NOTE: If the fuse panel on your 510372 66-68 Impala 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.

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>500332</td>
<td>Headlight Switch</td>
</tr>
<tr>
<td>500707</td>
<td>Fuse, Relay, and Flasher kit</td>
</tr>
<tr>
<td>500708</td>
<td>Courtesy Light kit</td>
</tr>
<tr>
<td>500684</td>
<td>Ignition Switch</td>
</tr>
<tr>
<td>500919</td>
<td>Practice Terminal Crimping Set</td>
</tr>
<tr>
<td>510537</td>
<td>Dash Harness kit</td>
</tr>
<tr>
<td>510538</td>
<td>Engine Wiring kit</td>
</tr>
<tr>
<td>510539</td>
<td>Front Light Wiring kit</td>
</tr>
<tr>
<td>510741</td>
<td>Instrument Cluster Wiring kit</td>
</tr>
<tr>
<td>510365</td>
<td>Rear Body Wiring kit</td>
</tr>
<tr>
<td>510366</td>
<td>Console Wiring kit</td>
</tr>
<tr>
<td>510476</td>
<td>Alternator and main power Connection kit</td>
</tr>
<tr>
<td>510730</td>
<td>VSS Connection kit</td>
</tr>
<tr>
<td>500042</td>
<td>Floor Dimmer Switch</td>
</tr>
<tr>
<td>92970304</td>
<td>Firewall Mod. Template Sheet</td>
</tr>
<tr>
<td>92972587</td>
<td>Kit Introduction Instruction Sheet</td>
</tr>
<tr>
<td>92972588</td>
<td>Warning Sheet</td>
</tr>
</tbody>
</table>
STOP

WARNING:
Validate the kit contents with the component list included on page 2 of this sheet before proceeding. This kit is intended to be used in a modified vehicle. Please read this sheet thoroughly and be sure that you understand everything explained on it prior to opening any of the enclosed packages, or before attempting to install any of the components. Once this kit has been opened or a component installed, the kit is not returnable.

1. This new upgraded AAW wiring system should typically be used in a MODIFIED application only. For all 1968 applications, you will need to re-use your original ignition switch, as it is a unique switch that utilizes very different mounting spacer at the dash that will not allow it to work well with the new AAW 500684 switch.

2. This kit readily supports the use of a factory heater system and aftermarket heater and A/C systems only. In 1966, the factory A/C wiring was part of the engine and dash harnesses and as such, was never serviced as a separate, stand-alone harness. This kit WILL NOT support an original factory A/C equipped vehicle as it is. If you wish to use this new AAW Classic Update harness in your original factory A/C equipped 1966 Chevy, you will have to strip out all of the A/C wiring from your original engine and dash harnesses, splice them together, and then pass them out thru a grommet in the firewall of your car in order to connect it to all of your under-hood and under-dash factory A/C connections. If you are working on a '67 or '68 car with factory A/C, this new kit will supply the main “on/off” power to your existing stand-alone factory A/C harness. You will also need to jumper your original fused high-speed blower connection (orange wire with the black fuse cap out in the engine compartment) to the orange wire located in the accessory connector on the AAW dash harness using the provided terminals and connector. You will need to provide this jumper wire for yourself as it HAS NOT been provided for you. Contact AAW for new 67 and 68 A/C harnesses for your car if they are needed.

3. This kit supports the use of a high current self-exciting 1-wire, “SI” series, or other style internally regulated alternator. An adapter may be necessary in some applications. The use of stock, low amperage alternators is seriously discouraged as they cannot handle the higher current requirements of most updated ignition systems, electric fans, aftermarket A/C systems, stereo systems, air ride suspensions, and other power hungry accessories that will ultimately create performance issues within the system.

4. This kit WILL NOT support the use of a factory ammeter. All AAW kits are engineered to supply the optimum charge to the battery. To achieve this performance, we route our 6ga. charge wire directly from the alternator output charge terminal to the starter battery terminal. Due to the path of the charge being altered from the stock configuration, the gauge can no longer see a charge vs. a discharge, so it will not work properly. When ammeters were originally used, most generator or alternator current outputs were rated at a maximum of about 25-60 amps. Modified cars being built today typically utilize a 100 amp or higher output alternator. With these higher current units, ammeters, generally speaking, become a safety hazard. Ammeters are usually wired in parallel to the charging circuit, are typically unfused, and can short very easily causing a fire. A voltmeter is recommended as a good alternative.

5. This kit IS NOT set up with a resistance wire for a standard, points type ignition system. It is wired with a full 12 volt primary ignition feed that is hot in the crank and run positions. Our system will support HEI, MSD, other electronic ignition systems, as well as most all computerized Fuel Injection systems. If you wish to run a points type system, there are illustrations on the engine connection pages to do so. Primary ignition voltage in the cranking position is handled via a full 12 volt bypass wire that routed from the starter to the coil. Extra parts (ballist resistor) that are not included in this kit will be required to complete that type of operation.
510372 - Classic Update Series Kit
1966-68 Chevrolet Impala

This kit contains the following components:

<table>
<thead>
<tr>
<th>Bag</th>
<th>Number</th>
<th>Description</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>500042</td>
<td>500042</td>
<td>Floor Dimmer Switch</td>
<td>1</td>
</tr>
<tr>
<td>500332</td>
<td>500332</td>
<td>Headlight Switch</td>
<td>1</td>
</tr>
<tr>
<td>510632</td>
<td>510632</td>
<td>Ignition Switch</td>
<td>1</td>
</tr>
<tr>
<td>N</td>
<td>500707</td>
<td>Fuse, Relay, and Flasher kit</td>
<td>1</td>
</tr>
<tr>
<td>500708</td>
<td>500708</td>
<td>Courtesy Light kit</td>
<td>1</td>
</tr>
<tr>
<td>500919</td>
<td>500919</td>
<td>Practice Terminal Crimping Set</td>
<td>1</td>
</tr>
<tr>
<td>G</td>
<td>510537</td>
<td>Dash Harness kit</td>
<td>1</td>
</tr>
<tr>
<td>H</td>
<td>510373</td>
<td>Instrument Cluster wiring kit</td>
<td>1</td>
</tr>
<tr>
<td>J</td>
<td>510538</td>
<td>Engine Wiring Kit</td>
<td>1</td>
</tr>
<tr>
<td>L</td>
<td>510539</td>
<td>Front Light Wiring kit</td>
<td>1</td>
</tr>
<tr>
<td>M</td>
<td>510365</td>
<td>Rear Body Wiring kit</td>
<td>1</td>
</tr>
<tr>
<td>V</td>
<td>510366</td>
<td>Console Wiring kit</td>
<td>1</td>
</tr>
<tr>
<td>V</td>
<td>510730</td>
<td>VSS Connection Kit</td>
<td>1</td>
</tr>
<tr>
<td>Z</td>
<td>510476</td>
<td>Alternator and Main Power Connection kit</td>
<td>1</td>
</tr>
<tr>
<td>92972587</td>
<td>92972587</td>
<td>Kit Supplemental Instruction Sheet</td>
<td>1</td>
</tr>
<tr>
<td>92972588</td>
<td>92972588</td>
<td>Warning Sheet</td>
<td>1</td>
</tr>
<tr>
<td>92970304</td>
<td>92970304</td>
<td>Firewall Modification Template</td>
<td>1</td>
</tr>
</tbody>
</table>

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.
This Classic Update Series kit is based on the 1968 and later GM bulkhead assembly which has a different mounting footprint than the earlier 1965 - 67 bulkhead connectors. Therefore, it will be necessary to modify the firewall of the 1965 - 67 Chevy Fullsize cars to accept the 1968 and later design bulkhead. This template will be used for that purpose.

The white area should be cut out with a razor knife to define the area of material that needs to be removed from the existing bulkhead area. We suggest that this template be glued to stiff cardboard or a thin piece of plastic or be applied directly to the cleaned firewall on the inside of the car then proceed as follows:

1. Position the template against the firewall aligning the top, bottom, and left hand edges of the template with the top, bottom, and left hand edges of the original bulkhead opening hole in the firewall.
2. Trace the opening area onto the existing firewall bulkhead and cut out and remove the necessary material in that opening area.
3. Drill the two 0.125 holes for the new fusebox mounting screws.
4. Mount the fusebox assembly from the passenger compartment side, then check the fit into the new bulkhead firewall opening hole. It may be necessary to do some fine tuning on the hole area with a file for an exact fit.
5. Attach the new fusebox assembly and dash harness to the firewall in the new bulkhead firewall opening using the enclosed fusebox retaining screws to complete the installation.
1. Locate the new bulkhead pass thru hole in the driver side of the firewall. **NOTE:** If your car is a 1965-67 model, you will need to modify the opening in the firewall by making it larger. See firewall template 92970304 to help with this operation.

2. Mount the fuse box with the flasher can in the bottom right corner, as shown above.

3. Using the two mounting screws A, attached the fuse panel to the firewall.

**INSTALLING THE FUSE BOX**

Fuse Panel Installation Instructions

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

1. Study the diagram above to familiarize yourself with the dash harness.

2. Modify your firewall opening and install the fuse box. (See item #1 below left, and 92970304 template)

3. Install the fuse box.

4. Route the dash harness using the factory support straps.

5. Make all connections as shown on the following pages of this dash harness kit.

6. Once this harness is installed, continue to bag “H”, and install the rest of the kit (bags H,J,K,L,M).
1 EMERGENCY BRAKE

Connect to the emergency brake switch. This is the ground circuit for the brake warning switch.

2 ACCESSORIES

Use the provided connector that is plugged into the dash harness along with the loose terminals to connect power leads for the following:

- **Dark Blue FUEL**: 15 amp. Fused 12-volt IGNITION feed for fuel pump (may also be used to feed power to another ignition circuit).
- **Orange BAT1**: 20 amp. Fused 12-volt BATTERY feed for power seats (may also be used to feed power to another battery circuit).
- **Red BAT2**: 30 amp. Fused 12-volt BATTERY feed for power door locks (may also be used to feed power to another accessory circuit).
- **Pink IGN1**: 20 amp. Fused 12-volt IGNITION feed for cruise control (may also be used to feed power to another ignition circuit).
- **Yellow PWRWDO**: 30 amp. Fused 12-volt IGNITION feed for power windows (may also be used to feed power to another ignition circuit).
- **Tan ACCY1**: 30 amp. Fused 12-volt ACCESSORY feed (may also be used to feed power to an accessory circuit).

3 DIMMER SWITCH

- **Yellow**: 12-volt feed into dimmer switch from H/L switch.
- **Tan**: 12-volt feed out to low beam H/L.
- **Light Green**: 12-volt feed out to high beam H/L.

4 REAR BODY

- **Tan**: Fuel tank sender lead.
- **Brown**: Rear running lamp and tag lamp feed.
- **Yellow**: LH turn / brake feed.
- **Dark Green**: RH turn / brake feed.

5 HORN RELAY

- **Light Blue**: Third brake light.
- **Light Green**: Back up lamp feed.

6 HEADLIGHT SWITCH

- **Red**: 12-volt battery for relay.
- **Pink/black**: 12-volt relay ground circuit from steering column.
- **Dark Green**: Triggered 12-volts out to horn.

7 LH COURTESY LAMP

- **Orange**: Dash lamp output to fuse panel.
- **White**: Dash lamp output to fuse panel.

8 TURN SIGNAL SWITCH

- **White**: 12-volt feed from brake switch.
- **Dark Green**: RH rear stop and turn.
- **Yellow**: LH rear stop and turn.
- **Red**: 12-volt ignition feed from turn signal flasher.
- **Brown**: 12-volt battery feed from hazard flasher.
- **Dark Blue**: RH front turn.
- **Light Blue**: LH front turn.
- **White**: Front relay ground to horn switch.
- **Gray**: Illumination for column PRNL shift indicator (1965-67 only).
9 ELECTRIC SPEEDO GROUND
Connect to the dash frame, steering column pedal saddle, or any other good known chassis ground. (DO NOT attach this together with item #11 from above. They may be grounded to the same surface or area, just not under the same screw or bolt).

10 INSTRUMENT CLUSTER DISCONNECTS
These connectors will plug into the Instrument Cluster Harness, 510362 (65) or 510373 (66-68), bag H. Circuit identifications for this branch are described on these instruction sheets.

11 INSTRUMENT CLUSTER GROUND
Connect to the dash frame, steering column pedal saddle, or any other good known chassis ground. (DO NOT attach this together with item #9 from above. They may be grounded to the same surface or area, just not under the same screw or bolt).

12 NEUTRAL SAFETY SWITCH
Connect these wires to your neutral safety switch, to the console connection #20 if your car has an automatic console, or together if you are using a manual transmission without an NSS.

13 BACK UP LAMP SWITCH
Connect these wires to your backup lamp switch or to the console connection #20 (light green only) if your car has an automatic console.

14 IGNITION SWITCH
There are two different ignition switch configurations that were used between 1965 and 1968. See sheet 4 for detailed photos depicting the proper connections for the 65 thru 67 and 68 applications. The connectors necessary to complete your particular application can be found in the loose piece kit bag contained in this dash harness, 510537. For the 68 application, you will need to reuse your original ignition switch, as it is a unique switch that utilizes a different mounting adapter that will not work well with the 510532 switch.

15 LIGHTER
Red 12-volt battery feed.
Pink 12-volt ignition feed.
Brown 12-volt accessory feed.
Purple 12-volt starter feed to Neutral Safety Switch.
Orange 12-volt fused battery feed to lighter.

16 HEATER CONTROL LAMP
Gray Dash lamp feed.

17 HEATER SWITCH
Brown 12-volt fused switch feed for heat or A/C power (if using aftermarket A/C, use the short pigtail wire as the switched “ON” “OFF” feed wire to the aftermarket A/C harness).

18 GLOVEBOX LAMP
Red 12-volt battery feed.
Black 12-volt accessory feed.
Orange 12-volt battery feed for glovebox lamp.

19 CONSOLE COURTESY CONNECTION
This connector will plug into the console courtesy connection in the Console Extension Harness, 510366. Circuit identifications for this branch are described on those instruction sheets.

20 CONSOLE CONNECTION
This connector will plug into the main console connection in the Console Extension Harness, 510366. Circuit identifications for this branch are described on those instruction sheets.

21 RADIO
Tan 12-volt accessory power feed to radio (“ON” and “OFF”).

22 BRAKE LIGHT SWITCH
Yellow 12-volt fused battery feed for clock and memory.

23 HEATER RESISTOR
12-volt fused switch feed for top lamp switch.

24 RH COURTESY LAMP
Plug this connector into the mating RH courtesy lamp assembly from 500708, bag N.

25 CLOCK BATTERY
White 12-volt battery feed.

26 WIPER CONNECTIONS
There were several wiper switch configurations that were used between 1965 and 1968. See sheet 4 for detailed photos depicting the proper connections for the 65 thru 68 applications. Any connectors necessary to complete your particular application can be found in the loose piece kit bag contained in this dash harness, 510537.

27 VSS EXTENSION
These wires are for use with an aftermarket electric speedometer only. The VSS Lead Wires, 510730, bag V, will plug in here. Refer to that instruction sheet for wire functions and additional directions.
NOTE: On this page, you will find detailed photos depicting how to plug in your ignition switch and wiper switch connector(s). They differ from application to application, and year to year, so please pay close attention, and be sure that you are choosing the proper application for your car.

WINDSHIELD WIPER AND WASHER ASSEMBLY PLUG-INS AND APPLICATIONS

1965 Single Speed without Washer
1965 Single Speed with Washer
1965-66 Two Speed with Washer
1967-68 Two Speed with Washer

IGNITION SWITCH ASSEMBLY PLUG-INS AND APPLICATIONS

1965-67 Ignition Switch
1968 Ignition Switch
(Must re-use your original ignition switch)
*** These are special instructions for connecting your wiring system to a stock instrument cluster. ***

**NOTE:** If you are using after market 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 or 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. Connectors A, B, and C will plug into your dash harness at branch 3 as noted on the Dash Harness instruction (510537, bag G) set. Connection C will only be used in the event that you are using an electric speedometer. **NOTE:** If you have a car with factory gauges, the ammeter IS NOT supported in this kit. We suggest the use of a voltmeter as a better way to monitor your charging system.

**CONNECTOR A**

<table>
<thead>
<tr>
<th>Color</th>
<th>Description</th>
<th>Instruction</th>
</tr>
</thead>
<tbody>
<tr>
<td>LT GREEN</td>
<td>(No Printing)</td>
<td>This wire is used on 1966 warning lamp applications only. Plug this loose wire into connector A maintaining color continuity with the mating connector on your dash harness, install terminal A as shown on sheet 2, and plug into the circuit board connector E.</td>
</tr>
<tr>
<td>GRAY</td>
<td>Dash Lights</td>
<td>Install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application.</td>
</tr>
<tr>
<td>BLACK</td>
<td>Ground</td>
<td>Connect to the back of the instrument cluster housing.</td>
</tr>
<tr>
<td>PINK</td>
<td>12v ignition</td>
<td>Install terminal A as shown on the following sheets, and plug into the circuit board connector per your year and application. <strong>NOTE:</strong> If you have a 1966 car with a factory tach, you will need to double off of the circuit board connector terminal and route the remaining portion of the pink wire over to the hard wired tach as it is not part of the circuit board connection. A wider circuit board terminal B has been provided for you to make this connection possible. In addition, use one of the ring terminals in the 92965220 package to attach the other end of this pink wire to your tach.</td>
</tr>
</tbody>
</table>

**CONNECTOR B**

<table>
<thead>
<tr>
<th>Color</th>
<th>Description</th>
<th>Instruction</th>
</tr>
</thead>
<tbody>
<tr>
<td>DK GREEN</td>
<td>Water Temp Sender</td>
<td>Install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application. <strong>NOTE:</strong> If your car is a 1966 with console gauges, this wire WILL NOT BE USED. Coil it up or remove it from connector A.</td>
</tr>
<tr>
<td>TAN</td>
<td>(Brake Warning Lamp)</td>
<td>Install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application.</td>
</tr>
<tr>
<td>DK BLUE</td>
<td>Oil Pressure Sender</td>
<td>This wire is used on warning lamp applications only and is stamped &quot;OIL PRESSURE SENDER&quot;. Plug this wire into your dash cluster connector as shown on pages 2,4, and 6. This wire is not used for factory gauge cars and must be removed from Connector B as noted on pages 3,5, and 7.</td>
</tr>
<tr>
<td>BROWN</td>
<td>Alternator Ign)</td>
<td>This wire is used on warning lamp applications only, is stamped &quot;ALT-IGN&quot;, and is for your generator lamp. Plug this loose wire into connector B maintaining color continuity with the mating connector on your dash harness, install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application.</td>
</tr>
<tr>
<td>WHITE</td>
<td>Coil Tach</td>
<td>If your car is equipped with a tach, plug this loose wire into connector B maintaining color continuity with the mating connector on your dash harness, install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application (67-68 models). <strong>NOTE:</strong> If your car is a 1966 model, install terminal C and connector D as shown on sheets 2 and 3, and connect to the male blade on the tachometer.</td>
</tr>
<tr>
<td>DK BLUE</td>
<td>Right Turn Indicator</td>
<td>Install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application.</td>
</tr>
<tr>
<td>LT BLUE</td>
<td>Left Turn Indicator</td>
<td>Install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application.</td>
</tr>
<tr>
<td>LT GREEN</td>
<td>Hi Beam Indicator</td>
<td>Install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application.</td>
</tr>
<tr>
<td>TAN</td>
<td>Gas Gauge</td>
<td>Install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application.</td>
</tr>
</tbody>
</table>

**CONNECTOR C**

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 8 for wire descriptions and typical connections.
1966 CHEVY ALL FULLSIZE W/ WARNING LAMPS
CLUSTER CONNECTIONS

- LT GREEN (No Printing): This wire is used on 1966 warning lamp applications only. Plug this loose wire into connector A maintaining color continuity with the mating connector on your dash harness, install terminal A as shown on sheet 2, and plug into the circuit board connector E.
- GRAY: Dash Lights. Install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application.
- BLACK: Ground. Connect to the back of the instrument cluster housing.
- PINK: 12v ignition. Install terminal A as shown on the following sheets, and plug into the circuit board connector per your year and application.
- NOTE: If you have a 1966 car with a factory tach, you will need to double off of the circuit board connector terminal and route the remaining portion of the pink wire over to the hard wired tach as it is not part of the circuit board connection. A wider circuit board terminal B has been provided for you to make this connection possible. In addition, use one of the ring terminals in the 92965220 package to attach the other end of this pink wire to your tach.
- DK GREEN: Water Temp Sender. Install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application.
- NOTE: If your car is a 1966 with console gauges, this wire WILL NOT BE USED. Coil it up or remove it from connector A.
- TAN (Brake Warning Lamp). Install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application.
- DK BLUE: Oil Pressure Sender. This wire is used on warning lamp applications only and is stamped “OIL PRESSURE SENDER”. Plug this wire into your dash cluster connector as shown on pages 2, 4, and 6. This wire is not used for factory gauge cars and must be removed from Connector B as noted on pages 3, 5, and 7.
- BROWN: Alternator Ign. This wire is used on warning lamp applications only, is stamped “ALT-IGN”, and is for your generator lamp. Plug this loose wire into connector B maintaining color continuity with the mating connector on your dash harness, install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application.
- WHITE: Coil Tach. If your car is equipped with a tach, plug this loose wire into connector B maintaining color continuity with the mating connector on your dash harness, install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application (67-68 models). NOTE: If your car is a 1966 model, install terminal C and connector D as shown on sheets 2 and 3, and connect to the male blade on the tachometer.
- DK BLUE: Right Turn Indicator. Install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application.
- LT BLUE: Left Turn Indicator. Install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application.
- LT GREEN: Hi Beam Indicator. Install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application.
- TAN: Gas Gauge. Install terminal A as shown on the following sheets, and plug into the circuit board connector E per your year and application.

All connectors are depicted looking into the open end of the connectors, NOT wire entry end.
1966 IMPALA SS or CAPRICE
W/ FACTORY CONSOLE GAUGES
CLUSTER CONNECTIONS

NOTE: This kit does not support the use of the factory ammeter. We suggest the use of a voltmeter to monitor your charging system.

CONNECTOR A

- It blue (LH turn)
- It green (hi beam)
- tan (brake warning lamp)
- tan (gas gauge)
- pink (12V ign)
- gray (dash lights)
- dk blue (RH turn)

Coil this wire up as it will not be used.

NOTE: If your car is equipped with factory console gauges, the wiring of those console gauges can be found in the console wiring kit, 510366.
1967 CHEVY ALL FULLSIZE W/ WARNING LAMPS CLUSTER CONNECTIONS

CONNECTOR A

CONNECTOR B

All connectors are depicted looking into the open end of the connectors, NOT wire entry end.

Plug brown alt ign wire in HERE

to back of cluster housing (ground)
NOTE: This kit does not support the use of the factory ammeter. We suggest the use of a voltmeter to monitor your charging system.

All connectors are depicted looking into the open end of the connectors, NOT wire entry end.

CONNECTOR A
All connectors are depicted looking into the open end of the connectors, NOT wire entry end.

1968 CHEVY ALL FULLSIZE W/ WARNING LAMPS CLUSTER CONNECTIONS

- pink (12V ign)
- brown (alt ign)
- lt green (hi beam)
- dk green (temp)
- lt green (hi beam)
- tan (brake warning lamp)
- gray (dash lights)
- tan (gas gauge)
- dk blue (oil)
- dk blue (RH turn)
- dk blue (LH turn)
- tan (brake warning lamp)

CONNECTOR A

CONNECTOR B

plug brown alt ign wire in HERE

to back of cluster housing (ground)

black
NOTE: This kit does not support the use of the factory ammeter. We suggest the use of a voltmeter to monitor your charging system.

All connectors are depicted looking into the open end of the connectors, NOT wire entry end.

remove dk blue oil pressure sender wire for factory gauge cars
plug white tach wire in HERE

to back of cluster housing (ground)

black

1968 CHEVY ALL FULLSIZE W/ FACTORY IN DASH GAUGES CLUSTER CONNECTIONS
Gauge Cluster harness (aftermarket gauges) installation instructions:

TURN SIGNAL AND HIGH BEAM LAMP CONNECTIONS

- LEFT TURN IND
- HIGHBeam IND
- RIGHT TURN IND

+ VOLTS
+ FUEL
+ SPEED
+ OIL
+ TEMP
+ TACH

lt blue (LH turn ind)
light green (high beam ind)
dark blue (RH turn ind)

BRAKE WARNING LIGHT

CONNECTOR A
CONNECTOR B
CONNECTOR C

white "COIL -> TACH" wire, if needed

dash harness (bag G)
TYPICAL ELECTRIC SPEEDO CONNECTIONS

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

- **Yellow** VSS Ground: Connect to VSS “-” on speedometer.
- **Purple** VSS Pulse: Connect to VSS input on speedometer.
- **Purple/White** VSS Power: Connect to 12V power on speedometer.
- **Black/White** Speedo Ground: Connect to ground on speedometer.
- **Pink/White** Speedo Power: Connect to 12v power on speedometer.  

**NOTE:** This wire will double onto the same stud as the purple/white VSS power wire from above.

All connectors are depicted looking into the open end of the connectors, **NOT** wire entry end.
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.
This page intentionally left blank.
The bulkhead connector from this Engine kit must snap into the mating engine connector (bag L), 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!
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.
**NOTE:** Wiper connections are shown on pages 5 & 6 of this instruction set.
TEMPORARILY, PLUG THE MAIN BULKHEAD CONNECTOR FROM THIS KIT INTO THE MATING CONNECTOR ON THE DASH BULKHEAD CONNECTOR (LOCATED UNDER THE MASTER CYLINDER) Note: This will be unbolted to install the front light harness later.

**BULKHEAD CONNECTOR WIRES:**

**RED** 12 V BATTERY
Route this wire to the Megafuse and cut to length. Use ring terminal, shrink tubing from 510476 kit. Connect as shown on page 3.

**PURPLE** STARTER SOLENOID
If using an HEI distributor or after-market ignition system that requires a 12 volt feed:
Route the PURPLE wire to the coil and trim to length. Install terminal B and connecter and, then plug into the distributor cap BAT location.
If using a points type ignition system that requires reduced voltage:
Route the PURPLE wire to the ignition feed side of a ballast resistor (not included). Connect the piece of left over PURPLE wire to the coil side of the ballast resistor and route to the distributor coil positive (+) side.

**PINK** 12 V IGNITION
Route this wire to the Megafuse and cut to length. Install rubber sleeve E and ring terminal D. Connect to the “S” terminal on the solenoid.
If using an HEI distributor or after-market ignition system that requires a 12 volt feed:
Route the PINK wire to the coil and trim to length. Install terminal B and connecter and, then plug into the distributor cap BAT location.
If using a points type ignition system that requires reduced voltage:
Route the PINK wire to the ignition feed side of a ballast resistor (not included). Connect the piece of left over PINK wire to the coil side of the ballast resistor and route to the distributor coil positive (+) side.

**YELLOW** STARTER SOLENOID-R
If using an HEI distributor or after-market ignition system that requires an ignition bypass wire:
Connect this 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)

**HEAVY RED** AMERICAN AUTOWIRE
Use the 6ga red wire, boot and ring terminal from the 510476, route from alternator to the Megafuse and cut to length. Connect as shown on page 3.

**SMALL RED** AMERICAN AUTOWIRE
(Used only with a GM “SI” or other internally regulated alternator [except a 1-wire]) Send the ring terminal end of this wire through boot L as shown on sheet 3 and connect to the battery stud on the alternator. Do not plug the connector into the alternator yet. The brown exciter wire will need to be added to this connector before it is plugged in.

**BROWN** ALTERNATOR IGN
Use the 6ga red wire, boot and ring terminal from the 510476, route from alternator to the Megafuse and cut to length. Connect as shown on page 3.

**TAN** ELECTRIC CHOKE
Install this loose wire into main connector as shown on page 1 of this instruction set, then route and connect this wire to your electric choke. If you are not using an electric choke, remove this wire from the engine bulkhead connector.

**ORANGE** HEAT / AIR
(Not used in factory A/C or aftermarket A/C equipped cars. Only used with a stock heater system) Install this loose wire into main connector as shown on page 1 of this instruction set, then route this wire to the heater blower, trim to length, install terminal C, plug into connector A and install onto blower motor.

**WHITE** COIL-TACH
(Used only on 65-66 cars with a factory tach, 67-68 cars with factory gauges, or any aftermarket tach application) Install this loose wire into main connector as shown on page 1 of this instruction set, then route this wire to the coil and trim to length. If using an HEI distributor, install terminal C and connector F and then plug into the distributor cap TACH location. If using a conventional coil, terminal P and sleeve R are included for connection to the negative (-) side of the coil.

**DARK BLUE** OIL PRESSURE SENDER
(Not used in factory gauge cars) Install this loose wire into main connector as shown on page 1 of this instruction set then connect this wire to the oil pressure sending unit using terminal P and sleeve R or terminal C together with connector K

**DARK GREEN** WATER TEMP SENDER
(All with gauges, or 1967-68 with warning lamps) Slide wire through loom Q, then connect this wire to the temp sending unit using terminal P and sleeve R, or terminal C together with connector K, or terminal J together with connector H.
(1965-66 with hot and cold warning lamps) Slide wire through loom Q, then connect this wire to the temp sending unit using terminal C, then plug into connector S as shown on page 1 of this instruction set.

**LIGHT GREEN** (no printing)
(Used only in 1965-66 with hot and cold warning lamps) Install this loose wire into main connector as shown on page 1 of this instruction set, slide wire through loom Q, then connect this wire to the temp sending unit using terminal C, then plug into connector S as shown on page 1 of this instruction set.

**NOTE:** For your information, there were 3 different wiper/washer configurations offered between 1965 and 1968 on the Fullsize Chevy models. 1965 single speed without washer, 1965 single speed with washer, and 1965 through 1968 2 speed with washer. Instructions for connection to all three different styles are depicted on pages 5 and 6 of this instruction set.
1965 Fullsize Chevrolet models with single speed wipers and/or washers

WITH WASHER PUMP ASSEMBLY DIRECTIONS:

WHITE  WIPER  Route this wire to the wiper motor, trim to length, double this wire with the cut-off portion, install terminal B, and plug into connector X as shown on this page. Route the remaining portion to the washer pump, trim to length, install terminal C and plug into connector Y as shown on this page.

LIGHT BLUE  WIPER HIGH SPEED GROUND  Route this wire to the wiper motor, trim to length, install terminal C, and plug into connector X as shown on this page.

DARK BLUE  WIPER WASHER GROUND  Route this wire to the washer pump, trim to length, install terminal C, and plug into connector Y as shown on this page.

WITHOUT WASHER PUMP ASSEMBLY DIRECTIONS:

WHITE  WIPER  Route this wire to the wiper motor, trim to length, install terminal C and plug into connector X as shown on this page.

LIGHT BLUE  WIPER HIGH SPEED GROUND  Route this wire to the wiper motor, trim to length, install terminal C, and plug into connector X as shown on this page.

DARK BLUE  WIPER WASHER GROUND  This wire will not be used and must be removed.

NOTE: Dark blue and white wires denote optional washer pump with single speed wiper system.

1965 SINGLE SPEED WITH AND WITHOUT WASHER PUMP CONNECTIONS
1965-68 Fullsize Chevrolet models with 2 speed wipers and washers

**WHITE**  WIPER

Route this wire to the wiper motor, trim to length, double this wire with the cut-off portion, install terminal B, and plug into connector Z as shown on this page. Route the remaining portion to the washer pump, trim to length, install terminal C and plug into connector Y as shown on this page.

**BLACK**  WIPER LOW SPEED GROUND

Route this wire to the wiper motor, trim to length, install terminal C, and plug into connector Z as shown on this page.

**LIGHT BLUE**  WIPER HIGH SPEED GROUND

Route this wire to the wiper motor, trim to length, install terminal C, and plug into connector Z as shown on this page.

**DARK BLUE**  WIPER WASHER GROUND

Route this wire to the washer pump, trim to length, install terminal C, and plug into connector Y as shown on this page.

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Plug connectors Y and Z onto your two speed wiper motor and washer pump assembly as shown in the photo to the left on this page.
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.

American Autowire also sells factory OEM style harness wrap. This is the same stuff used on original Impala 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.
1965-66 Chevy Fullsize
Front Light

right headlight

left headlight

right turn signal
dk blue
brown
lt blue
brown
left turn signal

connect to brake pressure sending unit if needed

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

bulkhead connector (wire entry view)

recommended fan relay (not included in this kit)

to electric fan
orange
dk green
tan
lt green
tan
to ground
dt blue
brown
lt blue
brown

92972579 instruction rev 0.0 9/24/2019
1965-66 Chevy Fullsize

NOTE: See sheet 8 for directions regarding the connection of the Yellow, Purple, and Purple/White Stripe electric speedo wires.

Assemble the bulkhead connector from this kit to the bulkhead connector from the engine kit (510363, bag J), then bolt them to the main firewall bulkhead. After all wires are installed from this kit, apply dielectric grease to the terminals and silicone sealer to the outside of the connectors as a moisture seal.

LIGHT BLUE LEFT FRONT TURN Route this wire to the LH parking lamp area, trim to length, install terminal D and plug this wire into connector F as shown on sheet 3.

DARK BLUE RIGHT FRONT TURN Route this wire to the RH parking lamp area, trim to length, install terminal D and plug this wire into connector F as shown on sheet 3.

BROWN PARK LIGHTS Route the shorter brown wire to the LH parking lamp area, trim to length, install terminal D and plug into connector F as shown on sheet 3. Route the longer brown wire to the RH parking lamp area, trim to length, install terminal D and plug into connector F as shown on sheet 3.

TAN HEADLIGHT LOW BEAM Route this wire to the driver side outer headlight and trim to length. Double this wire with the cutoff portion, install terminal B, and plug this terminal into connector A as shown on sheet 3. Route the remaining portion of this TAN wire to the passenger side outer headlight and trim to length. Install terminal C and plug into connector A as shown on sheet 3.

LIGHT GREEN HEADLIGHT HIGH BEAM Route this wire to the driver side outer headlight, trim to length, double this wire with the cutoff portion, install terminal B, and plug this terminal into connector A as shown on sheet 3. Route the remaining portion of this light green wire to the passenger side inner headlight, trim to length, double this wire with the cutoff portion, install terminal B, and plug this terminal into connector T as shown on sheet 3. Route the remaining portion of this light green wire to the passenger side outer headlight, trim to length, install terminal C, and plug this terminal into connector A as shown on sheet 3.

BLACK GROUND Starting with the ring terminal, find the grounding location for this wire H (do not attach it to the car yet) then route this wire to the driver side outer headlight and trim to length. Double this wire with the cutoff portion, install terminal B, and plug this terminal into connector A as shown on sheet 3. Route the remaining portion of this black wire to the driver side inner headlight, trim to length, install terminal C, and plug this terminal into connector T as shown on sheet 3. Attach the ring terminal to the ground location. Repeat this process for the passenger side headlights.

DARK GREEN HORN Route this wire to one horn, trim to length, double it with the cutoff portion, install terminal E, and plug this terminal into connector G as shown on sheet 3. Route the remaining portion of this dark green wire to the second horn, trim to length, install terminal D and plug into connector G as shown on sheet 3. Plug connectors G onto your horns.

TAN BRAKE LIGHT SWITCH If your car is equipped with a brake warning system, plug this wire Q into the main connector as shown on sheet 3, and splice the other end onto your brake sender switch connection (brake switch connection not included in kit).

ORANGE ELECTRIC FAN Route this wire to the electric fan relay and connect per the manufacturer’s instructions.

NOTE: We recommend that this wire be used as the trigger wire for the electric fan relay.

After all wires are installed from this kit, the main connector should have dielectric 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.

1965-66 Chevy Fullsize Front Light
1967 Chevy Fullsize
Front Light

---

right headlight
left headlight

right turn signal
dk blue
brown

lead part of lamp (not included)
w/optional RH T-78 fender lamp

left turn signal
brown

lead part of lamp (not included)
w/optional LH T-78 fender lamp

bulkhead connector (wire entry view)

connect to brake pressure sending unit if needed
brown
dk blue

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

---

92972579 instruction rev 0.0 9/24/2019
1967 Chevy Fullsize

**NOTE:** See sheet 8 for directions regarding the connection of the Yellow, Purple, and Purple/White Stripe electric speedo wires.

Assemble the bulkhead connector from this kit to the bulkhead connector from the engine kit (510363, bag J), then bolt them to the main firewall bulkhead. After all wires are installed from this kit, apply dielectric grease to the terminals and silicone sealer to the outside of the connectors as a moisture seal.

**LIGHT BLUE LEFT FRONT TURN** Route this wire to the LH parking lamp area, trim to length, install terminal L and plug this wire into connector J as shown on sheet 5.

**DARK BLUE RIGHT FRONT TURN** Route this wire to the RH parking lamp area, trim to length, install terminal L and plug this wire into connector J as shown on sheet 5.

**BROWN PARK LIGHTS** Route the shorter brown wire to the LH parking lamp area, trim to length, install terminal L and plug into connector J as shown on sheet 5. Route the longer brown wire to the RH parking lamp area, trim to length, install terminal L and plug into connector J as shown on sheet 5.

**NOTE:** If your car has the T-78 fender lamp option, route the shorter brown wire to the LH fender lamp area, trim to length, double it with the cut off portion, install terminal E, plug that terminal into connector K, then plug connector K into the LH fender lamp lead. Route the remaining portion of that brown wire to the LH parking lamp area, install terminal L and plug into connector J as shown on sheet 5. Repeat this process for the RH fender and parking lamp connections using the longer brown wire.

**TAN HEADLIGHT LOW BEAM** Route this wire to the driver side outer headlight and trim to length. Double this wire with the cutoff portion, install terminal B, and plug this terminal into connector A as shown on sheet 4. Route the remaining portion of this TAN wire to the passenger side outer headlight and trim to length. Install terminal C and plug into connector A as shown on sheet 5.

**LIGHT GREEN HEADLIGHT HIGH BEAM** Route this wire to the driver side outer headlight, trim to length, double this wire with the cutoff portion, install terminal B, and plug this terminal into connector A as shown on sheet 5. Route the remaining portion of this Lt green wire to the passenger side inner headlight, trim to length, double this wire with the cutoff portion, install terminal B, and plug this terminal into connector T as shown on sheet 5. Route the remaining portion of this Lt green wire to the passenger side outer headlight, trim to length, install terminal C, and plug this terminal into connector A as shown on sheet 5.

**BLACK GROUND** Starting with the ring terminal, find the grounding location for this wire H (do not attach it to the car yet) then route this wire to the driver side outer headlight and trim to length. Double this wire with the cutoff portion, install terminal B, and plug this terminal into connector A as shown on sheet 5. Route the remaining portion of this black wire to the driver side inner headlight, trim to length, install terminal C, and plug this terminal into connector T as shown on sheet 5. Attach the ring terminal to the ground location. Repeat this process for the passenger side headlight.

**DARK GREEN HORN** Route this wire to one horn, trim to length, double it with the cutoff portion, install terminal E, and plug this terminal into connector G as shown on sheet 4. Route the remaining portion of this dk green wire to the second horn, trim to length, install terminal D and plug into connector G as shown on sheet 5. Plug connectors G onto your horns.

**TAN BRAKE LIGHT SWITCH** Plug this wire into the main connector as shown on sheet 6, and splice the other end onto your brake sender switch connection (brake switch connection not included in kit).

**ORANGE ELECTRIC FAN** Route this wire to the electric fan relay and connect per the manufacturer’s instructions. **NOTE:** We recommend that this wire be used as the trigger wire for the electric fan relay.

After all wires are installed from this kit, the main connector should have dielectric 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.
Assemble the bulkhead connector from this kit to the bulkhead connector from the engine kit (510363, bag J), then bolt them to the main firewall bulkhead. After all wires are installed from this kit, apply dielectric grease to the terminals and silicone sealer to the outside of the connectors as a moisture seal.

**LIGHT BLUE**  LEFT FRONT TURN  Route this wire to the LH parking lamp, trim to length, install terminal L and plug this wire into connector J as shown on sheet 7.

**DARK BLUE**  RIGHT FRONT TURN  Route this wire to the RH parking lamp, trim to length, install terminal L and plug this wire into connector J as shown on sheet 7.

**BROWN**  PARK LIGHTS  (ALL except with T-78 fender lamps) Route one brown wire to the LH side marker lamp area, trim to length, double this wire with the cutoff portion, install terminal M and plug this into the LH side marker lamp socket assembly N as shown on sheet 7. Route the remaining portion of this brown wire to the LH parking lamp area, install terminal L and plug into connector J as shown on sheet 7. Route the other brown wire to the RH side marker lamp area, trim to length, double this wire with the cutoff portion, install terminal M and plug this terminal into the RH side marker lamp socket assembly N as shown on sheet 7. Route the remaining portion of this brown wire to the RH parking lamp area, install terminal L and plug into connector J as shown on sheet 7. Plug in the black side marker ground wires P into the side marker lamp socket assemblies N and attach each side marker ground wire ring terminal to a good chassis ground.

**BROWN**  PARK LIGHTS  (ALL with T-78 fender lamps) Route one brown wire to the LH side marker lamp area, trim to length, double this wire with the cutoff portion, install terminal M and plug this terminal into connector A as shown on sheet 7. Route the remaining portion of this brown wire to the LH parking lamp area, trim to length, install terminal L and plug into connector J as shown on sheet 7. Route the other brown wire to the RH side marker lamp area, trim to length, double this wire with the cutoff portion, install terminal M and plug this terminal into the RH side marker lamp socket assembly N as shown on sheet 7. Route the remaining portion of this brown wire to the RH parking lamp area, trim to length, double it with the cut off portion, install terminal E, plug that terminal into connector K, then plug connector K into the LH fender lamp lead. Route the remaining portion of this brown wire to the LH parking lamp area, trim to length, install terminal L and plug into connector J as shown on sheet 7. Route the other brown wire to the RH side marker lamp area, trim to length, double this wire with the cutoff portion, install terminal M and plug this terminal into the RH side marker lamp socket assembly N as shown on sheet 7. Route the remaining portion of this brown wire to the RH parking lamp area, trim to length, double it with the cut off portion, install terminal E, plug that terminal into connector K, then plug connector K into the RH fender lamp lead. Route the remaining portion of this longer brown wire to the RH parking lamp area, trim to length, install terminal L and plug into connector J as shown on sheet 7. Plug in the black side marker ground wires P into the side marker lamp socket assemblies N and attach each side marker ground wire ring terminal to a good chassis ground.

**TAN**  HEADLIGHT  LOW BEAM  Route this wire to the driver side outer headlight and trim to length. Double this wire with the cutoff portion, install terminal B, and plug this terminal into connector A as shown on sheet 7. Route the remaining portion of this tan wire to the passenger side outer headlight and trim to length. Install terminal C and plug into connector A as shown on sheet 7.

**LIGHT GREEN**  HEADLIGHT  HIGH BEAM  Route this wire to the driver side outer headlight, trim to length, double this wire with the cutoff portion, install terminal B, and plug this terminal into connector A as shown on sheet 7. Route the remaining portion of this light green wire to the driver side inner headlight, trim to length, double this wire with the cutoff portion, install terminal B, and plug this terminal into connector T as shown on sheet 7. Route the remaining portion of this light green wire to the passenger side outer headlight, trim to length, install terminal C, and plug this terminal into connector A as shown on sheet 7.

**BLACK**  GROUND  Starting with the ring terminal, find the grounding location for this wire H (do not attach it to the car yet) then route this wire to the driver side outer headlight and trim to length. Double this wire with the cutoff portion, install terminal B, and plug this terminal into connector A as shown on sheet 7. Route the remaining portion of this black wire to the driver side inner headlight, trim to length, install terminal C, and plug this terminal into connector T as shown on sheet 7. Attach the ring terminal to the ground location. Repeat this process for the passenger side headlights.

**DARK GREEN**  HORN  Route this wire to one horn, trim to length, double it with the cutoff portion, install terminal E, and plug this terminal into connector G as shown on sheet 7. Route the remaining portion of this dark green wire to the second horn, trim to length, install terminal D and plug into connector G as shown on sheet 7. Plug connectors G onto your horns.

**TAN**  BRAKE LIGHT SWITCH  Plug this wire into the main connector as shown on sheet 6, and splice the other end onto your brake sender switch connection (brake switch connection not included in kit).

**ORANGE**  ELECTRIC FAN  Route this wire to the electric fan relay and connect per the manufacturer’s instructions. **NOTE:** We recommend that this wire be used as the trigger wire for the electric fan relay.

After all wires are installed from this kit, the main connector should have dielectric 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.
GM COLUMN MOUNT
DASH MOUNT
UNIVERSAL

PART #
DESCRIPTION:
500708

Courtesy Light Kit

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

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

www.americanautowire.com   856-933-0801

American Autowire

PART #
DESCRIPTION:
500708
Courtesy Light Kit

92966085    Rev 1.1    6/27/2016
On the next 12 pages, you will find several detailed specialized instructions that will help you install a stock automatic or 4 speed console assembly into your 1965-68 Impala SS or Caprice using this harness kit along with our dash harness kit, P/N 510361, from our 510360 1965 Impala, or our 510372 1966-68 Impala Classic Update wiring kits. Please look at the top of each page and find the correct application for your car. Most all are unique and each installation application is clearly spelled out along with a visual diagram of all of the connections. Some are a bit more complicated than others, so please read everything applicable to your car very carefully before starting this part of the installation. Any of the necessary terminals and connectors needed to complete the installation of each of the many different applications has been included in this kit. They are all shown below and on the individual installation pages. Nothing more will be needed.
1. At branch number 6 of the main dash harness instruction set, 510361, locate items number 19 & 20. There is a 3-way connector containing orange, white, and gray wires (this is your console courtesy and illumination connection) and a 6-way connector containing yellow, pink, and dark green wires (this is your clock power feed connection). Locate the two heavy gauge purple wires at branch 4. These wires are your neutral safety switch wires, and they must be connected together so that the car will start. Locate the pink and light green wires at branch 4. Connect these wires to the factory back up lamp switch so that your back up lamps will operate.

2. Crimp terminal E onto the loose gray “dash lights” wire from this kit, then plug it into the loose 3-way connector A of this new “console courtesy extension harness (510366)” maintaining color continuity with the dash harness. Route the other end of this gray wire down to the clock area, trim to length, slide lamp socket B onto the wire, then crimp rivet C onto the wire.

3. Snap the orange (12v fused battery) and white (courtesy ground) wires with the courtesy lamp bulb terminals installed on them into the console body, route the loose ends of those wires back up to the main console courtesy 3-way connector area (containing orange, white, and gray wires) on the dash harness and trim to length. Install terminals E on these 2 wires and then plug them into the 3-way connector A from step 2 above maintaining color continuity with the dash harness. Snap your original courtesy lamp bulb into the 2 terminals that you just installed into the console body.

4. Plug the loose yellow (clock battery) wire from this kit into the 6-way connector D of this new “console extension harness, 510366” maintaining color continuity with the dash harness. Route the other end of this yellow wire down to the clock, trim to length, install terminal G and plug this wire into connector F as shown above on this instruction set. This is your clock power connection.

5. Route the black (ground) wire to the clock power connection from step 4 above, install terminal G and plug it into the open cavity of connector F as shown above. Route the opposite end of this wire to the “floor ground” eyelet location on the forward console floor mounting bracket (just as original the was done), trim to length, install ring terminal H on this black wire, then attach it to the “floor ground” location to complete the main ground for this harness. Plug the completed connector F onto the clock assembly.

6. Plug connectors A and D from this console kit onto the mating connectors at the dash harness to complete the console harness connection.
1. At branch number 6 of the main dash harness instruction set, 510361, locate items number 19 & 20. There is a 3-way connector containing orange, white, and gray wires (this is your console courtesy and illumination connection) and a 6-way connector containing yellow, pink, an dark green wires (this is your clock power feed, neutral safety, and back up lamp switch connection). Take the 2 heavy gauge purple wires from branch 4 on the dash harness, route them down to the 6-way connector, install terminals J, and plug them into the 6-way connector as shown above. They can install into either of the 2 cavities shown, as no indexing is required. Take the light green wire from branch 4 on the dash harness, route it down to the 6-way connector, install terminal G, and plug it into the empty cavity on the 6-way connector as shown above. The pink wire at branch 4 will not be used and must be coiled up and capped, as it is hot when the key is in the “ON” position.

2. Take the loose gray “dash lights” wire from this kit and cut it in half. Double these wires together, install terminal K (solder this connection), and plug those wires into the loose 3-way connector A of this new “console courtesy extension harness (510366)” maintaining color continuity with the dash harness. Route one of the gray wires down to the clock area, trim to length, slide lamp socket B onto the wire, then crimp on rivet C. Route the other gray wire down to the “PRNDL” transmission indicator area, trim to length, install lamp socket M, spring L, then crimp rivet C onto the wire.

3. Snap the orange (12v fused battery) and white (courtesy ground) wires with the courtesy lamp bulb terminals installed on them into the console body, route the loose ends of those wires back up to the main console courtesy 3-way connector area (containing orange, white, and gray wires) on the dash harness and trim to length. Install terminals E on these 2 wires and then plug them into the 3-way connector A from step 2 above maintaining color continuity with the dash harness. Snap your original courtesy lamp bulb into the 2 terminals that you just installed into the console body.

4. Plug the loose yellow (clock battery) wire from this kit into the 6-way connector D of this new “console extension harness, 510366” maintaining color continuity with the dash harness. Route the other end of this yellow wire down to the clock, trim to length, install terminal G and plug this wire into connector F as shown above on this instruction set. This is your clock power connection.

5. Take the loose black “ground” wire from this kit and cut it in half. Double these wires together, install terminal J, and plug those wires into the open cavity of the clock power connector F from step 4 above. Route the opposite end of one of the black wires to the “floor ground” eyelet location on the forward console floor mounting bracket (just as original the was done), trim to length, install ring terminal H on this black wire, then attach it to the “floor ground” location to complete the main ground for this harness. Plug the completed connector F onto the clock assembly. Route the opposite end of the remaining black wire down to the “PRNDL” transmission indicator area, trim to length, install terminal N, and plug this wire into the open cavity on the side of lamp socket M.

6. Take the two loose purple wires from this console kit and plug them into connector D of this new “console extension harness, 510366” maintaining color and function continuity (NSS and Solenoid) with the dash harness. Route the loose ends of these wires down to your console shifter, trim to length, crimp on terminals J, and plug them into connector F. Plug the completed assembly onto the neutral safety location of your neutral safety and back up lamp switch assembly.

7. Take the loose light green (back up) wire from this console kit and plug them into connector D of this new “console extension harness, 510366” maintaining color continuity with the dash harness. Route the loose end of this wire down to your console shifter, trim to length, crimp on terminal G, and plug it into connector P.

8. Take the loose pink (12v ign) wire from this console kit, install terminal E, and plug it into connector D of this new “console extension harness, 510366” maintaining color continuity with the dash harness. Route the loose end of this wire down to your console shifter, trim to length, crimp on terminal G, and plug it into the empty cavity of connector P (with the lt green wire). Plug the completed assembly onto the back up location on your neutral safety and back up lamp switch assembly.

9. Plug connectors A and D from this console kit onto the mating connectors at the dash harness to complete the console harness connection.
1. At branch number 6 of the main dash harness instruction set, 510361, locate items number 19 & 20. There is a 3-way connector containing orange, white, and gray wires (this is your console courtesy and console box switch connection) and a six way connector containing yellow, pink, and dark green wires (NOTE: this connection will NOT BE USED in this application). Locate the two heavy gauge purple wires at branch 4. These wires are your neutral safety switch wires, and they must be connected together so that the car will start. Locate the pink and light green wires at branch 4. Connect these wires to the factory back up lamp switch so that your back up lamps will operate.

2. Snap the orange (12v fused battery) and white (courtesy ground) wires with the courtesy lamp bulb terminals installed on them into the console body. Route the loose end of the white wire back up to the main console courtesy 3-way connector area (containing orange, white, and gray wires) on the dash harness and trim to length. Install terminal E on this white wire and then plug it into the 3-way connector A maintaining color continuity with the dash harness. Route the loose end of the orange wire over to the console glovebox switch area, trim to length, double it with the cutoff portion, install terminal J, and plug it into connector R as shown above. Route the loose end of the orange wire back up to the main console courtesy 3-way connector area (containing orange, white, and gray wires) on the dash harness and trim to length. Install terminal E on this orange wire and then plug it into the 3-way connector A maintaining color continuity with the dash harness. Snap your original courtesy lamp bulb into the 2 terminals that you just installed into the console body.

3. Route the black (ground) wire over to the console glovebox switch area, install terminal E, and plug it into connector S as shown above. Route the opposite end of this wire to the “floor ground” eyelet location on the forward console floor mounting bracket (just as original the was done), trim to length, install ring terminal H on this black wire, then attach it to the “floor ground” location to complete the main ground for this harness.

4. Plug connector A from this console kit onto the mating connector at the dash harness to complete the console harness connection.
1. At branch number 6 of the main dash harness instruction set, 510361, locate items number 19 & 20. There is a 3-way connector containing orange, white, and gray wires (this is your console courtesy and illumination connection) and a 6-way connector containing yellow, pink, and dark green wires (this is your gauge and clock power feed connection). Locate the two heavy gauge purple wires at branch 4. These wires are your neutral safety switch wires, and they must be connected together so that the car will start. Locate the pink and light green wires at branch 4. Connect these wires to the factory back up lamp switch so that your back up lamps will operate.

2. **NOTE:** It will be necessary to do an in-line splice to accommodate the (6) gauge housing illumination lamps. Crimp terminal E onto the loose gray “dash lights” wire from this kit, then plug it into the loose 3-way connector A of this new “console courtesy extension harness (510366)” maintaining color continuity with the dash harness. Route the other end of this gray wire to the console gauge housing area and trim to length. Take the remaining portion of this gray wire and make six, 6 to 8-inch pigtail wires. Crimp rivet C onto each of the six pigtail wires, then slide one lamp socket B onto each of the six wires. Splice the six completed pigtail wires with the lamp sockets on them to the main lead wire that you had already plugged into the 3-way connector A. It is recommended that the splice joint should be soldered. Be sure to insulate the spliced joint with shrink tubing or by some other means.

3. Snap the orange (12v fused battery) and white (courtesy ground) wires with the courtesy lamp bulb terminals installed on them into the console body. Route the loose end of the white wire back up to the main console courtesy 3-way connector area (containing orange, white, and gray wires) on the dash harness and trim to length. Install terminal E on this white wire and then plug it into the 3-way connector A maintaining color continuity with the dash harness. Route the loose end of the orange wire over to the console glovebox switch area, trim to length, double it with the cutoff portion, install terminal J, and plug it into connector R as shown above. Route the loose end of the orange wire back up to the main console courtesy 3-way connector area (containing orange, white, and gray wires) on the dash harness and trim to length. Install terminal E on this orange wire and then plug it into the 3-way connector A maintaining color continuity with the dash harness. Snap your original courtesy lamp bulb into the 2 terminals that you just installed into the console body.

4. If your car is equipped with the rare console clock in the upper RH quadrant, plug the loose yellow (clock battery) wire from this kit into the 6-way connector D of this new “console extension harness, 510366” maintaining color continuity with the dash harness. Route the other end of this yellow wire over to the clock, trim to length, install terminal G and plug this wire into connector T as shown above on this instruction set. This is your clock power connection.

5. Route the black (ground) wire over to the console glovebox switch area, install terminal E, and plug it into connector S as shown above. Route the opposite end of this wire to the “floor ground” eyelet location on the forward console floor mounting bracket (just as original the was done), trim to length, double it with the cutoff portion and install ring terminal Q. Route the remaining portion of this black wire up to the back of the console gauge cluster, trim to length, install terminal H and attach it to the back of the console gauge cluster. Once completed, attach double wires with terminal Q crimped on them to the “floor ground” location to complete the main ground for this harness.

6. Take the loose dark green (temp) and pink (fused 12v ign) wires from this console kit, install terminals E, and plug them into connector D of this new “console extension harness, 510366” maintaining color continuity with the dash harness. Route the loose ends of these wires over to the console temperature gauge area, trim to length, crimp on terminals G, and plug them into connector T as shown above. Plug the completed assembly onto your temperature gauge.

7. Plug connectors A and D from this console kit onto the mating connectors at the dash harness to complete the console harness connection.

**NOTE:** Your new AAW kit DOES NOT support the use of a factory ammeter. AAW suggests the use of a voltmeter as a better way of monitoring your charging system.
1. At branch number 6 of the main dash harness instruction set, 510361, locate items number 19 & 20. There is a 3-way connector containing orange, white, and gray wires (this is your console courtesy and illumination connection) and a 6-way connector containing yellow, pink, and dark green wires (this is your neutral safety, and back up lamp switch connection). Take the 2 heavy gauge purple wires from branch 4 on the dash harness, route them down to the 6-way connector, install terminals J, and plug them into the 6-way connector as shown above. They can install into either of the 2 cavities shown, as no indexing is required. Take the light green wire from branch 4 on the dash harness, route it down to the 6-way connector, install terminal G, and plug it into the empty cavity on the 6-way connector as shown above. The pink wire at branch 4 will not be used and must be coiled up and capped, as it is hot when the key is in the “ON” position.

2. Take the loose gray “dash lights” wire from this kit and cut it in half. Double these wires together, install terminal K, and plug those wires into the loose 3-way connector A of this new “console courtesy extension harness (510366)” maintaining color continuity with the dash harness. Route each of the gray wires down to the PRNDL transmission indicator area, trim to length, install lamp socket M and spring L on each of the wires, then crimp rivet C onto each of the wires.

3. Snap the orange (12v fused battery) and white (courtesy ground) wires with the courtesy lamp bulb terminals installed on them into the console body. Route the loose end of the white wire back up to the main console courtesy 3-way connector area (containing orange, white, and gray wires) on the dash harness and trim to length. Install terminal E on this white wire and then plug it into the 3-way connector A maintaining color continuity with the dash harness. Route the loose end of the orange wire over to the console glovebox switch area, trim to length, double it with the cutoff portion, install terminal J, and plug it into connector R as shown above. Route the loose end of the orange wire back up to the console courtesy 3-way connector area (containing orange, white, and gray wires) on the dash harness and trim to length. Install terminal E on this orange wire and then plug it into the 3-way connector A maintaining color continuity with the dash harness. Snap your original courtesy lamp bulb into the 2 terminals that you just installed into the console body.

4. NOTE: There are 2 options on the black (ground) wires. Option one (shown above) involves doing an in-line splice. Option two (shown at the right) involves doing a daisy-chain style connection.

Option 1: Take the loose black “ground” wire from this kit and cut (2) 20-inch wires and a 10-inch wire from it. Take one of the 20-inch wires and the 10-inch wire and install terminal N. Take the other 20-inch wire and install terminal E and plug that wire into connector S. Take the remaining portion of the black (ground) wire, cut a 60-inch piece from it, and install ring terminal H on one end. Take the loose end of the long wire with the ring terminal and splice it to the other 3 wires. We recommend that the splice joint should be soldered. Be sure to insulate the spliced joint with shrink tubing or by some other means. Plug the two terminals N into the open cavity on each of the lamp sockets M as shown above. When you have completed the building of your console harness, attach the ring terminal to the “floor ground” location to complete the main ground for this harness.

Option 2: Take the loose black “ground” wire from this kit and install terminal N on it. Measure out 65-inches and cut the wire. Double that wire together with the remaining portion and install ring terminal G (solder this connection). From the ring terminal, measure out 77-inches and cut the wire. Double that wire together with the remaining portion, install terminal K (solder this connection), and plug these wires into connector S. From the end of connector S, measure out 12-inches, cut the wire, and install terminal N. Plug the two terminals N into the open cavity on the side of lamp sockets M as shown to the right. When you have completed the building of your console harness, attach the ring terminal to the “floor ground” location to complete the main ground for this harness.

5. Take the two loose purple wires from this console kit and plug them into connector D of this new “console extension harness, 510366” maintaining color and function continuity (NSS and Solenoid) with the dash harness. Route the loose ends of these wires down to your console shifter, trim to length, crimp on terminals J, and plug them into connector F. Plug the completed assembly onto the neutral safety location of the neutral safety and back up lamp switch assembly.

6. Take the loose light green (back up) wire from this console kit and plug it into connector D of this new “console extension harness, 510366” maintaining color continuity with the dash harness. Route the loose end of this wire down to your console shifter, trim to length, crimp on terminal G, and plug it into connector P.

7. Take the loose pink (12v ign) wire from this console kit, install terminal E, and plug it into connector D of this new “console extension harness, 510366” maintaining color continuity with the dash harness. Route the loose end of this wire down to your console shifter, trim to length, crimp on terminal G, and plug it into the empty cavity of connector P (with the lt green wire). Plug the completed assembly onto the back up location on your neutral safety and back up lamp switch assembly.

8. Plug connectors A and D from this console kit onto the mating connectors at the dash harness to complete the console harness connection.
NOTE: This particular application is very involved and somewhat time consuming. Please take the time to read through the assembly directions on pages 7 and 8 thoroughly before attempting to assemble this kit. It will be necessary to do an in-line splice for the gray and black wires due to the number of connections that must be made for these circuits. We suggest that the splices should be crimped and soldered, and the splice insulated with shrink tubing or by other means.

1. At branch number 6 of the main dash harness instruction set, 510361, locate items number 19 & 20. There is a 3-way connector containing orange, white, and gray wires (this is your console courtesy light and console glovebox lamp switch connections) and a six way connector containing yellow, pink, and dark green wires (these are your temp gauge, clock power feed, back up, and NSS connections on a 66 SS or Caprice). Take the 2 heavy gauge purple wires from branch 4 on the dash harness, route them down to the 6-way connector, install terminals J, and plug them into the 6-way connector as shown above. They can install into either of the 2 cavities shown, as no indexing is required. Take the light green wire from branch 4 on the dash harness, route it down to the 6-way connector, install terminal G, and plug it into the empty cavity on the 6-way connector as shown above. The pink wire at branch 4 will not be used and must be coiled up and capped, as it is hot when the key is in the “ON” position.

2. NOTE: It will be necessary to do an in-line splice to accommodate the six gauge housing and the two PRNDL transmission selector illumination lamps. Crimp terminal E onto the loose gray “dash lights” wire from this kit, then plug it into the loose 3-way connector A of this new “console courtesy extension harness (510366)” maintaining color continuity with the dash harness. The pink wire from this location will not be used. Coil it up and cap it as it is hot with the key in the on position. Route these NSS, solenoid, and back up lamp wires to the 6 way console connector at the end of the 510361 dash harness as shown above. They can install into either of the 2 cavities shown, as no indexing is required. Take the light green wire from branch 4 on the dash harness, route it down to the 6-way connector, install terminal G, and plug it into the empty cavity on the 6-way connector as shown above. The pink wire at branch 4 will not be used and must be coiled up and capped, as it is hot when the key is in the “ON” position.

NOTE: Your new AAW kit DOES NOT support the use of a factory ammeter. AAW suggests the use of a voltmeter as a better way of monitoring your charging system.
3. Snap the orange (12v fused battery) and white (courtesy ground) wires with the courtesy lamp bulb terminals installed on them into the console body. Route the loose end of the white wire back up to the main console courtesy 3-way connector area (containing orange, white, and gray wires) on the dash harness and trim to length. Install terminal E on this white wire and then plug it into the 3-way connector A maintaining color continuity with the dash harness. Route the loose end of the orange wire over to the console glovebox switch area, trim to length, double it with the cutoff portion, install terminal J, and plug it into connector R as shown on sheet 7. Route the loose end of the orange wire back up to the main console courtesy 3-way connector area (containing orange, white, and gray wires) on the dash harness and trim to length. Install terminal E on this orange wire and then plug it into the 3-way connector A maintaining color continuity with the dash harness. Snap your original courtesy lamp bulb into the 2 terminals that you just installed into the console body.

4. If your car is equipped with the rare console clock in the upper RH quadrant, plug the loose yellow (clock battery) wire from this kit into the 6-way connector D of this new “console extension harness, 510366” maintaining color continuity with the dash harness. Route the other end of this yellow wire over to the clock, trim to length, install terminal G and plug this wire into connector R as shown above on this instruction set. This is your clock power connection.

5. **NOTE:** It will be necessary to do an in-line splice to accommodate console glovebox lamp switch ground connection, the console gauge cluster ground connection and the two PRNDL transmission selector illumination lamp grounds.

6. Take the two loose purple wires from this console kit, install terminals K on each wire, and plug them into connector D of this new “console extension harness, 510366” maintaining color and function continuity (NSS and Solenoid) with the dash harness. Route the loose ends of these wires down to your console shifter, trim to length, crimp on terminals J, and plug them into connector F. Plug the completed assembly onto the “neutral safety” location of your neutral safety/back up lamp switch assembly inside the console.

7. Take the loose light green (back up) wire from this console kit, install terminal E, and plug it into connector D of this new “console extension harness, 510366” maintaining color continuity with the dash harness. Route the loose end of this wire down to your console shifter, trim to length, crimp on terminal G, and plug it into connector P as shown on page 7.

8. Take the loose dark green (temp) wire from this console kit, install terminal E, and plug it into connector D of this new “console extension harness, 510366” maintaining color continuity with the dash harness. Route the loose end of this wire over to the console temperature gauge area, trim to length, crimp on terminal G, and plug it into connector T as shown on page 7.

9. Take the loose pink (12v ign) wire from this kit and cut it in half. Double these wires together, install terminal K, and plug those wires into connector D of this new “console extension harness (510366)” maintaining color continuity with the dash harness. Route the loose end of one of the pink wires down to your console shifter, trim to length, crimp on terminal G, and plug it into connector P (with the lt green wire from step 7) as shown on page 7. Route the loose end of the other pink wire over to the console temperature gauge area, trim to length, crimp on terminal G, and plug it into connector T (with the dk green wire from step 8) as shown on page. Plug the completed connector P onto the “back up” location of your neutral safety/back up switch assembly inside the console. Plug the completed connector T onto your temperature gauge assembly in the console gauge cluster.

10. Plug connectors A and D from this console kit onto the mating connectors at the dash harness to complete the console harness connection.
1. At branch number 6 of the main dash harness instruction set, 510361, locate items number 19 & 20. There is a 3-way connector containing orange, white, and gray wires (this is your console courtesy and console box switch connection) and a six way connector containing yellow, pink, and dark green wires (NOTE: this connection will NOT BE USED in this application). Locate the two heavy gauge purple wires at branch 4. These wires are your neutral safety switch wires, and they must be connected together so that the car will start. Locate the pink and light green wires at branch 4. Connect these wires to the factory back up lamp switch so that your back up lamps will operate.

2. Snap the orange (12v fused battery) and white (courtesy ground) wires with the courtesy lamp bulb terminals installed on them into the console body. Route the loose end of the white wire back up to the main console courtesy 3-way connector area (containing orange, white, and gray wires) on the dash harness and trim to length. Install terminal E on this white wire and then plug it into the 3-way connector A maintaining color continuity with the dash harness. Route the loose end of the orange wire over to the console glovebox switch area, trim to length, double it with the cutoff portion, install terminal J, and plug it into connector R as shown above. Route the loose end of the orange wire back up to the main console courtesy 3-way connector area (containing orange, white, and gray wires) on the dash harness and trim to length. Install terminal E on this orange wire and then plug it into the 3-way connector A maintaining color continuity with the dash harness. Snap your original courtesy lamp bulb into the 2 terminals that you just installed into the console body.

3. Route the black (ground) wire over to the console glovebox switch area, install terminal E, and plug it into connector S as shown above. Route the opposite end of this wire to the “floor ground” location on the forward console floor mounting bracket (just as original the was done), trim to length, install terminal U on this black wire, then slide it onto the “floor ground” location to complete the main ground for this harness.

4. Plug connector A from this console kit onto the mating connector at the dash harness to complete the console harness connection.
This connection is used for the back up and NSS connections on a 1967 SS or Caprice.

This connection is used for the rear console courtesy light and console glovebox lamp switch connections on a 1967 SS or Caprice.

1. At branch number 6 of the main dash harness instruction set, 510381, locate items number 19 & 20. There is a 3-way connector containing orange, white, and gray wires (this is your console courtesy and illumination connection) and a 6-way connector containing yellow, pink, and dark green wires (this is your neutral safety, and back up lamp switch connection). Take the 2 heavy gauge purple wires from branch 4 on the dash harness, route them down to the 6-way connector, install terminals J, and plug them into the 6-way connector as shown above. They can install into either of the 2 cavities shown, as no indexing is required. Take the light green wire from branch 4 on the dash harness, route it down to the 6-way connector, install terminal G, and plug it into the empty cavity on the 6-way connector as shown above. The pink wire at branch 4 will not be used and must be coiled up and capped, as it is hot when the key is in the “ON” position.

2. Take the loose gray “dash lights” wire from this kit and cut it in half. Double these wires together, install terminal K, and plug those wires into the loose 3-way connector A of this new “console courtesy extension harness (510366)” maintaining color continuity with the dash harness. Route each of the gray wires down to the “PRNDL” transmission indicator area, trim to length, install lamp socket M and spring L on each of the wires, then crimp rivet C onto each of the wires.

3. Snap the orange (12v fused battery) and white (courtesy ground) wires with the courtesy lamp bulb terminals installed on them into the console body. Route the loose end of the white wire back up to the main console courtesy 3-way connector area (containing orange, white, and gray wires) on the dash harness and trim to length. Install terminal E on this white wire and then plug it into the 3-way connector A maintaining color continuity with the dash harness. Route the loose end of the orange wire over to the console glovebox switch area, trim to length, double it with the cutoff portion, install terminal J, and plug it into connector R as shown above. Route the loose end of the orange wire back up to the main console courtesy 3-way connector area (containing orange, white, and gray wires) on the dash harness and trim to length. Install terminal E on this orange wire and then plug it into the 3-way connector A maintaining color continuity with the dash harness. Snap your original courtesy lamp bulb into the 2 terminals that you just installed into the console body.

4. **NOTE:** There are 2 options on the black (ground) wires. Option one (shown above) involves doing an in-line splice. Option two (shown at the right) involves doing a daisy-chain style connection.

**Option 1:** Take the loose black “ground” wire from this kit and cut (2) 20-inch wires and a 10-inch wire from it. Take one of the 20-inch wires and the 10-inch wire and install terminal N. Take the other 20-inch wire and install terminal E and plug that wire into connector S. Take the remaining portion of the black (ground) wire, cut a 30-inch piece from it, and install terminal U on one end. Take the loose end of the long wire with terminal U on it and splice it to the other 3 wires. We recommend that the splice joint should be soldered. Be sure to insulate the spliced joint with shrink tubing or by some other means. Plug the two terminals N into the open cavity on the side of lamp sockets M as shown to the right. When you have completed the building of your console harness, slide terminal U onto the “floor ground” location to complete the main ground for this harness.

**Option 2:** Take the loose black “ground” wire from this kit and install terminal N on it. Measure out 30-inches and cut the wire. Double that wire together with the remaining portion and install terminal U (solder this connection). From terminal U, measure out 42-inches and cut the wire. Double that wire together with the remaining portion, install terminal K (solder this connection), and plug these wires into connector S. From the end of connector S, measure out 12-inches, cut the wire, and install terminal N. Plug the two terminals N into the open cavity on the side of lamp sockets M as shown to the right. When you have completed the building of your console harness, slide terminal U onto the “floor ground” location to complete the main ground for this harness.

5. Take the two loose purple wires from this console kit and plug them into connector D of this new “console extension harness, 510366” maintaining color and function continuity (NSS and Solenoid) with the dash harness. Route the loose ends of these wires down to your console shifter, trim to length, crimp on terminals J, and plug them into connector F. Plug the completed assembly onto the neutral safety location of the neutral safety and back up lamp switch assembly.

6. Take the loose light green (back up) wire from this console kit and plug it into connector D of this new “console extension harness, 510366” maintaining color continuity with the dash harness. Route the loose end of this wire down to your console shifter, trim to length, crimp on terminal G, and plug it into connector P.

7. Take the loose pink (12v ign) wire from this console kit, install terminal E, and plug it into connector D of this new “console extension harness, 510366” maintaining color continuity with the dash harness. Route the loose end of this wire down to your console shifter, trim to length, crimp on terminal G, and plug it into the empty cavity of connector P (with the lt green wire). Plug the completed assembly onto the back up location on your neutral safety and back up lamp switch assembly.

8. Plug connectors A and D from this console kit onto the mating connectors at the dash harness to complete the console harness connection.
1. At branch number 6 of the main dash harness instruction set, 510361, locate items number 19 & 20. There is a 3-way connector containing orange, white, and gray (this is your console courtesy and illumination connection) and a 6-way connector containing yellow, pink, and dark green (this is your neutral safety, and back up lamp switch connection). Take the 2 heavy gauge purple wires from branch 4 on the dash harness, route them down to the 6-way connector, install terminals J, and plug them into the 6-way connector as shown above. They can install into either of the 2 cavities shown, as no indexing is required. Take the light green wire from branch 4 on the dash harness, route it down to the 6-way connector, install terminal G, and plug it into the empty cavity on the 6-way connector as shown above. The pink wire at branch 4 will not be used and must be coiled up and capped, as it is hot when the key is in the "ON" position.

2. Take the loose gray “dash lights” wire from this kit and cut it in half. Double these wires together, install terminal K, and plug those wires into the loose 3-way connector A of this new “console extension harness 510366” maintaining color continuity with the dash harness. Route each of the gray wires down to the “PRNDL” transmission indicator area, trim to length, install lamp socket M and spring L on each of the wires, then crimp rivet C onto each of the wires.

3. Snap the orange (12v fused battery) and white (courtesy ground) wires with the courtesy lamp bulb terminals installed on them into the console body. Route the loose end of the white wire back up to the main console courtesy 3-way connector area (containing orange, white, and gray wires) on the dash harness and trim to length. Install terminal E on this white wire and then plug it into the 3-way connector A maintaining color continuity with the dash harness. Route the loose end of the orange wire over to the console glovebox light switch area, trim to length, double it with the cutoff portion, install terminal J, and plug it into connector R as shown above. Route the loose end of the orange wire back up to the main console courtesy 3-way connector area (containing orange, white, and gray wires) on the dash harness and trim to length. Install terminal E on this orange wire and then plug it into the 3-way connector A maintaining color continuity with the dash harness. Snap your original courtesy lamp bulb into the 2 terminals that you just installed into the console body.

4. NOTE: There are two options on the black (ground) wires. Option one (shown above) involves doing an in-line splice. Option two (shown at the right) involves doing a daisy-chain style connection.

   **Option 1:** Take the loose black “ground” wire from this kit and cut a 24-inch wire, a 12-inch wire, and a 21-inch wire from it. Install terminal N onto the 24-inch wire and the 12-inch wire. Install terminal E onto the 21-inch wire and plug that wire into connector S. Take the remaining portion of the black (ground) wire, cut a 30-inch piece from it, and install terminal U on one end. Take the loose end of the wire with the terminal U on it and splice it to the other 3 wires. We recommend that the splice joint should be soldered. Be sure to insulate the spliced joint with shrink tubing or by some other means. Plug the two terminals N into the open cavity on the side of lamp sockets M as shown above. When you have completed the building of your console harness, slide terminal U onto the “floor ground” location to complete the main ground for this harness.

   **Option 2:** Take the loose black “ground” wire from this kit and install terminal N on it. Measure out 40-inches and cut the wire. Double that wire together with the remaining portion and install terminal U (solder this connection). From terminal U, measure out 48-inches and cut the wire. Double that wire together with the remaining portion, install terminal K (solder this connection), and plug these wires into connector S. From the end of connector S, measure out 18-inches, cut the wire, and install terminal N. Plug the two terminals N into the open cavity on the side of lamp sockets M as shown to the right. When you have completed the building of your console harness, slide terminal U onto the “floor ground” location to complete the main ground for this harness.

5. Take the two loose purple wires from this console kit and plug them into connector D of this new “console extension harness, 510366” maintaining color and function continuity (NSS and Solenoid) with the dash harness. Route the loose ends of these wires down to your console shifter, trim to length, crimp on terminals W (solder these connections), and plug them into connector W. Plug the completed assembly onto the neutral safety location of the neutral safety and back up lamp switch assembly.

6. Take the loose light green (back up) wire from this console kit and plug it into connector D of this new “console extension harness, 510366” maintaining color continuity with the dash harness. Route the loose end of this wire down to your console shifter, trim to length, crimp on terminal X (solder this connection), and plug it into connector V. Plug the completed assembly onto one of the back up blades on your neutral safety and back up lamp switch assembly.

7. Take the loose pink (12v ign) wire from this console kit, install terminal E, and plug it into connector D of this new “console extension harness, 510366” maintaining color continuity with the dash harness. Route the loose end of this wire down to your console shifter, trim to length, crimp on terminal X (solder this connection), and plug it into connector V. Plug the completed assembly onto one of the back up blades on your neutral safety and back up lamp switch assembly.

8. Plug connectors A and D from this console kit onto the mating connectors at the dash harness to complete the console harness connection.
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USE THIS SHEET FOR A 65 Impala, Bel Air or Biscayne

On any of the 1965 models, your trunk lid harness, 510367, Bag P, will plug in here.
Connect the main connector to this harness to the mating connector on the dash harness, 510361, bag G. Route this harness down along the LH driver’s side door sill and back into trunk.

### LIGHT BLUE
Third brake light

Route this tan wire to the rear of the car, down thru access hole in trunk floor to the fuel sending unit, and cut to length. Slide grommet N onto this wire in the direction shown on sheet 1, then slide boot P onto this wire in the direction shown on sheet 1, and install terminal M onto the wire. Pull boot P up over terminal M and then attach this assembled wire onto the fuel sending unit.

### TAN
Gas gauge

### BROWN
Rear running lights

Route this brown wire to the LH driver’s side trunk hinge area, trim to length, double it with the cut off portion, install terminal L, and plug into connector B as shown on sheet 1. Route the loose end of this brown wire to the LH side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into connector F as shown on sheet 1. Install terminal C and plug into connector E as shown on sheet 1.

Note: You have been provided with tail lamp socket pigtaills for the LH (A1) and RH (A2) sides of the car. Install terminals C and plug the brown, yellow, and dark green leads into connector E as shown on sheet 1.

### YELLOW
Left rear turn

Route this yellow wire to the LH driver’s side trunk hinge area, trim to length, double it with the cut off portion, install terminal L, and plug into connector B as shown on sheet 1. Route the loose end of this yellow wire to the LH side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 1. Plug pigtail A1 into this connection to complete your LH tail lamp circuit.

### DK GREEN
Right rear turn

Route this dark green wire to the LH driver’s side trunk hinge area, trim to length, double it with the cut off portion, install terminal L, and plug into connector B as shown on sheet 1. Route the loose end of this dark green wire to the right side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 1. Plug pigtail A2 into this connection to complete your RH tail lamp circuit.

### LT GREEN
Back up lt sw

Route this light green wire to the LH driver’s side trunk hinge area, trim to length, install terminal J, and plug into connector B as shown on sheet 1.

Note: There is a 2 way male connector directly off of the main connector. Your completed dome lamp harness will plug in there. Route the loose end of the orange wire doubled into this 2 way male connector to the LH driver’s side trunk hinge area, trim to length, install terminal J, and plug into connector H as shown on sheet 1. Your factory trunk lamp (not included) will plug into this connection if your car has that option.

### WHITE
Ctsy ground

(Sedan models) Install terminal Q onto the loose piece white wire and snap it into your dome lamp base. Route the loose end of this wire down the windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, trim to length, install terminal C and plug into connector E as shown on sheet 1.

(Sport coupe models) Install terminal G onto the loose piece white wire and snap it into your LH rear sail panel lamp. Route the loose end of this wire down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, and trim to length. Install terminal L onto the remaining portion of the white wire and snap it into your RH rear sail panel lamp. Route the loose end of this wire across the roof, then down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires and trim to length. Double the two white wires together, install terminal D and plug into connector E as shown on sheet 1.

### DK GREEN
Route this dark green wire to the LH driver’s side trunk hinge area, trim to length, double it with the cut off portion, install terminal L and plug into connector B as shown on sheet 1. Route the loose end of this dark green wire to the right side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 1. Plug pigtail A2 into this connection to complete your RH tail lamp circuit.

### LT GREEN
Back up lt sw

Route this light green wire to the LH driver’s side trunk hinge area, trim to length, install terminal J, and plug into connector B as shown on sheet 1.

Note: There is a 2 way male connector directly off of the main connector. Your completed dome lamp harness will plug in there. Route the loose end of the orange wire doubled into this 2 way male connector to the LH driver’s side trunk hinge area, trim to length, install terminal J, and plug into connector H as shown on sheet 1. Your factory trunk lamp (not included) will plug into this connection if your car has that option.

### WHITE
Ctsy ground

(Sedan models) Install terminal Q onto the loose piece white wire and snap it into your dome lamp base. Route the loose end of this wire down the windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, trim to length, install terminal C and plug into connector E as shown on sheet 1.

(Sport coupe models) Install terminal G onto the loose piece white wire and snap it into your LH rear sail panel lamp. Route the loose end of this wire down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, and trim to length. Install terminal L onto the remaining portion of the white wire and snap it into your RH rear sail panel lamp. Route the loose end of this wire across the roof, then down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires and trim to length. Double the two white wires together, install terminal D and plug into connector E as shown on sheet 1.

### ORANGE
12v battery - fused

(Sedan models) Install terminal Q onto the loose piece orange wire and snap it into your dome lamp base. Route the loose end of this wire down the windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, trim to length, install terminal C and plug into connector E as shown on sheet 1.

(Sport coupe models) Install terminal G onto the loose piece orange wire and snap it into your LH rear sail panel lamp. Route the loose end of this wire down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, and trim to length. Install terminal L onto the remaining portion of the orange wire and snap it into your RH rear sail panel lamp. Route the loose end of this wire across the roof, then down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires and trim to length. Double the two orange wires together, install terminal D and plug into connector E as shown on sheet 1.

### LIGHT BLUE
Third brake light

Route this tan wire to the rear of the car, down thru access hole in trunk floor to the fuel sending unit, and cut to length. Slide grommet N onto this wire in the direction shown on sheet 1, then slide boot P onto this wire in the direction shown on sheet 1, and install terminal M onto the wire. Pull boot P up over terminal M and then attach this assembled wire onto the fuel sending unit.

### TAN
Gas gauge

### BROWN
Rear running lights

Route this brown wire to the LH driver’s side trunk hinge area, trim to length, double it with the cut off portion, install terminal L, and plug into connector B as shown on sheet 1. Route the loose end of this brown wire to the right side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into connector F as shown on sheet 1. Install the main connector to this harness to the mating connector on the dash harness, 510361, bag G. Route this harness down along the LH driver’s side door sill and back into trunk.

### ORANGE
12v battery - fused

(Sedan models) Install terminal Q onto the loose piece orange wire and snap it into your dome lamp base. Route the loose end of this wire down the windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, trim to length, install terminal C and plug into connector E as shown on sheet 1.

(Sport coupe models) Install terminal G onto the loose piece orange wire and snap it into your LH rear sail panel lamp. Route the loose end of this wire down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, and trim to length. Install terminal L onto the remaining portion of the orange wire and snap it into your RH rear sail panel lamp. Route the loose end of this wire across the roof, then down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires and trim to length. Double the two orange wires together, install terminal D and plug into connector E as shown on sheet 1.
USE THIS SHEET FOR A
66 Bel Air or Biscayne

(Sedan Only)

brown lead from your
license plate lamp
(not included with this kit)
to fuel gauge
sender

LH driver’s side
trunk hinge area

www.americanautowire.com   856-933-0801

rear body kit
installation instructions
1965-68 IMPALA
510365
92970256   instruction rev 0.0 4/9/2013
USE THIS SHEET FOR A 66 BEL AIR or BISCAYNE

Connect the main connector to this harness to the mating connector on the dash harness, 510361, bag G. Route this harness down along the LH driver’s side door sill and back into trunk.

- **Light Blue** Third brake light
  - Connect to the third brake lamp, if equipped.

- **Tan** Gas gauge
  - Route this tan wire to the rear of the car, down thru access hole in trunk floor to the fuel sending unit, and cut to length. Slide grommet S onto this wire in the direction shown on sheet 3, then slide boot P onto this wire in the direction shown on sheet 3, and install terminal M onto the wire. Pull boot P up over terminal M and then attach this assembled wire onto the fuel sending unit.

- **Brown** Rear running lights
  - Route this brown wire to the left side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into connector F as shown on sheet 3. Route the loose end of this brown wire to the right side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into connector F as shown on sheet 3. Route the remaining portion of this brown wire to the license plate lamp area, trim to length, install terminal J, and plug into connector H as shown on sheet 3. New terminal C and connector K have been provided for you to install onto your original license plate lamp lead. Plug your re-terminated license plate lamp lead (not included) into connector H as shown on sheet 3.

- **Yellow** Left rear turn
  - Route this yellow wire to the left side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 3. Plug pigtail A1 into this connection to complete your LH tail lamp circuit.

- **Dark Green** Right rear turn
  - Route this dark green wire to the right side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 3. Plug pigtail A2 into this connection to complete your RH tail lamp circuit.

- **Light Green** Back up light switch
  - Connect this wire to the LH driver’s side back up lamp area, trim to length, double it with the cut off portion, install terminal D, and plug into connector K as shown on sheet 3. Route the remaining portion of this wire over to the RH back up lamp area, trim to length, install terminal C, and plug into connector K as shown on sheet 3.

- **White** Ctsy ground
  - (Sedan models) Install terminal Q onto the loose piece white wire and snap it into your dome lamp base. Route the loose end of this wire down the windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, trim to length, install terminal C and plug into connector E as shown on sheet 3.

- **Orange** 12v battery - fused
  - (Sedan models) Install terminal Q onto the loose piece orange wire and snap it into your dome lamp base. Route the loose end of this wire down the windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, trim to length, install terminal C and plug into connector E as shown on sheet 3.

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**NOTE:** You have been provided with tail lamp socket pigtauls for the LH (A1) and RH (A2) sides of the car. Install terminals C and plug the brown, yellow, and dark green leads into connector E as shown on sheet 3.

**NOTE:** You have been provided with back up lamp socket pigtauls (T) for the LH and RH sides of the car. Plug these light green pigtail leads into connector K as shown on sheet 3.

**Note:** There is a 2 way male connector directly off of the main connector. Your completed dome lamp harness will plug in there. Route the loose end of the orange wire doubled into this 2 way male connector to the LH driver’s side trunk hinge area, trim to length, install terminal J, and plug into connector H as shown on sheet 3. Your factory trunk lamp (not included) will plug into this connection if your car has that option.
Use this sheet for a 66 Impala or Caprice

Classic Update Series

1965-68 IMPALA

All connectors are depicted looking into the open end of the connectors, NOT wire entry end

USE THIS SHEET FOR A
66 Impala or Caprice

www.americanautowire.com 856-933-0801
Connect the main connector to this harness to the mating connector on the dash harness, 510361, bag G. Route this harness down along the LH driver’s side door sill and back into trunk.

**LIGHT BLUE**  Third brake light

Connect to the third brake lamp, if equipped.

**TAN**  Gas gauge

Route this tan wire to the rear of the car, down thru access hole in trunk floor to the fuel sending unit, and cut to length. Slide grommet S onto this wire in the direction shown on sheet 5, then slide boot P onto this wire in the direction shown on sheet 5, and install terminal M onto the wire. Pull boot P up over terminal M and then attach this assembled wire onto the fuel sending unit.

**A2**  BROWN  Rear running lights

Route this brown wire to the left side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into connector F as shown on sheet 5. Route the loose end of this brown wire to the right side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into connector F as shown on sheet 5. Route the remaining portion of this brown wire to the license plate lamp area, trim to length, install terminal J, and plug into connector H as shown on sheet 5. New terminal C and connector K have been provided for you to install onto your original license plate lamp lead. Plug your re-terminated license plate lamp lead (not included) into connector H as shown on sheet 5.

**C**  ORANGE  12v battery - fused

(Sedan models) Install terminal Q onto the loose piece orange wire and snap it into your dome lamp base. Route the loose end of this wire down the windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, trim to length, install terminal C and plug into connector E as shown on page 5. (Sport coupe models) Install terminal G onto the loose piece orange wire and snap it into your LH rear sail panel lamp. Route the loose end of this wire down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, and trim to length. Install terminal G onto the remaining portion of the orange wire and snap it into your RH rear sail panel lamp. Route the loose end of this wire across the roof, then down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires and trim to length. Double the two orange wires together, install terminal D and plug into connector E as shown on sheet 5.

**D**  WHITE  Ctsy ground

(Sedan models) Install terminal Q onto the loose piece white wire and snap it into your dome lamp base. Route the loose end of this wire down the windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, trim to length, install terminal C and plug into connector E as shown on page 5. (Sport coupe models) Install terminal G onto the loose piece white wire and snap it into your LH rear sail panel lamp. Route the loose end of this wire down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, and trim to length. Install terminal G onto the remaining portion of the white wire and snap it into your RH rear sail panel lamp. Route the loose end of this wire across the roof, then down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires and trim to length. Double the two white wires together, install terminal D and plug into connector E as shown on sheet 5.

**E**  YELLOW  Left rear turn

Route this yellow wire to the left side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 5. Plug pigtail assembly A1 into this connection to complete your LH tail lamp circuit.

**F**  DK GREEN  Right rear turn

Route this dark green wire to the right side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 5. Plug pigtail assembly A2 into this connection to complete your RH tail lamp circuit.

**H**  LT GREEN  Back up It sw

Route this light green wire to the LH driver’s side back up lamp area, trim to length, double it with the cut off portion, install terminal L, and plug into connector H as shown on sheet 5. Route the remaining portion of this wire over to the RH back up lamp area, trim to length, install terminal J, and plug into connector H as shown on sheet 5. Plug your factory back up lamp leads (not included) into connectors H to complete your back up lamp circuits.

**J**

Note: There is a 2 way male connector directly off of the main connector. Your completed dome lamp harness will plug in there. Route the loose end of the orange wire doubled into this 2 way male connector to the LH driver’s side trunk hinge area, trim to length, install terminal J, and plug into connector H as shown on sheet 5. Your factory trunk lamp (not included) will plug into this connection if your car has that option.

**K**

**L**  TAN  Gas gauge

Route this tan wire to the LH rear sail panel lamp. Route the loose end of this wire down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, trim to length, install terminal C and plug into connector E as shown on page 5.

**M**  WHITE  Ctsy ground

(Sedan models) Install terminal Q onto the loose piece white wire and snap it into your dome lamp base. Route the loose end of this wire down the windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, trim to length, install terminal C and plug into connector E as shown on page 5. (Sport coupe models) Install terminal G onto the loose piece white wire and snap it into your LH rear sail panel lamp. Route the loose end of this wire down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, and trim to length. Install terminal G onto the remaining portion of the white wire and snap it into your RH rear sail panel lamp. Route the loose end of this wire across the roof, then down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires and trim to length. Double the two white wires together, install terminal D and plug into connector E as shown on sheet 5.
USE THIS SHEET FOR A 67 Biscayne

(Sedan Only)

All connectors are depicted looking into the open end of the connectors, NOT wire entry end

rear body kit installation instructions
1965-68 IMPALA
510365
92970256 instruction rev 0.0 4/9/2013
Connect the main connector on this harness to the mating connector on the dash harness, 510361, bag G. Route this harness down along the LH driver’s side door sill and back into trunk.

### LIGHT BLUE
- **Description:** Third brake light
- **Instruction:** Connect to the third brake lamp, if equipped.

### TAN
- **Description:** Gas gauge
- **Instruction:** Route this tan wire to the rear of the car near access hole in trunk floor to the fuel sending unit, cut to length, install terminal J and plug into connector H as shown on sheet 7. Install fuel tank extension V onto your fuel sending unit, then route that tan wire up thru the access hole in the trunk floor so that it is near the tan wire with connector H installed on it, slide grommet U onto this extension wire in the direction shown on sheet 7, trim the wire to length, install terminal C, plug into connector K, then plug connector K into connector H as shown on sheet 7.

### BROWN
- **Description:** Rear running lights
- **Instruction:** Route this brown wire to the left side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into connector F as shown on sheet 7. Route the loose end of this brown wire to the right side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into connector F as shown on sheet 7. Route the remaining portion of this brown wire to the license plate lamp area, trim to length, install terminal J, and plug into connector H as shown on sheet 7. New terminal C and connector K have been provided for you to install onto your original license plate lamp lead. Plug your re-terminated license plate lamp lead (**not included**) into connector H as shown on sheet 7.

### YELLOW
- **Description:** Left rear turn
- **Instruction:** Route this yellow wire to the left side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 7. Plug pigtail A1 into this connection to complete your LH tail lamp circuit.

### DK GREEN
- **Description:** Right rear turn
- **Instruction:** Route this dark green wire to the right side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 7. Plug pigtail A2 into this connection to complete your RH tail lamp circuit.

### LT GREEN
- **Description:** Back up lt sw
- **Instruction:** Route this light green wire to the LH driver’s side back up lamp area, trim to length, double it with the cut off portion, install terminal D, and plug into connector K as shown on sheet 7. Route the remaining portion of this wire over to the RH back up lamp area, trim to length, install terminal C, and plug into connector K as shown on sheet 7.

### WHITE
- **Description:** Ctsy ground
- **Instruction:** (Sedan models) Install terminal Q onto the loose piece white wire and snap it into your dome lamp base. Route the loose end of this wire down the windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, trim to length, install terminal C and plug into connector E as shown on sheet 7.

### ORANGE
- **Description:** 12v battery - fused
- **Instruction:** (Sedan models) Install terminal Q onto the loose piece orange wire and snap it into your dome lamp base. Route the loose end of this wire down the windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, trim to length, install terminal C and plug into connector E as shown on sheet 7.

### Notes:
- You have been provided with tail lamp socket pigtails for the LH (A1) and RH (A2) sides of the car. Install terminals C and plug the brown, yellow, and dark green leads into connector E as shown on sheet 7.
- You have been provided with back up lamp socket pigtail (T) for the LH and RH sides of the car. Plug these light green pigtail leads into connector K as shown on sheet 7.
- There is a 2 way male connector directly off of the main connector. Your completed dome lamp harness will plug in there. Route the loose end of the orange wire doubled into this 2 way male connector to the LH driver’s side trunk hinge area, trim to length, install terminal J, and plug into connector H as shown on sheet 7. Your factory trunk lamp (**not included**) will plug into this connection if your car has that option.
USE THIS SHEET FOR A 67 Impala or Bel Air

(2dr. & 4dr. Hardtop Only)

or

(Sedan Only)

brown lead from your license plate lamp (not included with this kit)

to fuel gauge sender

LH driver's side trunk hinge area

All connectors are depicted looking into the open end of the connectors, NOT wire entry end.
Connect the main connector on this harness to the mating connector on the dash harness, 510361, bag G. Route this harness down along the LH driver’s side door sill and back into trunk.

<table>
<thead>
<tr>
<th>Color</th>
<th>Description</th>
<th>Connectors and Instructions</th>
</tr>
</thead>
<tbody>
<tr>
<td>LIGHT BLUE</td>
<td>Third brake light</td>
<td>Connect to the third brake lamp, if equipped.</td>
</tr>
<tr>
<td>TAN</td>
<td>Gas gauge</td>
<td>Route this tan wire to the rear of the car near access hole in trunk floor to the fuel sending unit, cut to length, install terminal J and plug into connector H as shown on sheet 9. Install fuel tank extension V onto your fuel sending unit, then route that tan wire up thru the access hole in the trunk floor so that it is near the tan wire with connector H installed on it, slide grommet U onto this extension wire in the direction shown on sheet 9, trim the wire to length, install terminal C, plug into connector K, then plug connector K into connector H as shown on sheet 9.</td>
</tr>
<tr>
<td>BROWN</td>
<td>Rear running lights</td>
<td>Route this brown wire to the left side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into connector F as shown on sheet 9. Route the loose end of this brown wire to the right side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into connector F as shown on sheet 9. Route the remaining portion of this brown wire to the license plate lamp area, trim to length, install terminal J, and plug into connector H as shown on sheet 9. New terminal C and connector K have been provided for you to install onto your original license plate lamp lead. Plug your re-terminated license plate lamp lead (not included) into connector H as shown on sheet 9.</td>
</tr>
<tr>
<td>C</td>
<td></td>
<td>NOTE: You have been provided with two tail lamp socket pigtails for the LH (A1) and RH (A2) sides of the car. Double the yellow wires together, install terminal D (repeat for the browns and then the dark greens and the browns) and plug the brown / yellow, and brown / dark green leads into connectors E as shown on sheet 9.</td>
</tr>
<tr>
<td>D</td>
<td></td>
<td>NOTE: You have been provided with back up lamp socket pigtails (T) for the LH and RH sides of the car. Plug these light green pigtail leads into connector K as shown on sheet 9.</td>
</tr>
<tr>
<td>E</td>
<td>YELLOW Left rear turn</td>
<td>Route this yellow wire to the left side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 9. Plug pigtail assembly A1 into this connection to complete your LH tail lamp circuit.</td>
</tr>
<tr>
<td>F</td>
<td>DK GREEN Right rear turn</td>
<td>Route this dark green wire to the right side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 9. Plug pigtail assembly A2 into this connection to complete your RH tail lamp circuit.</td>
</tr>
<tr>
<td>H</td>
<td>LT GREEN Back up lt sw</td>
<td>Route this light green wire to the LH driver’s side back up lamp area, trim to length, double it with the cut off portion, install terminal D, and plug into connector K as shown on sheet 9. Route the remaining portion of this wire over to the RH back up lamp area, trim to length, install terminal C, and plug into connector K as shown on sheet 9.</td>
</tr>
<tr>
<td>J</td>
<td>WHITE Ctsy ground</td>
<td>NOTE: There is a 2 way male connector directly off of the main connector. Your completed dome lamp harness will plug in there. Route the loose end of the orange wire doubled into this 2 way male connector to the LH driver’s side trunk hinge area, trim to length, install terminal J, and plug into connector H as shown on sheet 9. Your factory trunk lamp (not included) will plug into this connection if your car has that option.</td>
</tr>
<tr>
<td>K</td>
<td></td>
<td>(Sedan models) Install terminal Q onto the loose piece white wire and snap it into your dome lamp base. Route the loose end of this wire down the windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, trim to length, install terminal C and plug into connector E as shown on sheet 9.</td>
</tr>
<tr>
<td>L</td>
<td></td>
<td>(Sport coupe and 4dr. HT models) Install terminal G onto the loose piece white wire and snap it into your LH rear sail panel lamp. Route the loose end of this wire down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, and trim to length. Install terminal G onto the remaining portion of the white wire and snap it into your RH rear sail panel lamp. Route the loose end of this wire across the roof, then down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires and trim to length. Double the two white wires together, install terminal D and plug into connector E as shown on sheet 9.</td>
</tr>
<tr>
<td>Q</td>
<td></td>
<td>(Sport coupe and 4dr. HT models) Install terminal G onto the loose piece orange wire and snap it into your LH rear sail panel lamp. Route the loose end of this wire down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, and trim to length. Install terminal G onto the remaining portion of the orange wire and snap it into your RH rear sail panel lamp. Route the loose end of this wire across the roof, then down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires and trim to length. Double the two orange wires together, install terminal D and plug into connector E as shown on sheet 9.</td>
</tr>
<tr>
<td>T</td>
<td>ORANGE 12v battery - fused</td>
<td>(Sedan models) Install terminal Q onto the loose piece orange wire and snap it into your dome lamp base. Route the loose end of this wire down the windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, trim to length, install terminal C and plug into connector E as shown on sheet 9.</td>
</tr>
<tr>
<td>U</td>
<td></td>
<td>(Sport coupe and 4dr. HT models) Install terminal G onto the loose piece orange wire and snap it into your LH rear sail panel lamp. Route the loose end of this wire down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, and trim to length. Install terminal G onto the remaining portion of the orange wire and snap it into your RH rear sail panel lamp. Route the loose end of this wire across the roof, then down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires and trim to length. Double the two orange wires together, install terminal D and plug into connector E as shown on sheet 9.</td>
</tr>
<tr>
<td>V</td>
<td></td>
<td>(Sedan models) Install terminal Q onto the loose piece white wire and snap it into your dome lamp base. Route the loose end of this wire down the windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, trim to length, install terminal C and plug into connector E as shown on sheet 9.</td>
</tr>
</tbody>
</table>

Note:

- ORANGE - Battery - fused
- LT GREEN - Back up light switch
- DK GREEN - Right rear turn
- LIGHT BLUE - Third brake light
- TAN - Gas gauge
- WHITE - Ctsy ground
(2dr. & 4dr. Hardtop)

All connectors are depicted looking into the open end of the connectors, NOT wire entry end.

USE THIS SHEET FOR A 67 Caprice
Connect the main connector on this harness to the mating connector on the dash harness, 510361, bag G. Route this harness down along the LH driver’s side door sill and back into trunk.

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<td>Third brake light</td>
<td>Connect to the third brake lamp, if equipped.</td>
</tr>
<tr>
<td>TAN</td>
<td>Gas gauge</td>
<td>Route this tan wire to the rear of the car near access hole in trunk floor to the fuel sending unit, cut to length, install terminal J and plug into connector H as shown on sheet 11. Install fuel tank extension V onto your fuel sending unit, then route that tan wire up thru the access hole in the trunk floor so that it is near the tan wire with connector H installed on it, slide grommet U onto this extension wire in the direction shown on sheet 11, trim the wire to length, install terminal C, plug into connector K, then plug connector K into connector H as shown on sheet 11.</td>
</tr>
<tr>
<td>BROWN</td>
<td>Rear running lights</td>
<td>Route this brown wire to the left side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into connector F as shown on sheet 11. Route the loose end of this brown wire to the right side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into connector F as shown on sheet 11. Route the remaining portion of this brown wire to the license plate lamp area, trim to length, install terminal J, and plug into connector H as shown on sheet 11. New terminal C and connector K have been provided for you to install onto your original license plate lamp lead. Plug your re-terminated license plate lamp lead (not included) into connector H as shown on sheet 11.</td>
</tr>
<tr>
<td>YELL</td>
<td>Left rear turn</td>
<td>Route this yellow wire to the left side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 11. Plug pigtail assembly A1 into this connection to complete your LH tail lamp circuit.</td>
</tr>
<tr>
<td>DK GREEN</td>
<td>Right rear turn</td>
<td>Route this dark green wire to the right side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 11. Plug pigtail assembly A2 into this connection to complete your RH tail lamp circuit.</td>
</tr>
<tr>
<td>LT GREEN</td>
<td>Back up lt sw</td>
<td>Route this light green wire to the LH driver’s side back up lamp area, trim to length, double it with the cut off portion, install terminal L and plug into connector H as shown on sheet 11. Route the remaining portion of this wire over to the RH back up lamp area, trim to length, install terminal J, and plug into connector H as shown on sheet 11. Plug your factory back up lamp leads (not included) into connectors H to complete your back up lamp circuits.</td>
</tr>
<tr>
<td>WHITE</td>
<td>Ctsy ground</td>
<td>(Sport coupe and 4dr. HT models) Install terminal G onto the loose piece white wire and snap it into your LH rear sail panel lamp. Route the loose end of this wire down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, and trim to length. Install terminal G onto the remaining portion of the white wire and snap it into your RH rear sail panel lamp. Route the loose end of this wire across the roof, then down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires and trim to length. Double the two white wires together, install terminal D and plug into connector E as shown on sheet 11.</td>
</tr>
<tr>
<td>ORANGE</td>
<td>12v battery - fused</td>
<td>(Sport coupe and 4dr. HT models) Install terminal G onto the loose piece orange wire and snap it into your LH rear sail panel lamp. Route the loose end of this wire down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, and trim to length. Install terminal G onto the remaining portion of the orange wire and snap it into your RH rear sail panel lamp. Route the loose end of this wire across the roof, then down the LH windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires and trim to length. Double the two orange wires together, install terminal D and plug into connector E as shown on sheet 11.</td>
</tr>
</tbody>
</table>

**NOTE:** You have been provided with three tail lamp socket pigtails for the LH (A1) and RH (A2) sides of the car. Triple the yellow wires together, install terminal D (repeat for the browns and then the dark greens and the browns) and plug the brown / yellow, and brown / dark green leads into connectors E as shown on sheet 11.

**Note:** There is a 2 way male connector directly off of the main connector. Your completed dome lamp harness will plug in there. Route the loose end of the orange wire doubled into this 2 way male connector to the LH driver’s side trunk hinge area, trim to length, install terminal J, and plug into connector H as shown on sheet 11. Your factory trunk lamp (not included) will plug into this connection if your car has that option.
USE THIS SHEET FOR A
68 Bel Air or Biscayne
**USE THIS SHEET FOR A 68 BEL AIR or BISCAYNE**

Connect the main connector ton this harness to the mating connector on the dash harness, 510361, bag G. Route this harness down along the LH driver’s side door sill and back into trunk.

<table>
<thead>
<tr>
<th>Color</th>
<th>Description</th>
<th>Connection Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>LIGHT BLUE Third brake light</td>
<td>Connect to the third brake lamp, if equipped.</td>
</tr>
<tr>
<td>D</td>
<td>TAN Gas gauge</td>
<td>Route this tan wire to the rear of the car near access hole in trunk floor to the fuel sending unit, cut to length, install terminal J and plug into connector H as shown on sheet 13. Install fuel tank extension V onto your fuel sending unit, then route that tan wire up thru the access hole in the trunk floor so that it is near the tan wire with connector H installed on it, slide grommet S onto this extension wire in the direction shown on sheet 13, trim the wire to length, install terminal C, plug into connector K, then plug connector K into connector H as shown on sheet 13.</td>
</tr>
<tr>
<td>E</td>
<td>BROWN Rear running lights</td>
<td>Route this brown wire to the left hand side marker lamp area, trim to length, double it with the cut off portion, install terminal W, and plug into lamp socket pigtail assembly Y as shown on sheet 13. Route the loose end of this brown wire to the left side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into connector F as shown on sheet 13. Route the loose end of this brown wire to the right side license plate lamp area, trim to length, install terminal L, and plug into connector H as shown on sheet 13. Route the loose end of this brown wire to the right side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into connector F as shown on sheet 13. Route the remaining portion of this brown wire to the right hand side marker lamp area, trim to length, install terminal X, and plug into the other lamp socket pigtail assembly Y as shown on sheet 13. Attach the two ring terminals (grounds) on the black wires from the side marker pigtail assemblies Y together at the trunk latch area to complete the side marker circuits. Plug your factory original license plate lamp leads (not included) into connectors H as shown on sheet 13.</td>
</tr>
<tr>
<td>F</td>
<td>YELLOW Left rear turn</td>
<td>Route this yellow wire to the left side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 13. Plug your LH factory tail lamp lead (not included) into this connection to complete your LH tail lamp circuit.</td>
</tr>
<tr>
<td>G</td>
<td>DK GREEN Right rear turn</td>
<td>Route this dark green wire to the right side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 13. Plug your RH factory tail lamp lead (not included) into this connection to complete your RH tail lamp circuit.</td>
</tr>
<tr>
<td>H</td>
<td>LT GREEN Back up lt sw</td>
<td>Route this light green wire to the LH driver’s side back up lamp area, trim to length, double it with the cut off portion, install terminal L, and plug into connector H as shown on sheet 13. Route the remaining portion of this wire over to the RH back up lamp area, trim to length, install terminal J, and plug into connector H as shown on sheet 13. Plug your factory back up lamp leads (not included) into connectors H to complete your back up lamp circuits</td>
</tr>
<tr>
<td>I</td>
<td>WHITE Ctsy ground</td>
<td>Install terminal Q onto the loose piece white wire and snap it into your dome lamp base. Route the loose end of the orange wire doubled into this 2 way male connector to the LH driver’s side trunk hinge area, trim to length, install terminal J, and plug into connector H as shown on sheet 13. Your factory trunk lamp (not included) will plug into this connection if your car has that option.</td>
</tr>
<tr>
<td>J</td>
<td>ORANGE 12v battery - fused</td>
<td>Install terminal Q onto the loose piece orange wire and snap it into your dome lamp base. Route the loose end of this wire down the windshield pillar to the 2-way connector in the driver’s kick panel area containing the orange and white wires, trim to length, install terminal C and plug into connector E as shown on sheet 13.</td>
</tr>
</tbody>
</table>

**NOTE:** Your factory tail lamp leads will plug into connectors F from below to complete your stop/tail lamp wiring circuits.

<table>
<thead>
<tr>
<th>Color</th>
<th>Description</th>
<th>Connection Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>K</td>
<td></td>
<td>Route this yellow wire to the left side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 13. Plug your LH factory tail lamp lead <strong>(not included)</strong> into this connection to complete your LH tail lamp circuit.</td>
</tr>
<tr>
<td>L</td>
<td></td>
<td>Route this dark green wire to the right side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 13. Plug your RH factory tail lamp lead <strong>(not included)</strong> into this connection to complete your RH tail lamp circuit.</td>
</tr>
<tr>
<td>S</td>
<td></td>
<td>Route this light green wire to the LH driver’s side back up lamp area, trim to length, double it with the cut off portion, install terminal L, and plug into connector H as shown on sheet 13. Route the remaining portion of this wire over to the RH back up lamp area, trim to length, install terminal J, and plug into connector H as shown on sheet 13. Plug your factory back up lamp leads <strong>(not included)</strong> into connectors H to complete your back up lamp circuits</td>
</tr>
</tbody>
</table>

**Note:** There is a 2 way male connector directly off of the main connector. Your completed dome lamp harness will plug in there. Route the loose end of the orange wire doubled into this 2 way male connector to the LH driver’s side trunk hinge area, trim to length, install terminal J, and plug into connector H as shown on sheet 13. Your factory trunk lamp **(not included)** will plug into this connection if your car has that option.
USE THIS SHEET FOR A 68 Impala or Caprice

(rear body kit)
installation instructions
1965-68 IMPALA

510365
www.americanautowire.com  856-933-0801

92970256  instruction rev 0.0  4/9/2013
Connect the main connector ton this harness to the mating connector on the dash harness, 510361, bag G. Route this harness down along the LH driver’s side door sill and back into trunk.

**USE THIS SHEET FOR A 68 IMPALA or CAPRICE**

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Color</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>LIGHT BLUE</td>
<td>Third brake light</td>
</tr>
<tr>
<td>D</td>
<td>TAN</td>
<td>Gas gauge</td>
</tr>
<tr>
<td>E</td>
<td>BROWN</td>
<td>Rear running lights</td>
</tr>
<tr>
<td>F</td>
<td>DK GREEN</td>
<td>Right rear turn</td>
</tr>
<tr>
<td>G</td>
<td>LT GREEN</td>
<td>Back up light</td>
</tr>
<tr>
<td>H</td>
<td>WHITE</td>
<td>Ctsy ground</td>
</tr>
<tr>
<td>J</td>
<td>YELLOW</td>
<td>Left rear turn</td>
</tr>
<tr>
<td>K</td>
<td>Q</td>
<td>Left rear turn</td>
</tr>
<tr>
<td>L</td>
<td>S</td>
<td>Right rear turn</td>
</tr>
<tr>
<td>M</td>
<td>V</td>
<td>Right rear turn</td>
</tr>
<tr>
<td>N</td>
<td>W</td>
<td>Right rear turn</td>
</tr>
<tr>
<td>O</td>
<td>X</td>
<td>Right rear turn</td>
</tr>
<tr>
<td>P</td>
<td>Y</td>
<td>Right rear turn</td>
</tr>
<tr>
<td>Q</td>
<td>WHITE</td>
<td>Ctsy ground</td>
</tr>
<tr>
<td>R</td>
<td>ORANGE</td>
<td>12v battery - fused</td>
</tr>
</tbody>
</table>

**NOTE:** Your factory tail lamp leads will plug into connectors F from below to complete your stop/tail lamp wiring circuits.

Route this tan wire to the rear of the car near access hole in trunk floor to the sending unit, cut to length, install terminal J and plug into connector H as shown on sheet 15. Install fuel tank extension V onto your sending unit, then route that tan wire up thru the access hole in the trunk floor so that it is near the tan wire with connector H installed on it, slide grommet S onto this extension wire in the direction shown on sheet 15, trim the wire to length, install terminal C, plug into connector K, then plug connector K into connector H as shown on sheet 15.

Route this brown wire to the left hand side marker lamp area, trim to length, double it with the cut off portion, install terminal W, and plug into lamp socket pigtail assembly Y as shown on sheet 15. Route the loose end of this brown wire to the outer left side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into connector F as shown on sheet 15. Route the loose end of this brown wire to the inner left side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into connector F as shown on sheet 15. Route the remaining portion of this brown wire to the inner right side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into connector F as shown on sheet 15. Route the remaining portion of this brown wire to the right hand side marker lamp area, trim to length, install terminal X, and plug into the other lamp socket pigtail assembly Y as shown on sheet 15. Attach the two ring terminals (grounds) on the black wires from the side marker pigtail assemblies Y together at the trunk latch area to complete the side marker circuits. Plug your factory original license plate lamp leads (not included) into connectors H as shown on sheet 15.

Route this yellow wire to the outer left side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into the empty cavity of connector F as shown on sheet 15. Route the remaining portion of this yellow wire to the inner left side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 15. Plug your inner and outer factory LH tail lamp leads (not included) into these two connections to complete your LH tail lamp circuits.

Route this dark green wire to the inner right side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into the empty cavity of connector F as shown on sheet 15. Route the remaining portion of this dark green wire to the outer right side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 15. Plug your inner and outer factory RH tail lamp leads (not included) into these two connections to complete your RH tail lamp circuits.

Route this light green wire to the LH driver’s side back up lamp area, trim to length, double it with the cut off portion, install terminal L, and plug into connector H as shown on sheet 15. Route the remaining portion of this wire over to the RH back up lamp area, trim to length, install terminal J, and plug into connector H as shown on sheet 15. Plug your factory back up lamp leads (not included) into connectors H to complete your back up lamp circuits.

Route this tan wire to the rear of the car near access hole in trunk floor to the sending unit, cut to length, install terminal J and plug into connector H as shown on sheet 15. Install fuel tank extension V onto your sending unit, then route that tan wire up thru the access hole in the trunk floor so that it is near the tan wire with connector H installed on it, slide grommet S onto this extension wire in the direction shown on sheet 15, trim the wire to length, install terminal C, plug into connector K, then plug connector K into connector H as shown on sheet 15.

Route this yellow wire to the outer left side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into the empty cavity of connector F as shown on sheet 15. Route the remaining portion of this yellow wire to the inner left side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 15. Plug your inner and outer factory LH tail lamp leads (not included) into these two connections to complete your LH tail lamp circuits.

Route this dark green wire to the inner right side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into the empty cavity of connector F as shown on sheet 15. Route the remaining portion of this dark green wire to the outer right side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 15. Plug your inner and outer factory RH tail lamp leads (not included) into these two connections to complete your RH tail lamp circuits.

Route this light green wire to the LH driver’s side back up lamp area, trim to length, double it with the cut off portion, install terminal L, and plug into connector H as shown on sheet 15. Route the remaining portion of this wire over to the RH back up lamp area, trim to length, install terminal J, and plug into connector H as shown on sheet 15. Plug your factory back up lamp leads (not included) into connectors H to complete your back up lamp circuits.

Route this tan wire to the rear of the car near access hole in trunk floor to the sending unit, cut to length, install terminal J and plug into connector H as shown on sheet 15. Install fuel tank extension V onto your sending unit, then route that tan wire up thru the access hole in the trunk floor so that it is near the tan wire with connector H installed on it, slide grommet S onto this extension wire in the direction shown on sheet 15, trim the wire to length, install terminal C, plug into connector K, then plug connector K into connector H as shown on sheet 15.

Route this yellow wire to the outer left side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into the empty cavity of connector F as shown on sheet 15. Route the remaining portion of this yellow wire to the inner left side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 15. Plug your inner and outer factory LH tail lamp leads (not included) into these two connections to complete your LH tail lamp circuits.

Route this dark green wire to the inner right side tail light area, trim to length, double it with the cut off portion, install terminal L and plug into the empty cavity of connector F as shown on sheet 15. Route the remaining portion of this dark green wire to the outer right side tail light area, trim to length, install terminal J and plug into the empty cavity of connector F as shown on sheet 15. Plug your inner and outer factory RH tail lamp leads (not included) into these two connections to complete your RH tail lamp circuits.

Route this light green wire to the LH driver’s side back up lamp area, trim to length, double it with the cut off portion, install terminal L, and plug into connector H as shown on sheet 15. Route the remaining portion of this wire over to the RH back up lamp area, trim to length, install terminal J, and plug into connector H as shown on sheet 15. Plug your factory back up lamp leads (not included) into connectors H to complete your back up lamp circuits.

Route this tan wire to the rear of the car near access hole in trunk floor to the sending unit, cut to length, install terminal J and plug into connector H as shown on sheet 15. Install fuel tank extension V onto your sending unit, then route that tan wire up thru the access hole in the trunk floor so that it is near the tan wire with connector H installed on it, slide grommet S onto this extension wire in the direction shown on sheet 15, trim the wire to length, install terminal C, plug into connector K, then plug connector K into connector H as shown on sheet 15.
This connector is on the dash harness

NOTE: View from back of connector.

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

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

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

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

(144.0" 6 Gauge charge wire)

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

(175 amp Megafuse)

(Megafuse jumper)

(Alternator boot)

(cut into six 1.0" pieces)

(2)B

(2)C

(1)D

(1)F

(1)E

(1)G

(2)H

(3)I

(2)J

(2)K

PART # 510476 Z
DESCRIPTION: Alternator and Main Power Connection Kit Various Applications

www.americanautowire.com 856-933-0801

Lift This END

Sigorta Fuse

PART # 510476 Z
DESCRIPTION: Alternator and Main Power Connection Kit Various Applications

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

DESCRIPTION:
Alternator and Main Power Connection Kit
Various Applications

510476

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.
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.
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.

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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