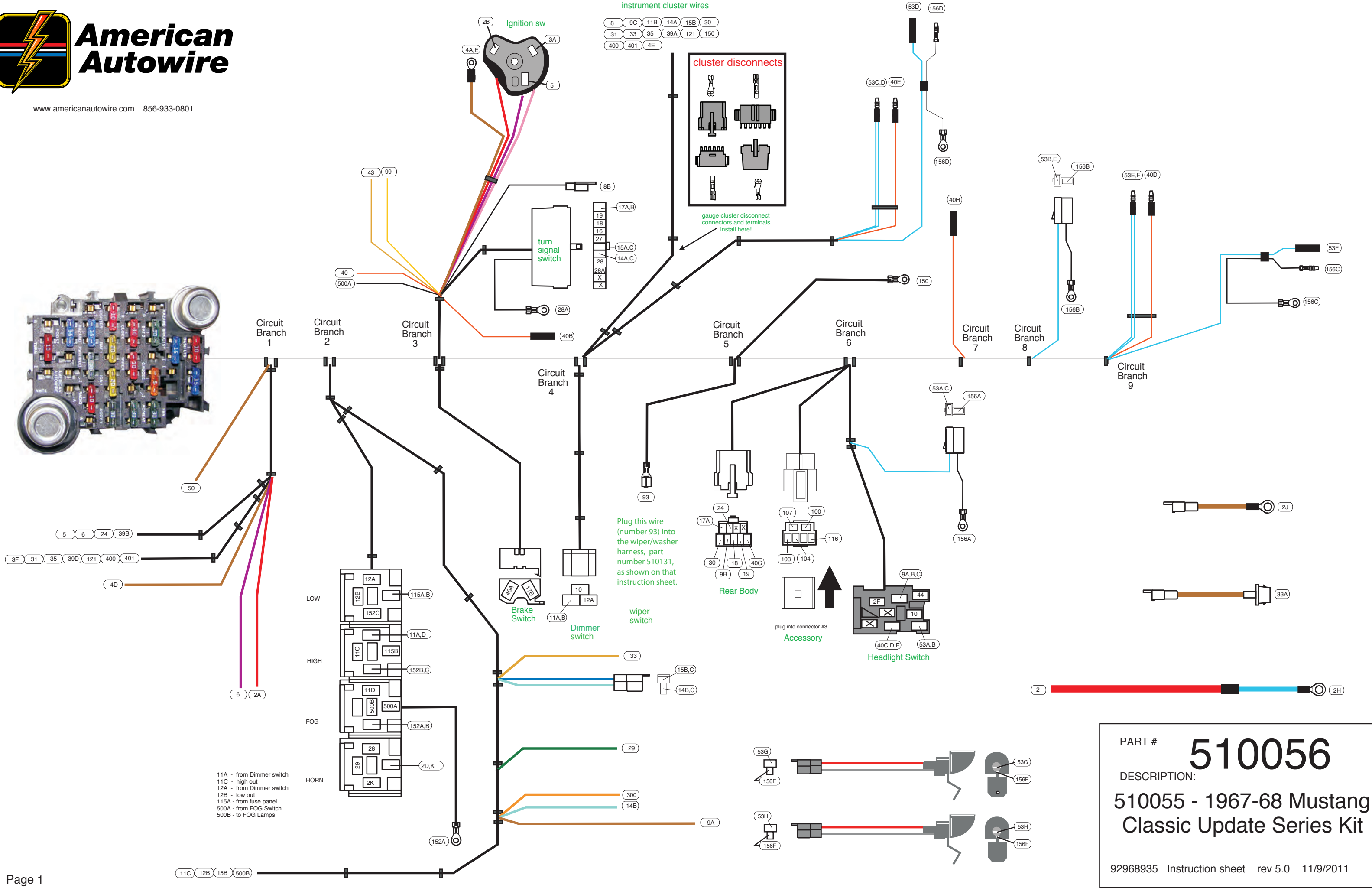




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PART # **510056**

DESCRIPTION:
510055 - 1967-68 Mustang Classic Update Series Kit

92968935 Instruction sheet rev 5.0 11/9/2011

Main Fuse Panel Installation Instructions

The Main Fuse Panel harness is designed to be mounted under the dash at the firewall in an area close to the steering column. The enclosed representation of the main dash harness shows each circuit branch and identifies each connection by its color and function. Follow this drawing and detail drawings on pages 9 and 10 for the individual circuit connections.

Circuit Branch 1 - Engine and Alt. connections

| Wire # | Wire color | Printing |
|--------|------------|-----------------------|
| 50 | Brown | Heater/AC feed |
| 6 | Purple | Starter Solenoid-S |
| 2 | Red | 12 V Battery |
| 2H | Light Blue | Fusable Link |
| 2A | Red | 12 V Battery |
| 2J | Brown | Fusable Link |
| 5 | Purple | Neutral Safety Switch |
| 24 | Lt. Green | Backup Lt Sw-Lights |
| 39B | Pink | 12 V Ignition |
| 4D | Brown | Alternator Ign |
| 3F | Pink | Ignition Feed - coil |
| 31 | Dark Blue | Oil Pressure Sender |
| 35 | Dark Green | Water Temp Sender |
| 39D | Tan | Electric Choke |
| 121 | White | Coil - Tach |
| 400 | Yellow | VSS Ground |
| 401 | Purple | VSS Signal |

See pages 9 and 10, "Figures B, C, and D" for typical connections. Loose piece terminals and connectors are located in kit # 510176.

Procedure
This is the fused Ignition power lead for the heater or AC control panel. Connect according to the instructions supplied with your aftermarket Heater / AC unit. This can also be used as the 12 volt feed wire to the stock 3 speed heater blower motor if you are utilizing your stock 1967-68 Mustang heating system. See page 10, figure E.

Connect the end that comes out with the 5, 24, and 39B wires to 1 terminal on the neutral safety switch. Connect the end that comes out with the heavy red power wire to the "S" terminal on your starter solenoid. (See Figure B)

Route this wire to your starter solenoid and connect the ring terminal end with the blue fusible link to the battery terminal on the starter solenoid. Route the other end to the alternator battery stud, install sleeve "C" followed by terminal "D" and attach this completed assembly to the battery terminal of the alternator. (See Figure B)

See the connection instructions under wire 2.

Route this wire to your starter solenoid. Cut to length, install terminal "B", plug into connector "E" as shown on this page. As shown on sheet 9, Figure B, plug connector "E" into the connector on the loose piece fusible link wire 2J, then attach the ring terminal on this assembly to the battery terminal on your starter solenoid. (Parts in 510047 kit)

See the connection instructions under wire 2A.

Connect to the opposite terminal from wire 6 above to a terminal on the neutral safety switch. (See figure C)

Connect to the backup light terminal on the neutral safety / back up switch. (See figure C)

Connect to the backup light power terminal on the neutral safety / back up switch. (See figure C)

This wire is the exciter wire for your alternator / voltage regulator. If you are using a one wire alternator, this wire will not be used and should be capped off as it is "hot" in the ignition "on" position. If you are using an alternator that requires an internal or external voltage regulator, this exciter wire must be connected to the "switched or 12v ignition" terminal on your regulator or alternator according to the manufacturer's specifications for the type of alternator / regulator that is being used. (AAW recommends a GEN 3 Internally Regulated or 1 wire unit)

This is your 12 volt switched power source for the distributor. This can be connected directly to the "bat" terminal on a typical HEI distributor, to a ballast resistor as in a points type distributor, or be used as the ignition power source for an aftermarket ignition module such as an MSD or "Duraspark" module. See the installation instructions for the type of distributor you are using for specific connection requirements (See page 10 for some examples).

Connect to the oil pressure sender.

Connect to the temperature sender.

On carbureted cars, connect to the electric choke terminal.

This can be connected directly to the tach terminal on a typical HEI distributor, to the negative side of the coil, or a tach connection in an aftermarket ignition module such as an MSD module. See the installation instructions for the type of ignition system you are using for specific connection requirements.

Connect to the Vehicle Speed Sensor ground lead (see page 4 for typical connection).

Connect to the Vehicle Speed Sensor signal lead (see page 4 for typical connection).

Circuit Branch 2- Front Lighting connections

| Wire # | Wire color | Printing |
|-------------------|-------------|--------------------|
| Relay Pack | | |
| 152A | Black | Ground |
| 33 | Tan | Brake Switch |
| 14B,C | Light Blue | Left Front Turn |
| 15B,C | Dark Blue | Right Front Turn |
| 29 | Dark Green | Horn |
| 14B | Light Blue | Left Front Turn |
| 15B | Dark Blue | Right Front Turn |
| 300 | Orange | Electric Fan |
| 9A | Brown | Park Lights |
| 11C | Light Green | Headlight-Hi Beam |
| 12B | Tan | Headlight-Low Beam |
| 500B | Black | Fog Lamps |

See page 9, "Figure A" for typical connections. Loose piece terminals and connectors are located in kit 510176.

Procedure
The 4 gang relay panel is directly wired and requires no internal wiring. The relays control the headlight low beams, headlight high beams, fog lamps, and the horn.

This is the relay pack ground. Connect to a good chassis ground.

This is the brake warning light switch wire for braking systems using a brake warning light. An extension to the switch, wire "33A" with a late model mold-on connector, has also been provided. Route wire 33 to the brake warning switch, cut to length, install terminal "E", plug into connector "B" (Parts in 510047 kit), plug the completed lead into the brake warning extension wire 33A. The other end of the brake warning extension can then be plugged onto the brake warning switch.

These are the connections for the hood mounted directional lights. The mating connector and terminals "B and Q" to complete this branch can be found in the 510047 loose piece dash kit if you are using a stock hood with these lamps. Connect to the horn power terminal. NOTE: If your horn has a separate ground terminal, you must supply the wire for this ground terminal as it is not included in the kit.

Connect to the left front directional lamp socket. If you are using a single front directional light with an 1157 or dual filament bulb, this wire would be connected to the high intensity filament of the LH front running light.

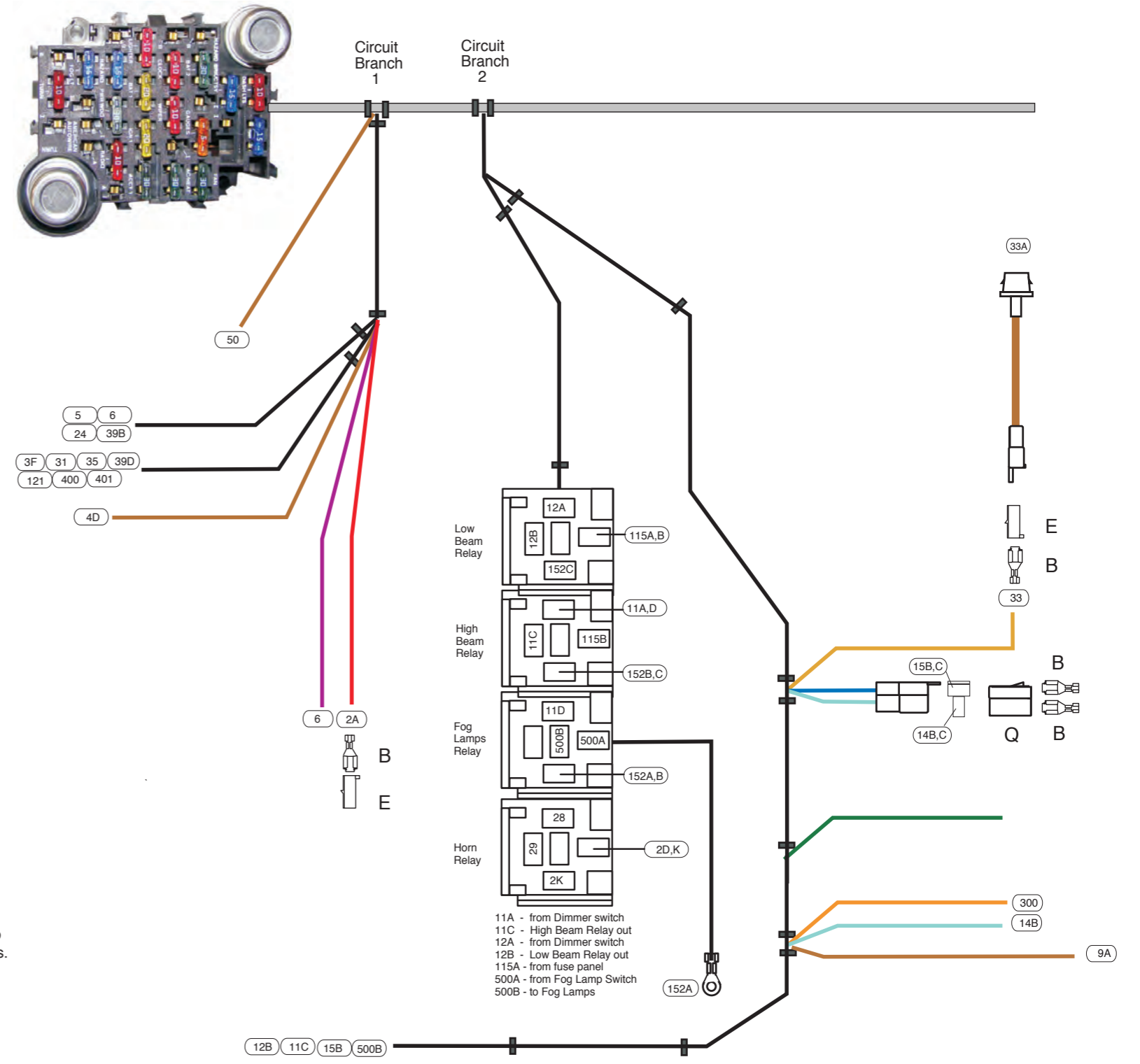
Connect to the right front directional lamp socket. If you are using a single front directional light with an 1157 or dual filament bulb, this wire would be connected to the high intensity filament of the RH front running light.

This is the 12 volt ignition feed to be connected to the trigger wire on your electric fan relay.

Connect to both the front park / running light sockets. If you are using a single front directional light with an 1157 or dual filament bulb, this wire would be connected to the low intensity filament of each of the front running lights. An in-line splice of this wire or a double up of this wire at the left front parking lamp will be necessary to accommodate the wiring of both of the front park / running lights

Select the light green Headlight Hi Beam wire (11C) and tan Headlight Low Beam wire (12B). Route and connect these wires to the headlights. An in-line splice of these wires or a double up of these wires at the left front headlight will be necessary to accommodate wiring of both of the headlights. Using the supplied terminals and connectors, connect these wires along with the headlight ground wires to the headlight connectors according to the orientation in the diagram on page 9, Figure A.

Connect this wire to your fog lamp power wires. An in-line splice or double up of the wire at the left fog lamp before routing to the right fog lamp will be necessary. If the fog lamps have a separate ground wire, you must supply those wires as they are not included in the kit.




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PART #

510056

DESCRIPTION:

510055 - 1967-68 Mustang Classic Update Series Kit

92968935 Instruction sheet rev 5.0 11/9/2011

Circuit Branch 3 - Under Dash connections

| Wire # | Wire color | Printing | Procedure |
|--------|------------|-------------------|--|
| 40 | Orange | 12V Battery Fused | Connect to "Feed In" on your fog lamp switch (if so equipped). |
| 500A | Black | Fog Lamps | Connect to "Feed out" on your fog lamp switch (if so equipped). |
| 43 | Tan | Radio | Ignition power lead to radio. |
| 99 | Yellow | Radio Bat | Battery power lead to radio. |
| 28A | Black | Horn Relay Ground | Used for original Ford steering column only. See Table "A" - Stock turn signal connection instruction table. |
| 40B | Orange | 12V battery Fused | Connect to cigarette lighter. |
| 8B | Gray | Dash Lights | Spare dash lamp feed for any accessory dash lamps needed. |

| Brake Switch connector | | | |
|------------------------|--------|----------------|--------------------------|
| 40A | Orange | Heater/AC feed | Connect to Brake Switch. |
| 17B | White | Brake Switch | Connect to Brake Switch. |

| Ignition Switch connector | | | |
|---------------------------|--------|-----------------------|---|
| 3A | Pink | Ignition Feed | Connect to the provided 1967 style ignition switch. |
| 5 | Purple | Neutral Safety Switch | |
| 2B | Red | 12V Battery | |

| Turn Signal Switch connector | | | |
|------------------------------|-------|------------------|--|
| 4A,E | Brown | Ignition Sw Accy | Install on the ignition switch stud after the main switch connector has been plugged in. |

If you are using a stock Ford turn signal switch, refer to Page 8, Table "A", AAW Turn Signal Switch wires to stock 1967-68 Mustang turn signal switch. This kit is designed to function with a GM style turn signal switch. Our connector mates to a 3 7/8 inch long plug used on 1969-1974 GM, IDIDIT, many other aftermarket steering columns. Starting from 1975 on up, the GM switch changed the mating connector to use a 4 1/4 inch connector. That connector is from the same family and uses the same terminals. By using the supplied mating connector located in the loose piece kit bag of this dash harness (510047), it is easy to adapt any steering column to the kit. The function of each wire within the cavities is as follows:

| Wire # | Wire color | Printing | Procedure |
|--------|------------|-------------------|--|
| 28 | Black | Horn Relay Ground | Horn button ground to the horn relay trigger |
| 14A,C | Light Blue | Left Front Turn | Feeds the left front turn lamp bulb high filament, the left hood mounted turn signal bulb, and the left turn dash indicator lamp. |
| 15A,C | Dark Blue | Right Front Turn | Feeds the right front turn lamp bulb high filament, the right hood mounted turn signal bulb, and the right turn dash indicator lamp. |
| 27 | Brown | Turn Sw - Hazard | 4 way hazard power feed wire from the Hazard flasher "L" terminal. |
| 16 | Purple | Turn Switch Feed | Turn signal power feed wire from the Turn Signal flasher "L" terminal. |
| 18 | Yellow | Left Rear Turn | Feeds the left rear turn and brake lamp bulb high filament. |
| 19 | Dark Green | Right Rear Turn | Feeds the right rear turn and brake lamp bulb high filament.. |
| 17A | White | Brake Switch | Power feed wire from the output side of the brake switch. |

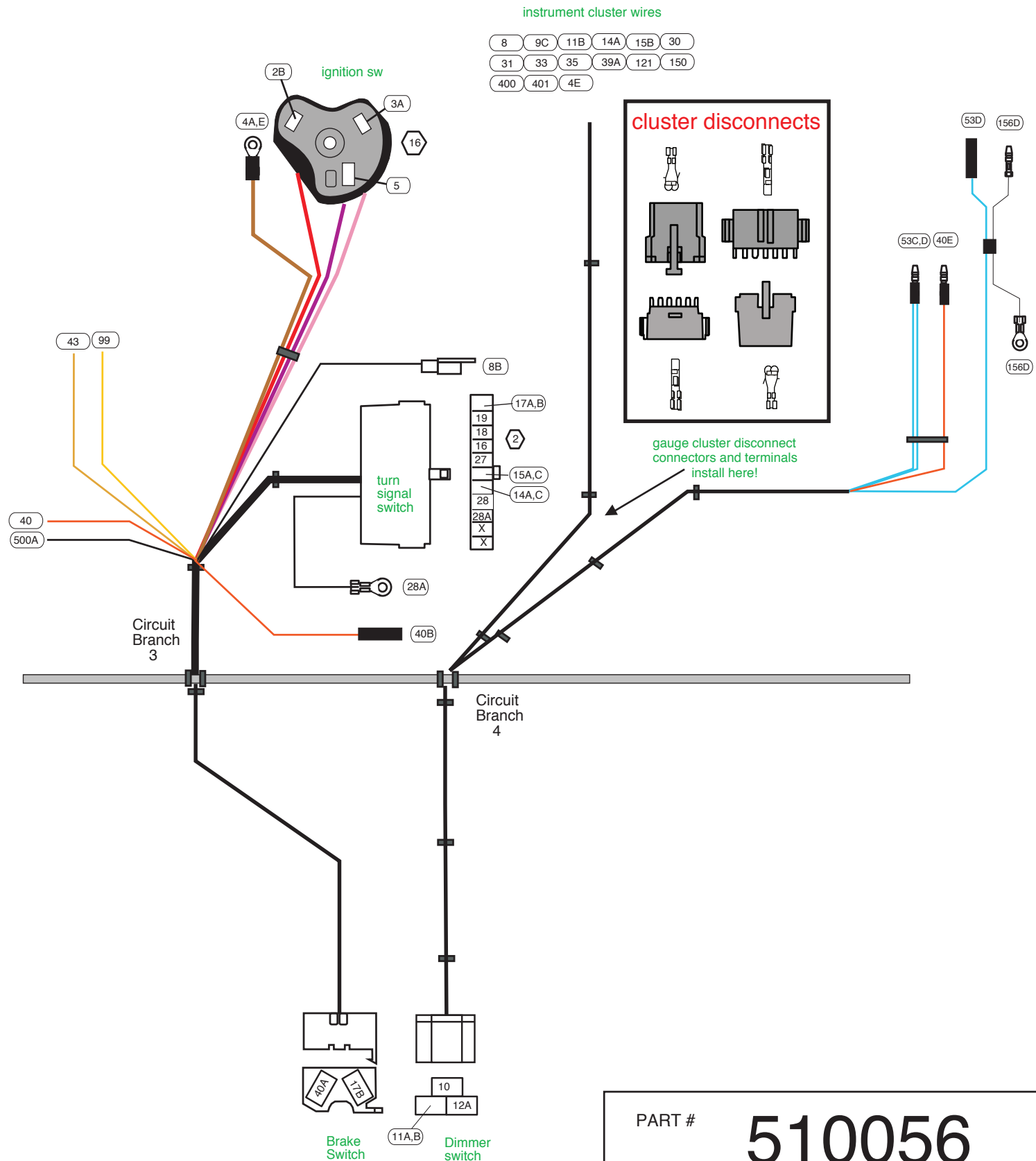
Circuit Branch 4- Under Dash connections

| Wire # | Wire color | Printing | Procedure |
|--------------------------|-------------|--------------------|---------------------------|
| Dimmer Switch connector. | | | |
| 10 | Yellow | Dimmer Switch Feed | Connect to Dimmer Switch. |
| 11A,B | Light Green | Headlight Hi Beam | Connect to Dimmer Switch. |
| 12A | Tan | Headlight Low Beam | Connect to Dimmer Switch. |

| Left Hand Dome Lamp Feed Wires. | | | |
|---------------------------------|------------|-------------------|---|
| 53C,D | Light Blue | 12V Ctsy Sw | Connect to Left Hand door jamb switch. |
| 40E | Orange | 12V Battery Fused | Connect to Left Hand door jamb switch. |
| 53D | Light Blue | 12V Ctsy Sw | Connect to Left rear dome lamp. |
| 156D | White | Ctsy Ground | Connect the bullet terminal end to the left rear dome lamp. The ring terminal end must be connected to a good chassis ground. |

Instrument Cluster wires.
See Page 8 - Table 'B' for stock 1967-68 Mustang instrument cluster wiring colors and functions. Cluster disconnects have been provided and can be found in the 510047 loose piece bag. We have provided an ample length of wire in order for you to cut and make your own gauge cluster harness. Page 4 identifies a typical instrument cluster wiring scheme. As this kit is designed to function with many different gauge manufacturer's products, it may be necessary to follow the connection requirements specified by the manufacturer of the gauges being used. **As with all AAW kits, the use of a factory ammeter is neither supported, nor is it encouraged.** The function of each AAW wire is as follows:

| | | | |
|-----|-------------|---------------------|---|
| 8 | Gray | Dash Lights | Connect to Gauge Lights. |
| 9C | Brown | Park Lights | Connect to any instrument cluster requiring a signal to dim a digital display. If using regular analog gauges, this wire will not be required. |
| 11B | Light Green | Headlight Low Beam | Connect to the high beam indicator light. |
| 14A | Light Blue | Left Dash Ind | Connect to the left turn signal indicator light. |
| 15B | Dark Blue | Right Dash Ind | Connect to the right turn signal indicator light. |
| 30 | Tan | Gas Gauge | Connect to the signal or sender terminal of the fuel gauge. |
| 31 | Dark Blue | Oil Pressure Sender | Connect to the signal or sender terminal of the oil pressure gauge. |
| 33 | Tan | Brake Light | Connect to the ground side of the brake warning indicator light. |
| 35 | Dark Green | Water Temp Sender | Connect to the signal or sender terminal of the water temperature gauge. |
| 39A | Pink | 12V Ignition | Connect to the Ignition or power terminals of each gauge. An in line splice will be necessary to feed each gauge in the instrument cluster. |
| 121 | White | Coil-Tach | Connect to the signal or sender terminal of the tachometer. |
| 150 | Black | Ground | Connect to the Ground terminals of each gauge and dash lamp. An in line splice will be necessary to feed each ground requirement in the instrument cluster. connect to a good chassis ground or the VSS ground terminal on the speedometer. Mechanical speedometers do not require this connection. |
| 400 | Yellow | VSS Ground | connect to a good chassis ground or the VSS ground terminal on the speedometer. Mechanical speedometers do not require this connection. |
| 401 | Purple | VSS Signal | Connect to the VSS signal or sender terminal of the speedometer. Mechanical speedometers do not require this connection. |
| 4E | Brown | | This wire will only be used when installing a stock instrument cluster. Connect to the Black with light green stripe wire when using a stock 1967 or 1968 Mustang instrument cluster. This is the accessory feed for the voltage reducer for certain stock gauges. |



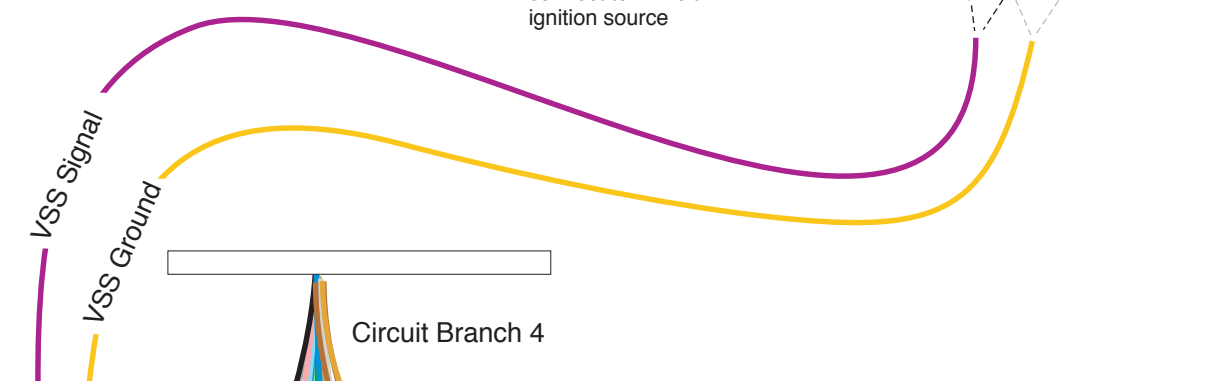
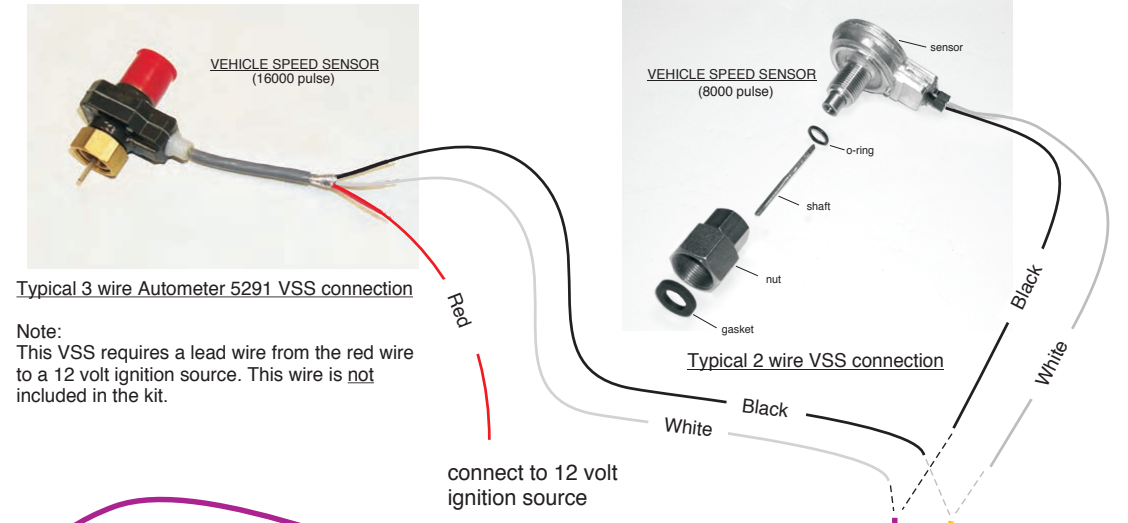
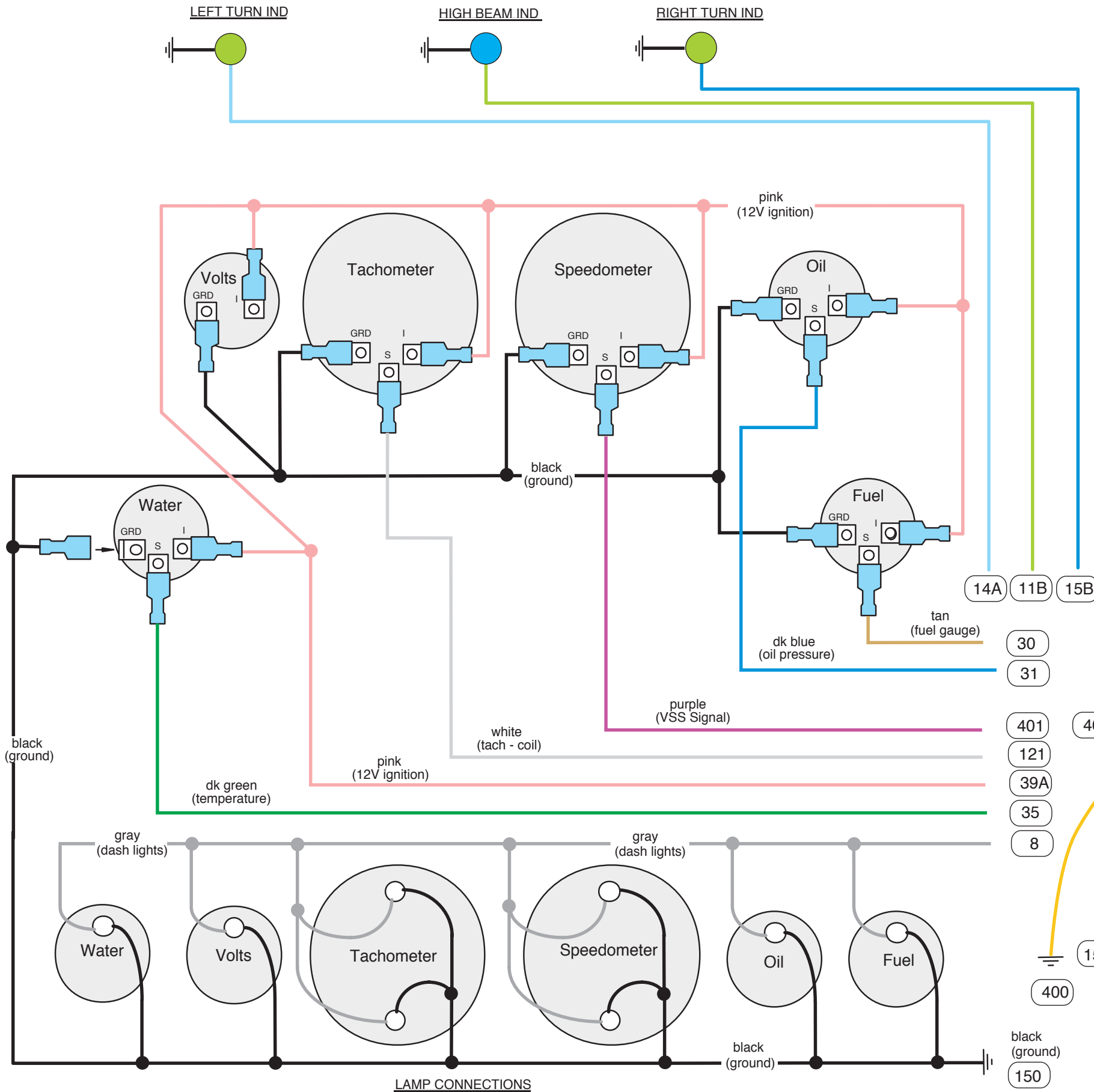
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PART # **510056**

DESCRIPTION:
510055 - 1967-68 Mustang Classic Update Series Kit

92968935 Instruction sheet rev 5.0 11/9/2011

TYPICAL BLADE TYPE GAUGE CONNECTIONS



Circuit Branch 4 - Instrument Cluster Wiring

Shown is a typical installation with electric gauges and an electronic speedometer and tachometer. Mechanical speedometers will only require the light leads. The VSS lead wires can be ignored for mechanical speedometers. Always check the manufacturers instructions for specific requirements.



PART # **510056**

DESCRIPTION:
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Circuit Branch 5 - Under Dash connections

| Wire # | Wire color | Printing | Procedure |
|--------|------------|------------|-----------|
| 93 | White | Wiper Feed | |

Power input to wiper and washer switch connection.
(This wire and terminal will attach to AAW harness number 510131, "Wiper Washer Harness", to complete your stock windshield wiper harness system. The instructions for the motor and pump connections, as well as, the instructions on where to plug this wire into the "Wiper Washer Harness" can be found on instruction sheet number 510131.)

| | | | |
|-----|-------|--------|--|
| 150 | Black | Ground | |
|-----|-------|--------|--|

Instrument Cluster ground. Connect to a good chassis ground.

Circuit Branch 6- Under Dash connections

| Wire # | Wire color | Printing | Procedure |
|--------|------------|----------|-----------|
|--------|------------|----------|-----------|

Rear Body Wire connections.
 This plugs into the Rear Body Kit 510052. See that sub-kit for specific installation instructions and circuit functions.
 Accessory Feed Wire connections.

| | | | |
|-----|------|-----------------|--|
| 100 | Tan | Accessory Fused | |
| 103 | Tan | Fuel pump | |
| 104 | Red | Power Locks | |
| 107 | Pink | Ignition Fused | |
| 116 | Pink | Power Windows | |

Accessory Fused power source.
 Connect to the power input terminal of a fuel pump relay.
 Connect to the power input of the power locks switch or any other battery powered accessory.
 Ignition Fused power source.
 Connect to the power input of the power windows switch or any other ignition powered accessory.

Headlight switch connector.
 The function of each wire is as follows:

| | | | |
|---------|------------|-------------------|--|
| 2F | Red | 12V Battery | |
| 9A,B,C | Brown | Park Lights | |
| 44 | Dark Green | | |
| 10 | Yellow | Dimmer Sw feed | |
| 40C,D,E | Orange | 12V Battery Fused | |
| 53A,B | Lt Blue | 12V Ctsy Sw | |

12 volt battery power to the switch.
 Power lead wires to the running light circuits.
 Power lead wire to the dash lights .
 Headlight power output to the Dimmer Switch.
 Courtesy Light battery power
 Courtesy Light switched battery power

Courtesy light connector.
 Plug in your Left Hand under dash courtesy lamp assembly here. The function of each wire is as follows:

| | | | |
|-------|---------|--------------|--|
| 53A,C | Lt Blue | 12V Ctsy Sw | |
| 156A | White | Crtsy ground | |

Courtesy Light power.
 Courtesy Light ground

Circuit Branch 7- Under Dash connections

| Wire # | Wire color | Printing | Procedure |
|--------|------------|-------------------|-----------|
| 40H | Orange | 12V Battery Fused | |

Connect to the glove box lamp assembly.

Circuit Branch 8- Under Dash connections

| Wire # | Wire color | Printing | Procedure |
|--------|------------|----------|-----------|
|--------|------------|----------|-----------|

Courtesy light connector.
 Plug in your Right Hand under dash courtesy lamp assembly here. The function of each wire is as follows:

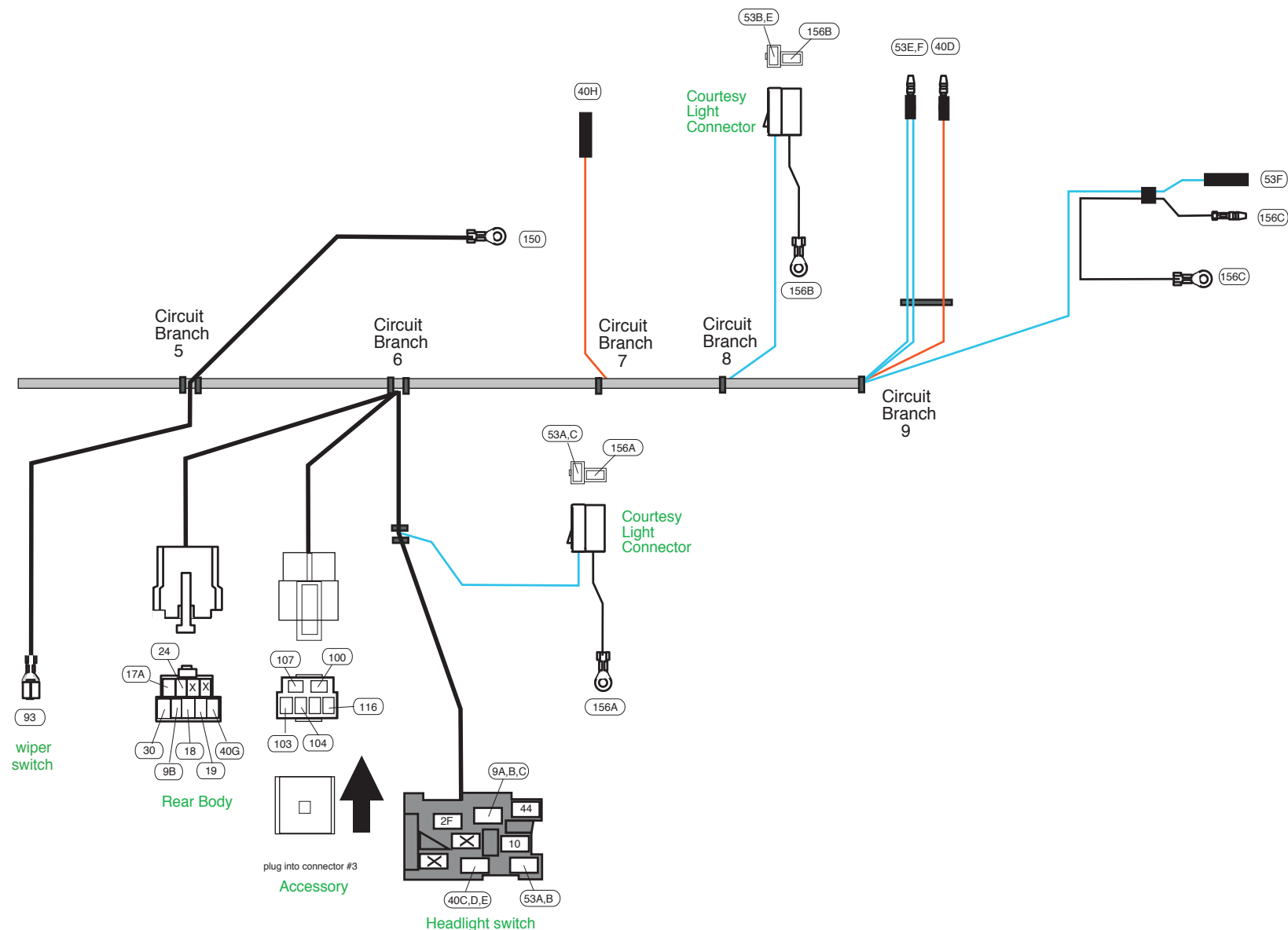
| | | | |
|-------|---------|--------------|--|
| 53B,E | Lt Blue | 12V Ctsy Sw | |
| 156B | White | Crtsy ground | |

Courtesy Light power.
 Courtesy Light ground

Circuit Branch 9- Under Dash connections

| Wire # | Wire color | Printing | Procedure |
|--------|------------|-------------------|-----------|
| 53E,F | Light Blue | 12V Ctsy Sw | |
| 40D | Orange | 12V Battery Fused | |
| 53F | Light Blue | 12V Ctsy Sw | |
| 156C | White | Ctsy Ground | |

Connect to the Right Hand door jamb switch.
 Connect to the Right Hand door jamb switch.
 Connect to the Right rear dome lamp.
 Connect the bullet terminal end to the right rear dome lamp.
 The ring terminal end must be connected to a good chassis ground.



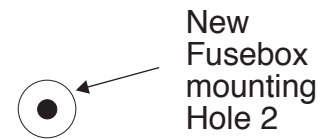
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PART # **510056**

DESCRIPTION:
510055 - 1967-68 Mustang Classic Update Series Kit

92968935 Instruction sheet rev 5.0 11/9/2011

Engine Bay Side



Factory Firewall Dimple

Existing Factory Firewall Screw Hole

Existing Factory Firewall Screw Hole

New Fusebox mounting Hole 1

Factory Firewall Dimple

Existing Factory Firewall Screw Hole

Fusebox Mounting Hole Template

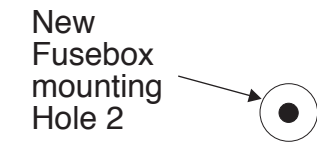
Hole 2 needs to be drilled in the firewall for the new fuse box.

Position the template from either the engine bay side or the under dash side.

Locate the existing firewall screw hole that will set the center point for the new fuse box Hole 1. This hole is already the correct size for the new fuse box retention screw.

The template can then be used to set the center point to drill the 1/8 inch hole for the new fuse box Hole 2.

Under Dash Side



Factory Firewall Dimple

Existing Factory Firewall Screw Hole

Existing Factory Firewall Screw Hole

New Fusebox mounting Hole 1

Factory Firewall Dimple

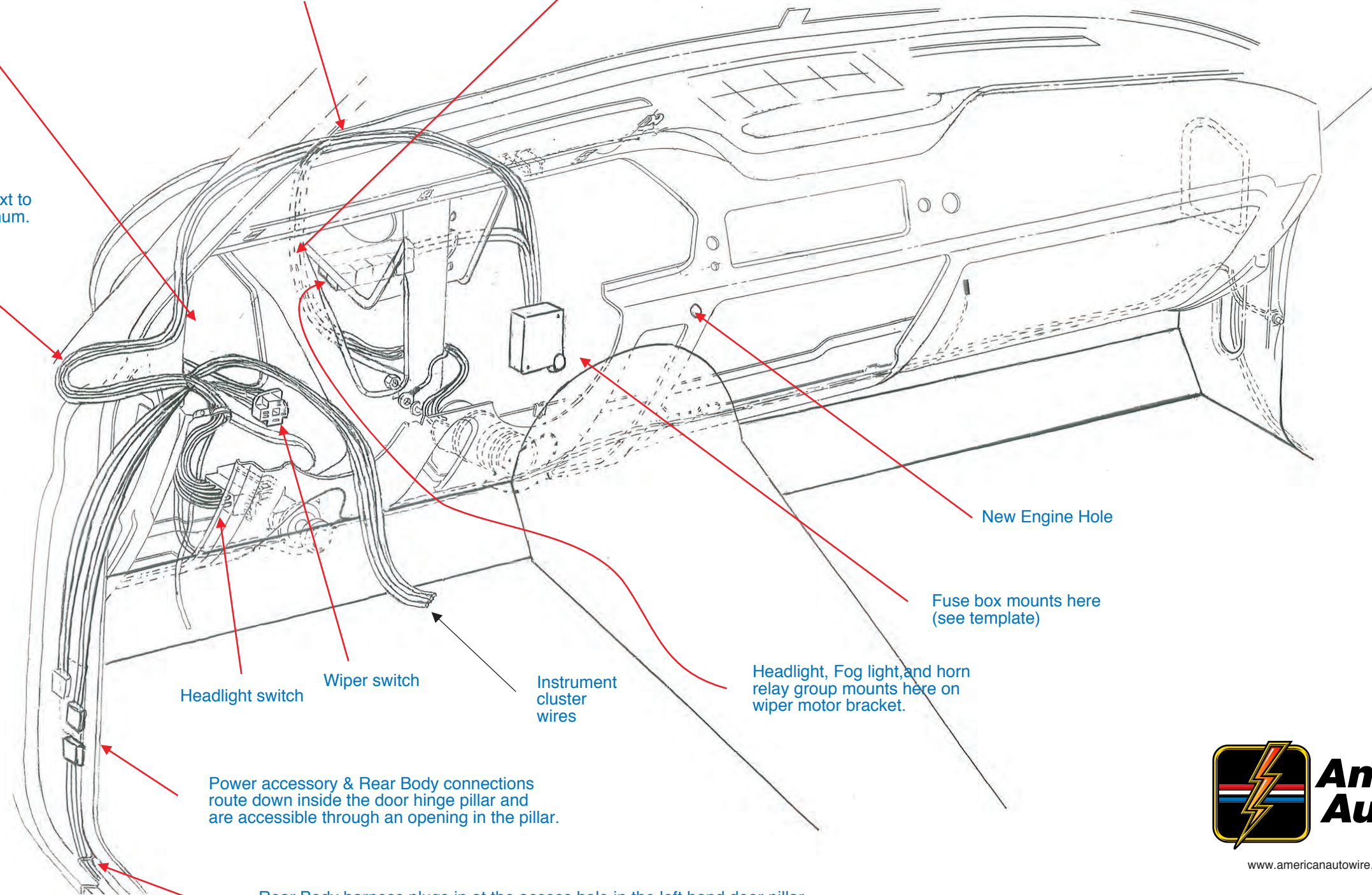
Existing Factory Firewall Screw Hole

The front light wiring goes out through the stock hole in the firewall ahead of the headlight switch.

Heat and AC feed, instrument cluster, headlight switch, accessory connections, rear body, wiper switch, dimmer switch, glove box, and courtesy light wires all route over the top of the steering column saddle to keep everything away from the wiper transmissions (moving linkage).

Ignition switch, turn signal switch, radio, fog light switch, and cigar lighter wires, etc., all drop down on the right side of the steering column saddle.

Harness routes down the firewall next to saddle and around the fresh air plenum.



New Engine Hole

Fuse box mounts here (see template)

Headlight, Fog light, and horn relay group mounts here on wiper motor bracket.

Instrument cluster wires

Wiper switch

Headlight switch

Power accessory & Rear Body connections route down inside the door hinge pillar and are accessible through an opening in the pillar.

Rear Body harness plugs in at the access hole in the left hand door pillar and routes down through the channel, along the rocker sill, into the left quarter panel, and up over the wheel housing and into the trunk.



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PART # **510056**

DESCRIPTION:

510055 - 1967-68 Mustang Classic Update Series Kit

92968935 Instruction sheet rev 5.0 11/9/2011

Table 'A' -
AAW Turn Signal Switch wires to
stock 1967-68 Mustang turn signal switch.

| AAW Wire # | AAW Wire color | AAW Wire Printing | Ford Wire Color |
|------------|----------------|-------------------|---------------------------|
| 14A | Light Blue | Left Front Turn | Green with white stripe |
| 15B | Dark Blue | Right Front Turn | White with blue stripe. |
| 16 | Purple | Turn Switch Feed | Blue |
| 17A | White | Brake Switch | Green |
| 18 | Yellow | Left Rear Turn | Green with orange stripe. |
| 19 | Dark Green | Right Rear Turn | Orange with blue stripe. |
| 27 | Brown | Turn Sw - Hazard | White with red stripe. |
| 28 | Black | Horn Relay Ground | Yellow |
| 28A | Black | Horn Relay Ground | Blue with yellow stripe. |

Note: Ford originally switched power to the horns through the steering column horn button. In this kit, ground is being switched through the original steering column switch to ground a horn relay which switches power to the horns.

Table 'B' -
AAW Instrument Cluster Kit wires to
stock 1967-68 Mustang instrument cluster wires.

| AAW Wire # | AAW Wire color | AAW Wire Printing | Ford Wire Color |
|------------|----------------|---------------------|--|
| 4E | Brown | | Black with light green stripe This is the accessory feed for the voltage reducer for certain stock gauges. |
| 8 | Gray | Dash Lights | Blue with red stripe. |
| 9C | Brown | Park Lights | Connect to any instrument cluster requiring a signal to dim a digital display. When using analog gauges, this wire will not be required. |
| 11B | Light Green | Headlight Low Beam | Green with black stripe. |
| 14A | Light Blue | Left Dash Ind | Green with white stripe. |
| 15B | Dark Blue | Right Dash Ind | White with blue stripe. |
| 30 | Tan | Gas Gauge | Yellow with white stripe. |
| 31 | Dark Blue | Oil Pressure Sender | White with red stripe. |
| 33 | Tan | Brake Light | Purple with white stripe. |
| 35 | Dark Green | Water Temp Sender | Red with white stripe. |
| 39A | Pink | 12V Ignition | Red with yellow stripe |
| 121 | White | Coil-Tach | Sender terminal of the tachometer. |
| 150 | Black | Ground | Connect to the Ground terminals of each gauge and dash lamp. An in line splice is necessary to feed each ground requirement in the instrument cluster. |
| 400 | Yellow | VSS Ground | Connect to a good chassis ground or the VSS ground terminal on an electronic speedometer. Mechanical speedometers do not require this connection. |
| 401 | Purple | VSS Signal | Connect to the VSS pulse signal or sender terminal of the electronic speedometer. Mechanical speedometers do not require this connection. |
| 99 | Yellow | Radio Bat | Light blue with white stripe or light blue with black stripe. This is the 12 volt feed for the dash clock. If you are using a radio with a digital clock, it will be necessary to splice into this wire to create 2 leads. One to the dash clock, and one to the radio. |

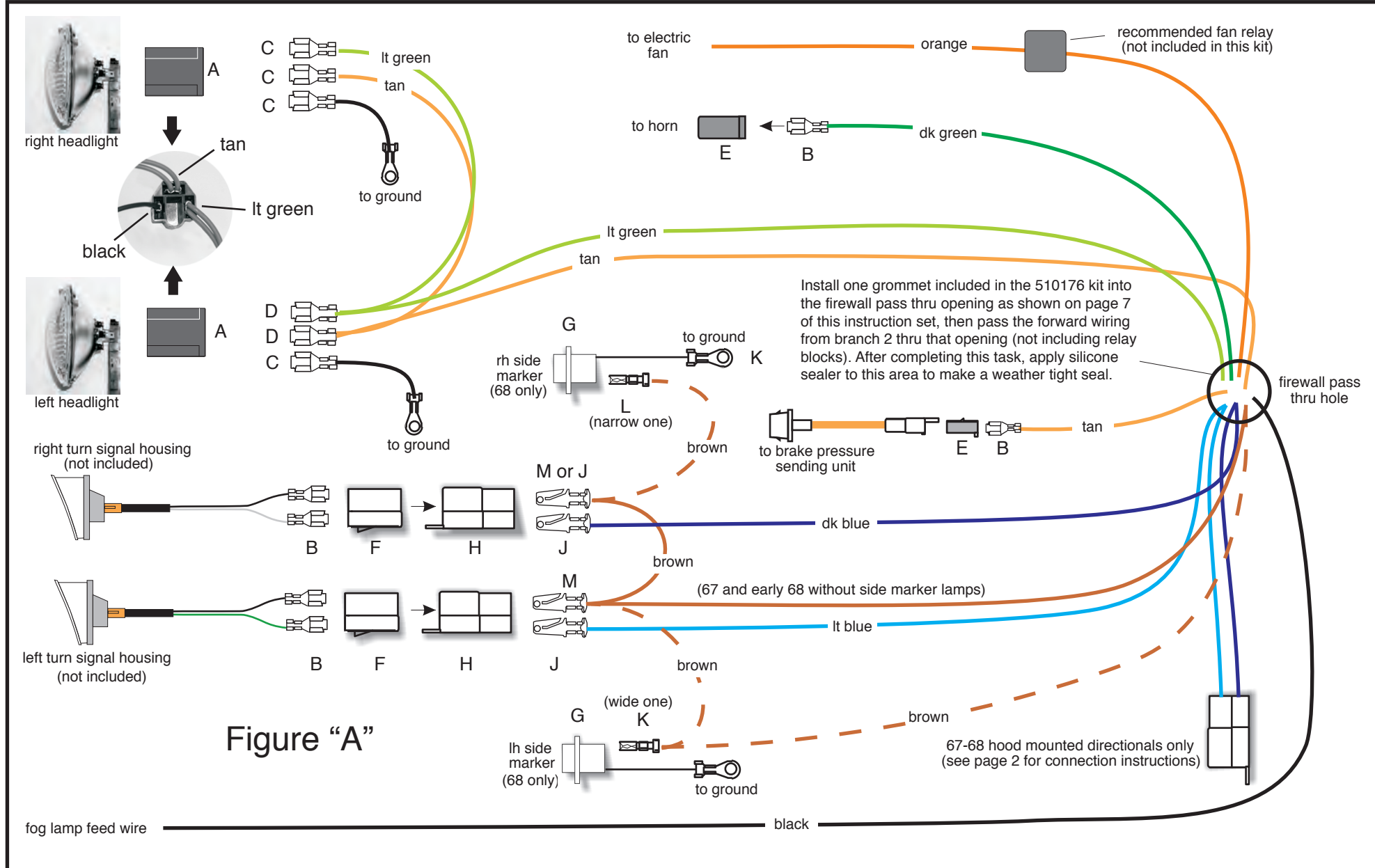


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PART # **510056**

DESCRIPTION:
**510055 - 1967-68 Mustang
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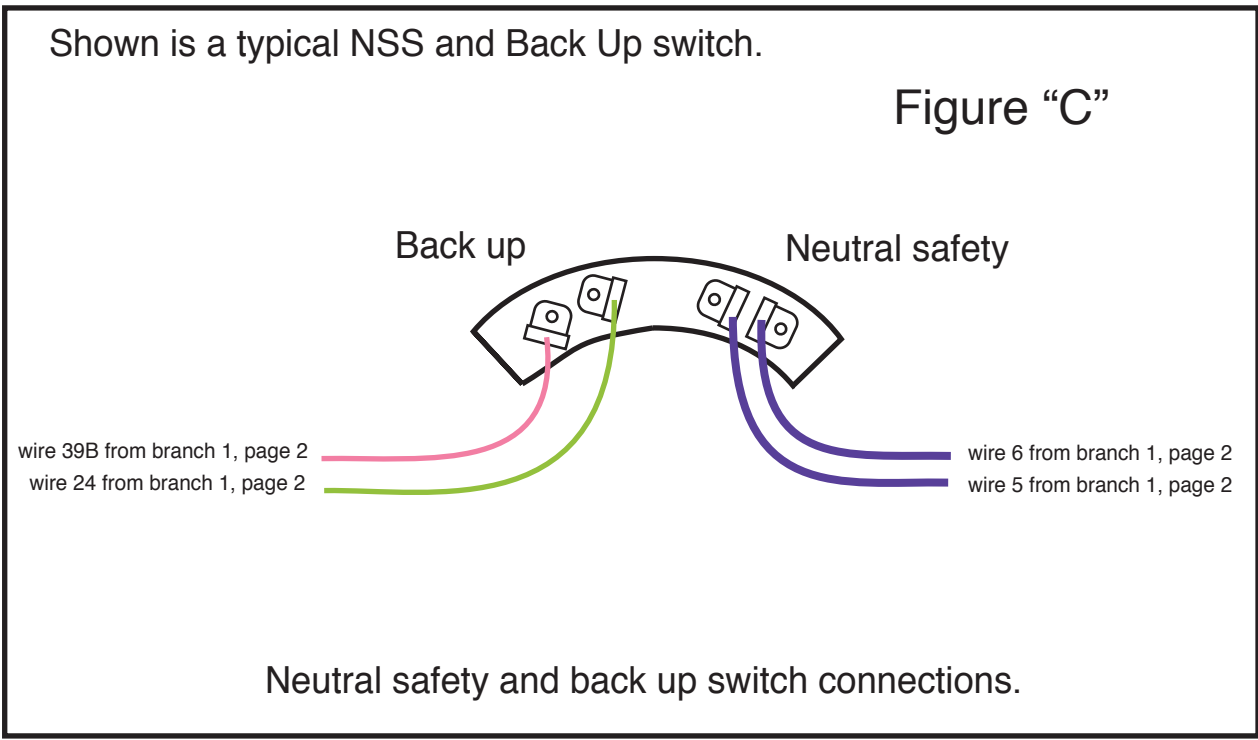
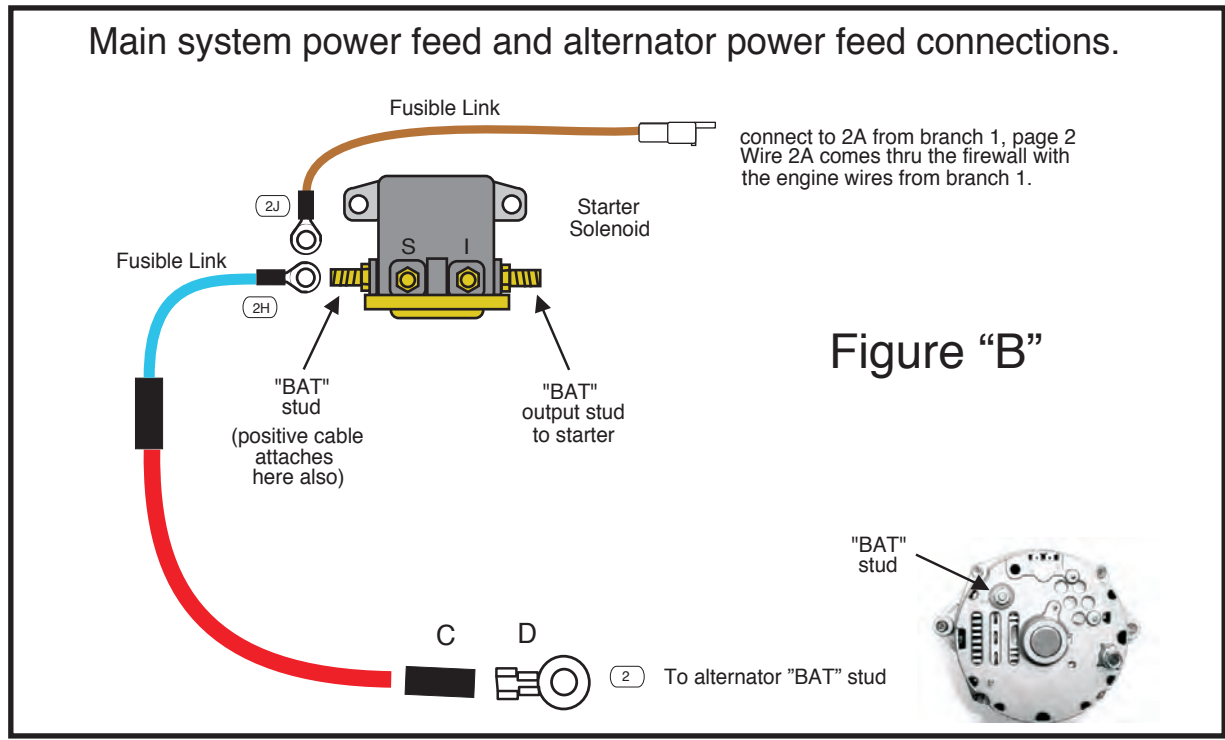
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NOTE: The terminals and connectors listed on this page and denoted with **UPPER CASE LETTERS** to help you complete the various connections to your lamps, horns, switches, etc. can be found in your loose piece grommet and parts kit, P/N 510176.

The identifications, colors, and functions for all of the wires listed in "Figures A, B, and C" on this page can be found on page 2, branches 1 and 2 of this main instruction set (510056). AAW suggests and recommends using both pages 2 and 9 to complete the installation of the forward lamp, main power, alternator power, and neutral safety connections.

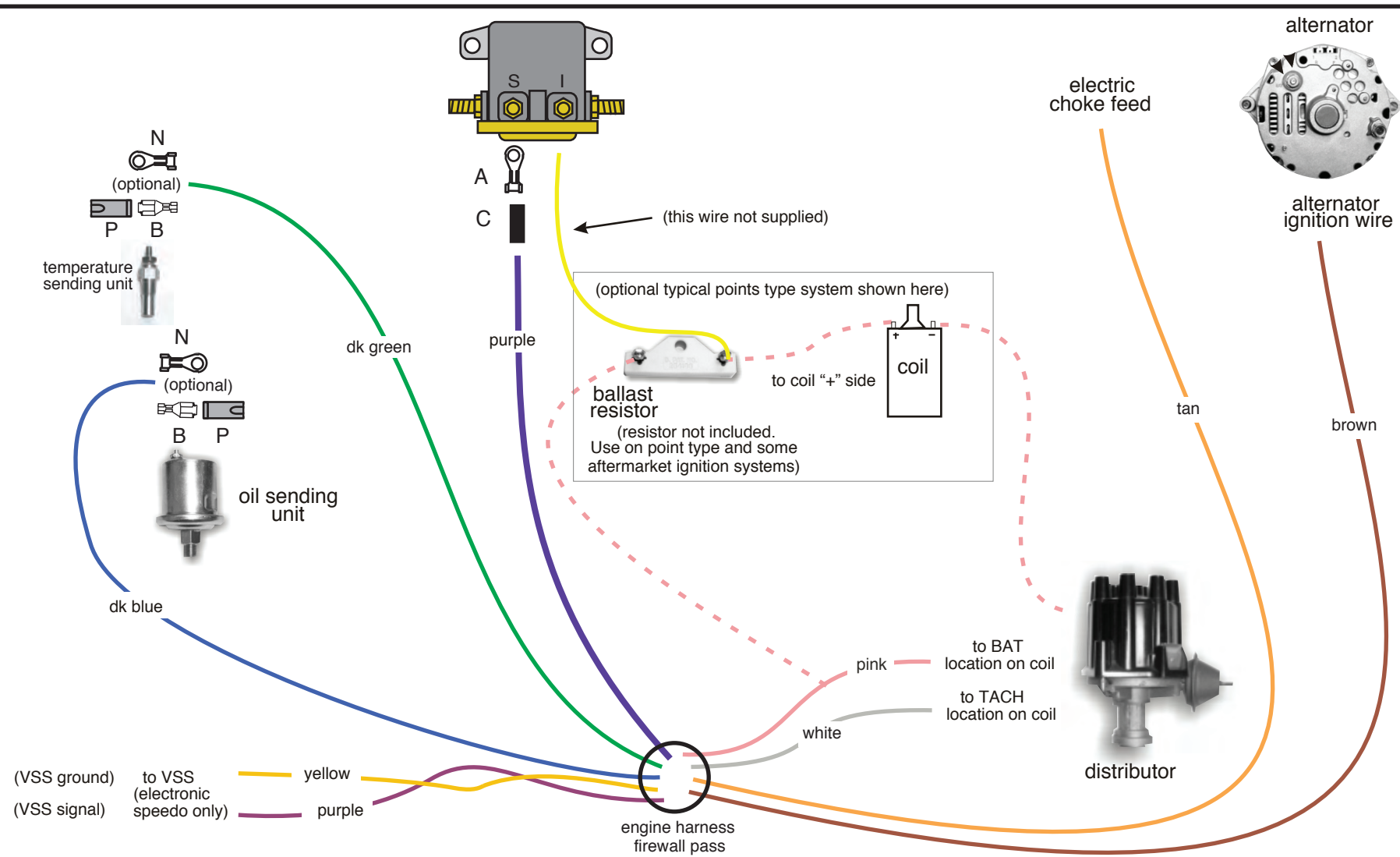
AAW kits are all engineered to be used in conjunction with a high output, later model internally regulated, or one wire alternator. We do not suggest or support the use of a stock low amperage generator or alternator as they do not supply sufficient current to recharge the battery in a highly modified car such as this kit was designed for. AAW suggests a Ford Gen III type alternator as a good choice of an alternator to use. An adapter to complete the connection to this style alternator, our P/N 500802, may be purchased separately if needed. Contact our Sales Group or your favorite retailer to purchase this alternator adapter if needed.



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PART # **510056**
 DESCRIPTION:
510055 - 1967-68 Mustang Classic Update Series Kit

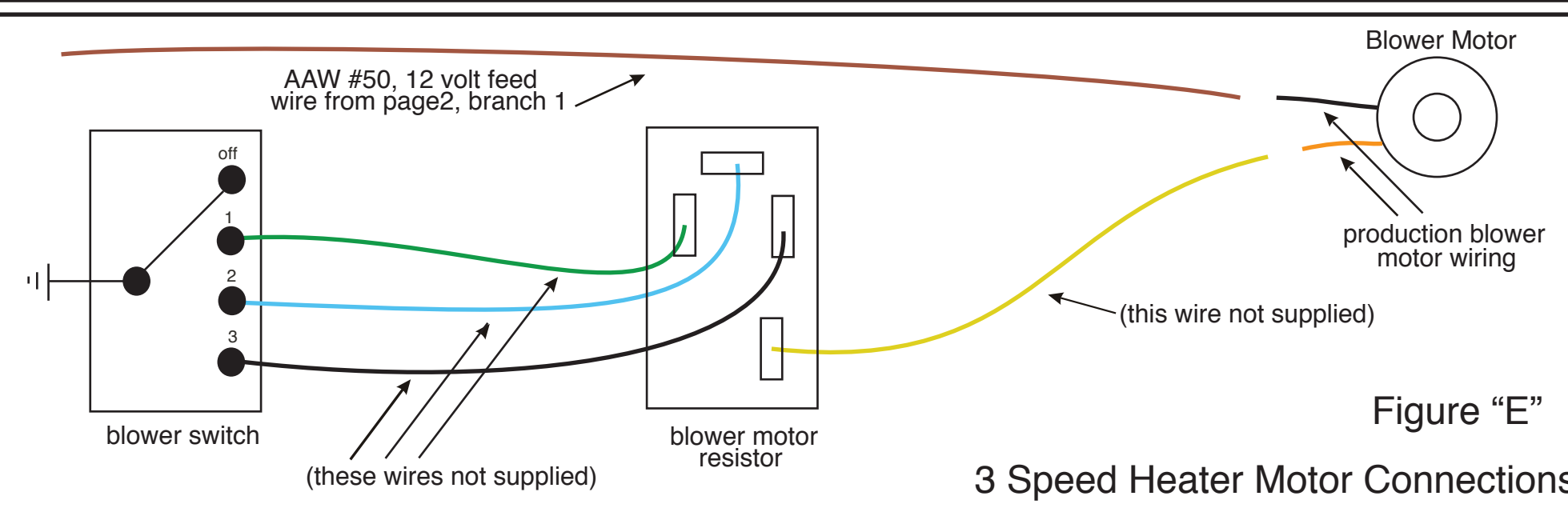
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You must twist these 2 wires together as shown above to create a co-ax that will filter out any outside interference to the signal on your electronic speedometer.

Install one grommet included in the 510176 kit into the firewall pass thru opening as shown on page 7 of this instruction set, then pass the engine, alternator ignition, starter sloenoid, and main feed wiring from branch 1 thru this opening (except for the the heat and A/C Feed 50 wire). The neutral safety and B/U lamp wires are optional to run inside or outside the car depending on your application. For starter and main feed connections, refer to "Figure B" on page 9. After completing this task, apply silicone sealer to this area to make a weather tight seal.

Figure "D"



3 Speed Heater Motor Connections

NOTE: The terminals and connectors listed on this page and denoted with **UPPER CASE LETTERS** to help you complete the various connections to your ignition, temp and oil senders, electric choke, starter solenoid, alternator regulator, etc. can be found in your loose piece grommet and parts kit, P/N 510176.

The identifications, colors, and functions for all of the wires listed in "Figures D, E, and F" on this page can be found on page 2, branch 1 of this main instruction set (510056). AAW suggests and recommends using pages 2, 9, and 10 to complete the installation of the engine and alternator connections.

This AAW kit is engineered to work with most after-market manufacturer's heating and air conditioning systems. As such, we have provided a keyed 12-volt feed to use as the "OFF / ON" (AAW brown 50 wire) power source for whatever system you choose to purchase. The manufacturer will supply you with a harness for their system and instructions on how to connect it. In the event you are utilizing a stock heater system in your car, again we have provided the keyed 12-volt feed only. Figure E below depicts the typical stock 3 speed blower motor resistor and switch connections for the the heating system used in the 1967-68 Mustangs. AAW **DOES NOT** provide any of the other wiring from the switches to the resistors, or to the blower motor.



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PART # **510056**

DESCRIPTION:
510055 - 1967-68 Mustang Classic Update Series Kit

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