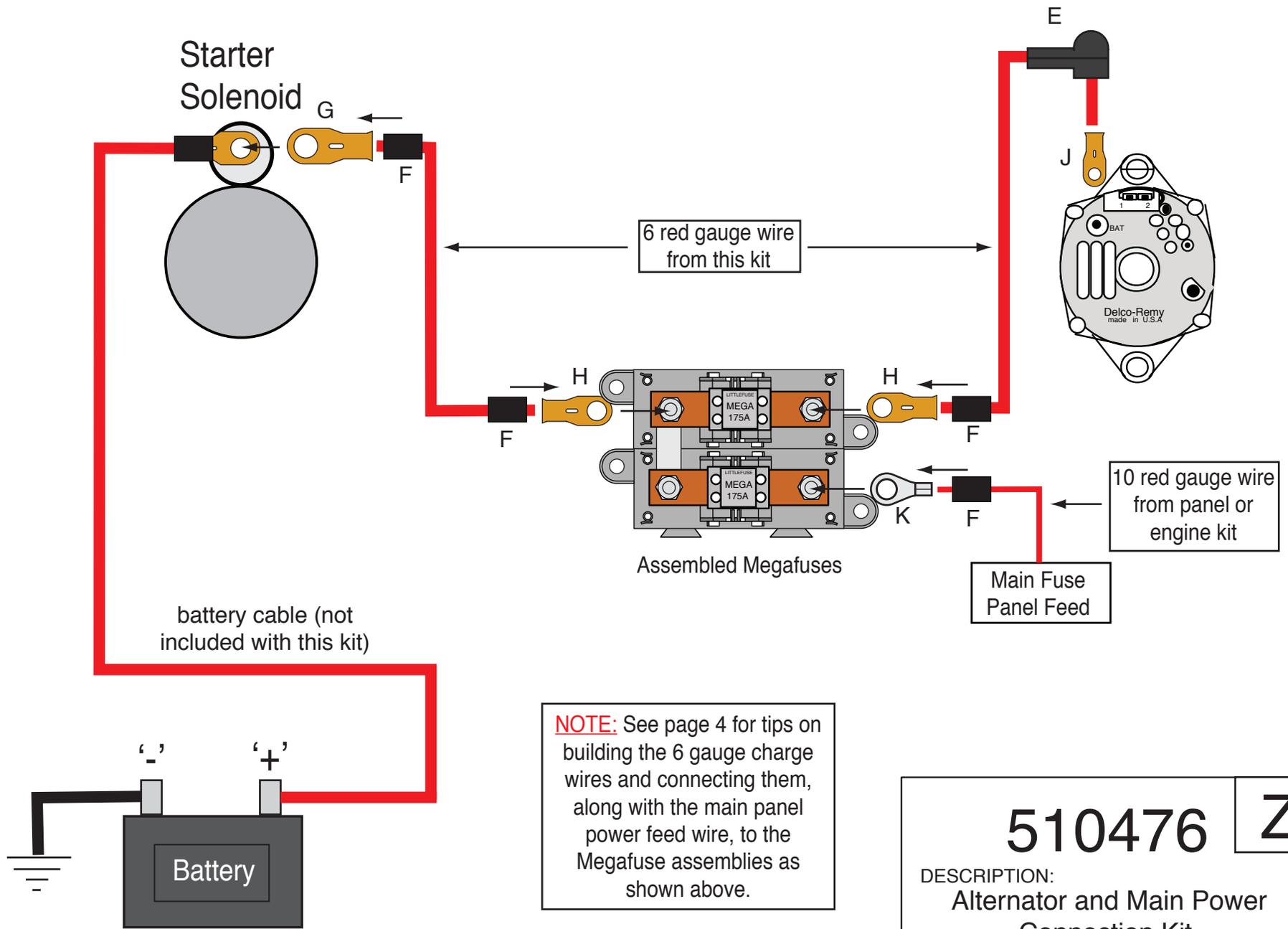
510476

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.

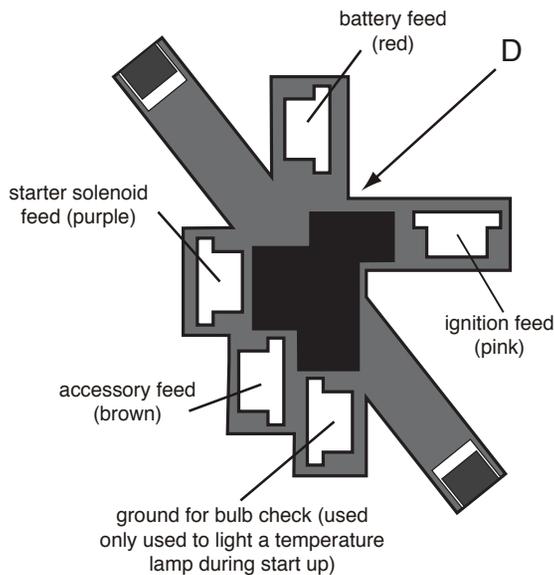
510476

Z

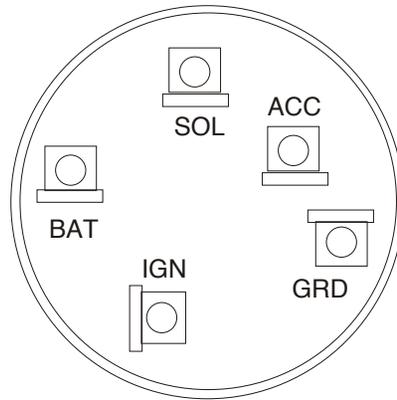
DESCRIPTION:

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

92972153 instruction sheet rev 0.1 6/24/2019



NOTE: New terminals are provided if needed.



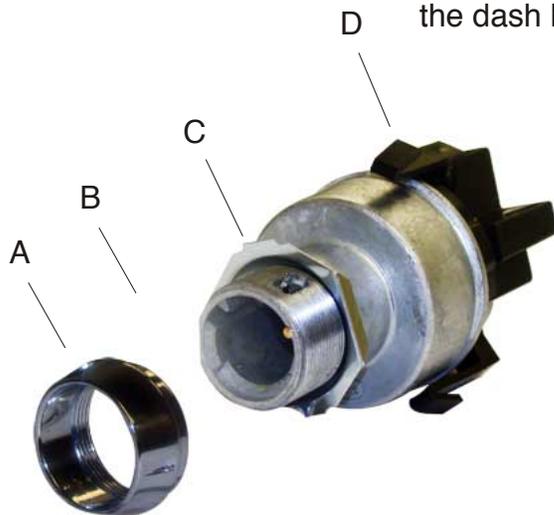
INSTALLATION

NOTE: The instruction sheet packaged with this switch shows a copper lamp holder bracket. That bracket is not used in this application and its installation can be ignored.

1. Due to the nature of the chrome plating on threaded collar A, AAW recommends threading the nut on and off of the switch by hand a few times to clean up the threads before installing the switch into your dash.
2. Plug in connector D from the dash wiring harness (bag G).
3. Install the back-up nut C onto the switch. The depth of this nut will have to be determined when mounting the switch.
4. Insert the switch into the hole in the dash panel.
5. Install your original dash bezel plate at location B.
6. Screw on threaded collar A
7. Insert your New AAW lock cylinder into the new switch to complete your installation.

NOTE: Looking into the face of the connector. Wires are plugging in from behind.

This connector is on the dash harness



NOTE: Please keep in mind that this is an upgraded switch, not an original replacement, and as such, the flat side on this switch may be in a different location than was your original. If you mount this new AAW switch in your dash and the flat side is in fact in a different location, the key may not line up as the original did. This will not alter the performance of the switch in any way. If you wish for your key to line up as it did in the OEM application, you will need to file out the flat spot in your original dash opening so that the switch can be rotated to the correct position. Once the backing nut C is set so that the depth of the switch is correct for your application, and bezel nut A is firmly tightened, the switch will be secure and will not rotate.



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IGNITION SWITCH
Classic Update Series
VARIOUS APPLICATIONS

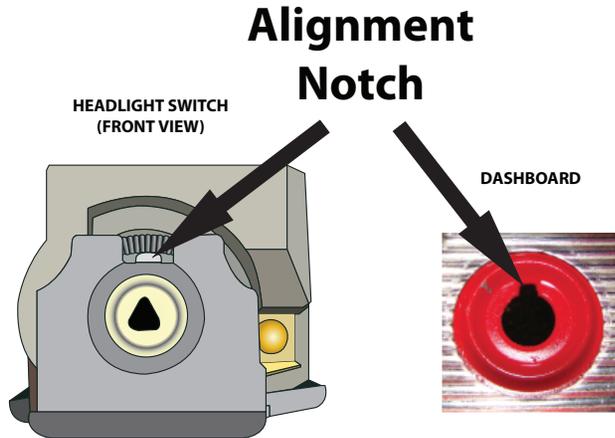
510705

92972600 instruction rev 0.0 10/8/2019

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

To install your new headlight switch:

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

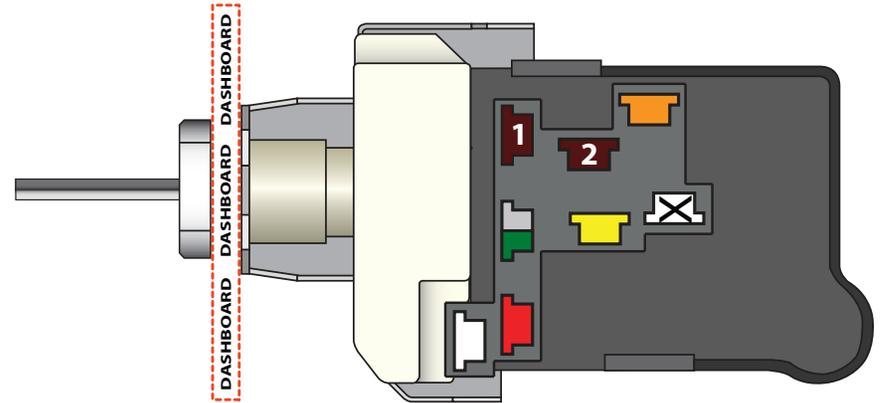


2. Install the switch mounting nut and tighten.

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

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

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



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



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PART #

500332

DESCRIPTION:

Headlight Switch

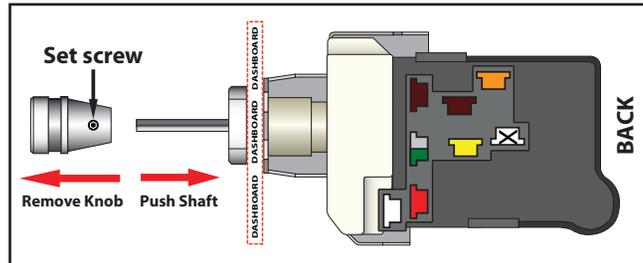
92964649 Rev 3.0 1/10/2020

To Trim Shaft to Fit or Remove Shaft:

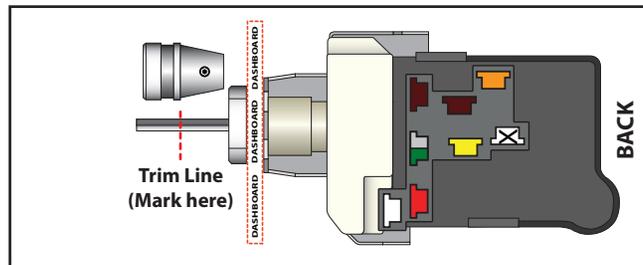
The headlight shaft knob should extend from the face of the mounting nut, and must allow enough clearance for the switch to turn off. If the shaft is longer than necessary for your specific dash it can be trimmed to fit. Always trim the knob end of the shaft only and follow the guidelines below for best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

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

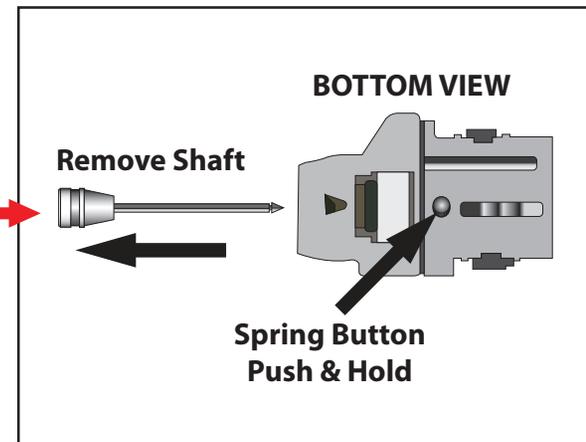
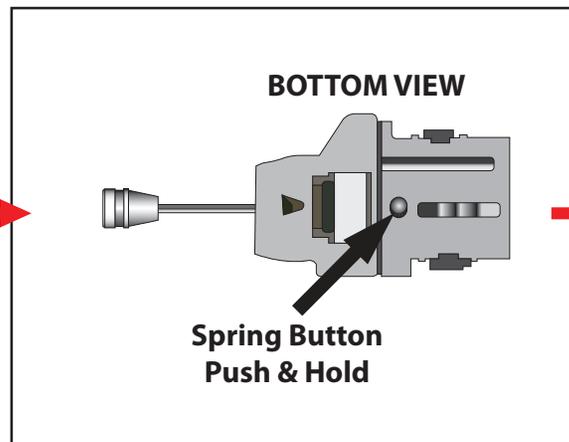
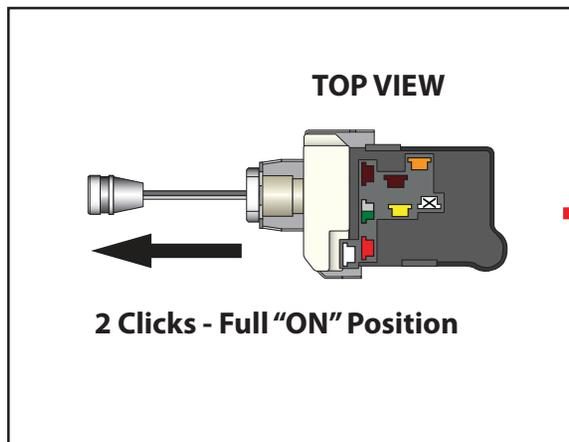
Switch in OFF position
(shaft pushed all the way in)

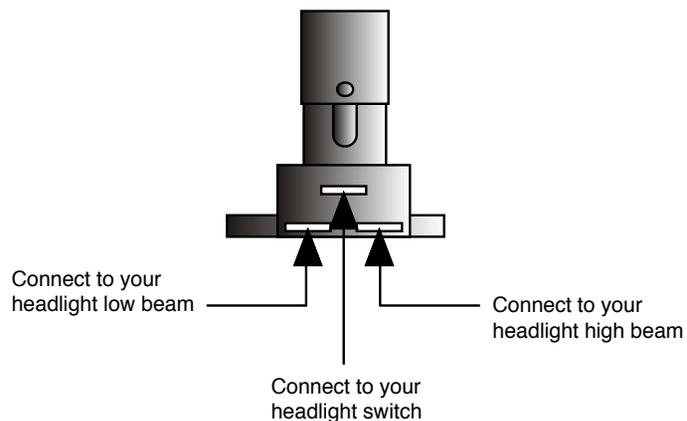


2. Set knob alongside shaft and mark the desired location for cutting on the shaft.



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





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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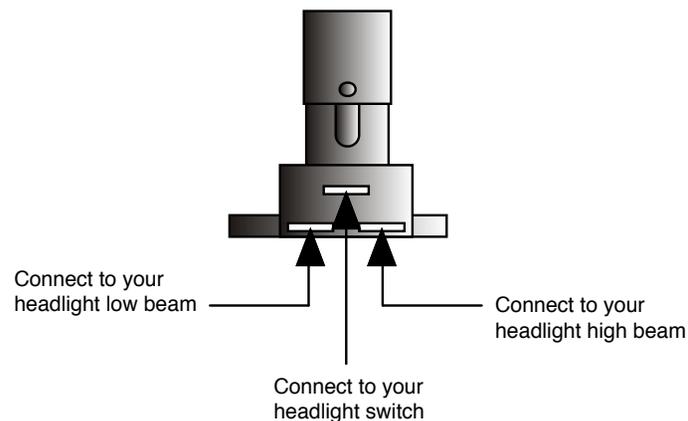
PART #

500042

DESCRIPTION:

DIMMER SWITCH

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DESCRIPTION:

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