

DETAIL "A"

Each terminal has a locking "tang" to lock into connector. This tang must be collapsed with a very thin screwdriver, to remove the terminal from the connector.

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 automotive wiring
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PART # **500483** **H**

DESCRIPTION:
INSTRUMENT CLUSTER KIT
 Classic Update Series 1955-59 Truck

92965280 instruction sheet Rev 0.0 9/18/2001

INSTALLATION INSTRUCTIONS - STOCK INSTRUMENT CLUSTER

Note: If you are using aftermarket gauges, follow the instruction in the Aftermarket Gauge package included in this kit.

CONNECTOR A

Right Turn Indicator DK BLUE	Right turn lamp	A supplied lamp socket (E) and rivet (F) are included if you choose to use for your turn signal indicator. Otherwise, connect this wire to your indicator lamp.
Left Turn Indicator LT BLUE	Left turn lamp	A supplied lamp socket (E) and rivet (F) are included if you choose to use for your turn signal indicator. Otherwise, connect this wire to your indicator lamp.
Hi-Beam Indicator LT GREEN	Hi-beam ind	A supplied lamp socket (E) and rivet (F) are included if you choose to use for your hi beam indicator. Otherwise, connect this wire to your indicator lamp.
Ground BLACK	Ground	Use terminal G from the Aftermarket Gauge bag for grounding instrument cluster, gauges, and/or indicator lamps.
Fuel Gauge PINK	12v ignition	Use terminal C and connector D, and connect to the "12V +" post on fuel gauge

CONNECTOR B

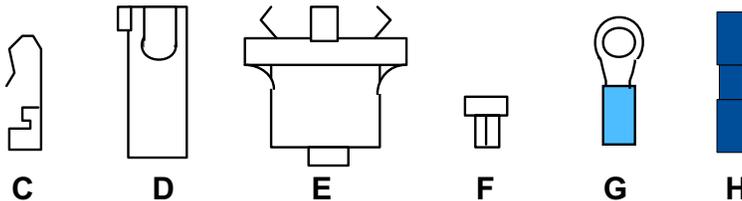
Fuel Gauge TAN	Sender lead	Use terminal C and connector D, and connect to the "sender" post on fuel gauge.
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Instrument lamps

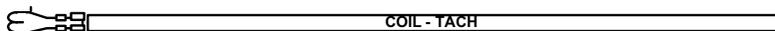
Install the lamp sockets E on supplied grey lead wires. These wires will be spliced together with the butt splice connectors supplied in the Aftermarket Gauge bag from this kit, as shown on sheet 1.

GREY	Instrument lamp	Plug into instrument lamp holes on cluster.
Ground BLACK	Ground	Use terminal G from bag 92965220 for grounding instrument cluster, gauges, and/or indicator lamps.
Temperature Gauge PINK DK GREEN	12 volt ignition feed Sender lead	Connect to the "12V +" post on temperature gauge, and the oil gauge (1956-59). Connect to the sender (-) post on the temperature gauge.
Oil Gauge DK BLUE	oil sender	This wire will not be used on a stock instrument cluster and must be removed. (See Detail "A" for removal)

Note: If you are using with a late model alternator, we recommend having the stock ammeter upgraded to handle the additional amperage. American autowire does not support the use of a stock ammeter and we recommend the use of a volt meter, as shown in bag 92965220 of this gauge kit.



BROWN WIRE: If you are using a Dakota Digital instrument cluster, it will be necessary to plug the loose brown wire into connector A, maintaining color continuity with the brown wire on the dash harness. This is needed to dim the panel lights when the exterior lights are on (to reduce eye strain).



WHITE WIRE: If you are using a tachometer, it will be necessary to plug the loose white wire into connector A, maintaining color continuity with the white wire on the dash harness. Connect the other end to the tachometer, following the manufacturer's instructions.



PURPLE / YELLOW WIRES: If you are using an electric speedometer, it will be necessary to use these wires for the speedometer sensor. Each wire has a mating terminal to the other (same color) wire. Plug the female into an unused cavity in connector A. Plug the mating male into the mating cavity on the dash harness connector. Route the other ends to your speed sensor and speedometer, and connect per the manufacturer's instructions.