

Classic Update Series

1953 - 1962 Chevy Corvette

START HERE !

PLEASE READ THIS BEFORE STARTING INSTALLATION !

This wiring kit is designed for ease of installation. Please read the guidelines below, BEFORE STARTING your installation to guarantee a successful job. Use an appropriate crimping tool which folds the wings of the open barrel terminals down into the wire as shown below. ALL TERMINALS THAT YOU INSTALL SHOULD BE PROPERLY SOLDERED. Our factory crimped terminations are installed by GM approved five ton presses, and soldering these terminations is not necessary. AAW offers a great terminal crimping video entitled "Proper Crimping Video". It can be viewed by visiting YouTube. Type the following address into your web browser to go directly to the video: www.youtube.com/watch?v=8u_EkMsioMy.



AS THIS HARNESS IS DESIGNED FOR USE IN A MODIFIED CAR REQUIRING A HIGHER RATE OF CHARGE, IT DOES NOT SUPPORT THE USE OF A STOCK (ORIGINAL) ALTERNATOR OR GENERATOR. IT IS DESIGNED FOR USE WITH AN INTERNALLY REGULATED GM "SI" STYLE OR SINGLE WIRE STYLE ALTERNATOR. ADAPTERS (WHICH ARE NOT INCLUDED WITH THIS KIT) ARE AVAILABLE FROM SEVERAL SOURCES WILL BE NECESSARY TO USE ANY ALTERNATOR OTHER THAN AN "SI" or 1 WIRE UNIT.

STEP 1: DISCONNECT YOUR BATTERY:

Disconnect the battery before installing the wiring kit to prevent any accidental shorting caused by loose bare wire ends.

STEP 2: START INSTALLING KIT:

This kit is broken down into individual steps that are identified by a letter printed on the instruction sheets visible through each bag. These letters are the order of operation for installing your kit. Start with bag letter G, then H, etc. The order of installation is shown below. Use this main instruction sheet, 92969849, to complete the installation process.

G - 510269 Dash Harness Kit
H - 510270 Gauge Cluster Kit
M - 510271 Rear Body Kit
N - 510273 Headlight Bucket Kit
P - 510272 Courtesy Lamp Kit

STEP 3: RECONNECT YOUR BATTERY:

When you have completed the installation and are ready to reconnect the battery, make sure that the following electrical system grounds are in place:

- A. Battery is grounded to the ENGINE BLOCK.
- B. Battery is grounded to the frame.
- C. Engine block is grounded to the frame.
- D. Body is grounded to the frame.

STEP 4: CHECK ALL ELECTRICAL FUNCTIONS:

Any non-functioning items should be checked for proper installation. Any problems with your wiring and electrical circuit functions should be addressed to American Autowire Systems, Inc. as soon as possible to avoid any warranty problems.

If you have any questions concerning this or any of our products, please feel free to call us at 1-856-933-0801.

AMERICAN AUTOWIRE MAKES IT EASY !!

We carry many accessories for your 1953-1962 Corvette

p/n 510585

OEM small terminal crimping tool (18-14 gauge)



p/n 510586

OEM large terminal crimping tool (12-8 gauge)



p/n 510325

1953-57 parking brake warning signal kit



p/n 510326

1958-62 parking brake warning signal kit



p/n 510329

1961-62 optional 3rd stop/tail lamp kit



p/n 510330

1961-62 optional back up lamp kit



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Classic Update Series

1953 - 62

Chevy Corvette

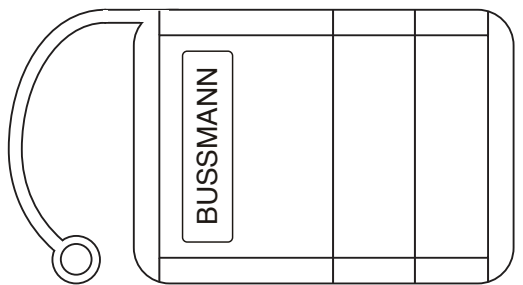
510267

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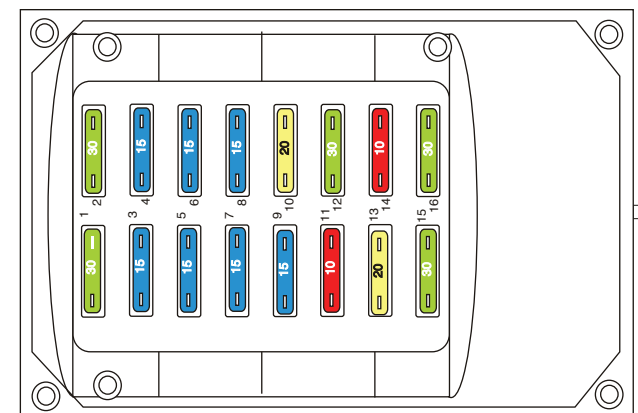
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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Bat - Spare 30A - BAT	Pwr Seats 30A - BAT	Park Lights 15A - BAT	Stop / Crtsy 15A - BAT	Horn 15A - BAT	Clock - BAT 15A - BAT	Pwr Locks 15A - BAT	Fuel Pump 20A - IGN	Turn 15A - IGN	Gauges 10A - IGN	Engine Fan 30A - IGN	Wiper 20A - ACC	Radio 10A - ACC	Heat / AC 30A - ACC			

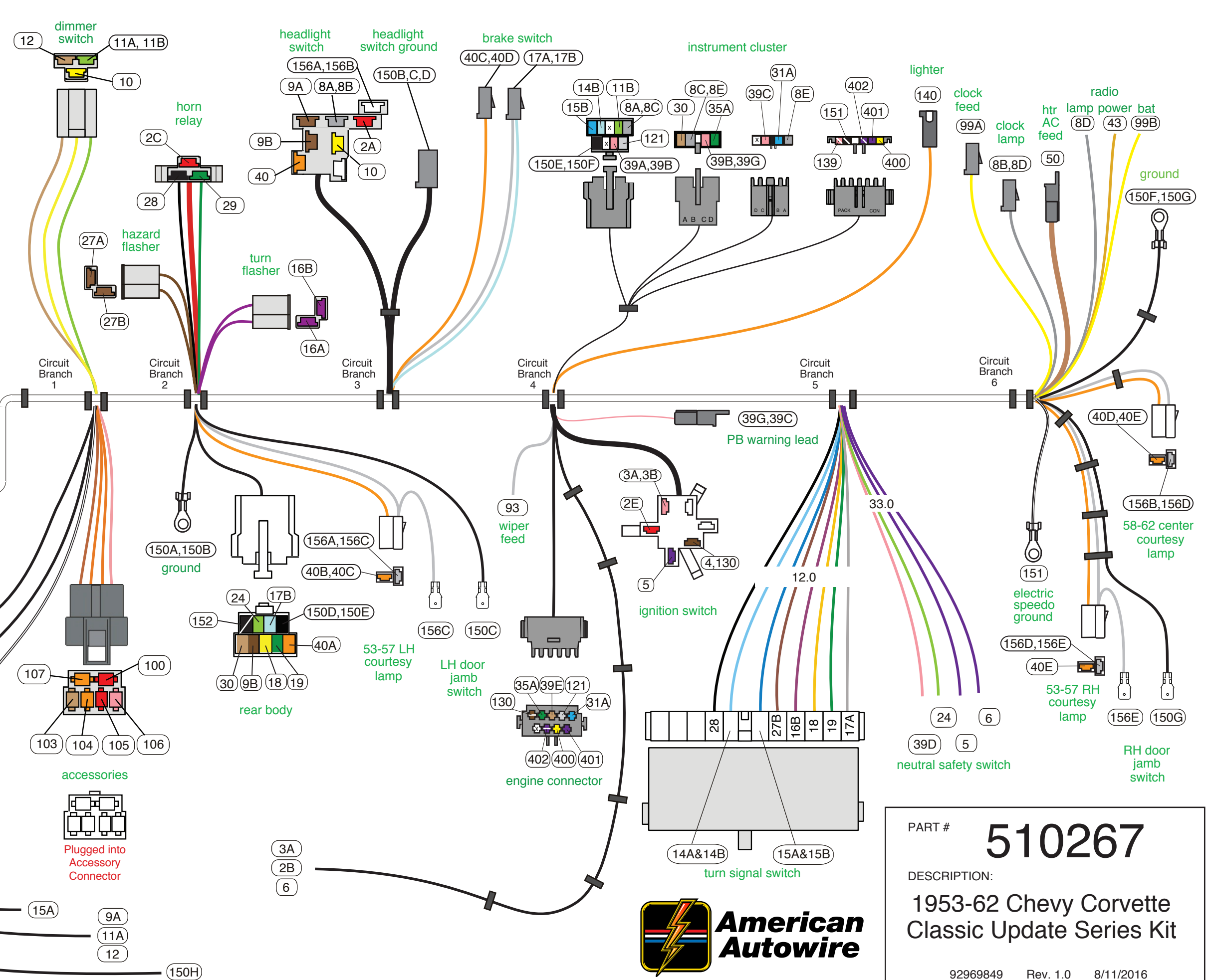
Fuse label on inside of Fuse Box Cover



Cover orientation



Fuse Installation Orientation

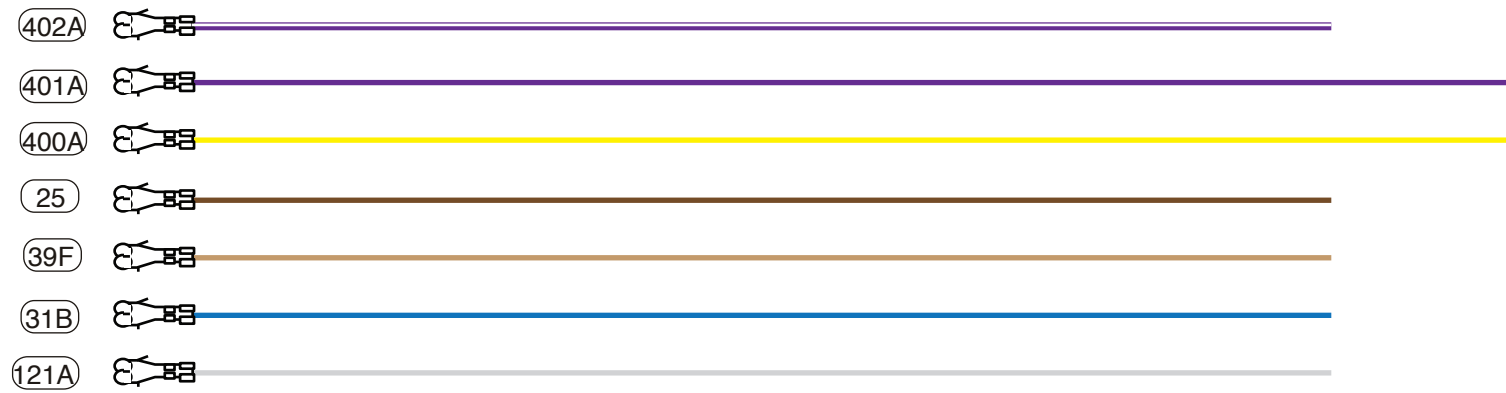


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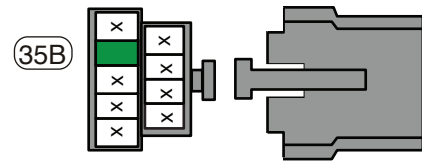
PART # **510267**

DESCRIPTION:
**1953-62 Chevy Corvette
 Classic Update Series Kit**

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NOTE: wires 400 & 401 must be twisted together



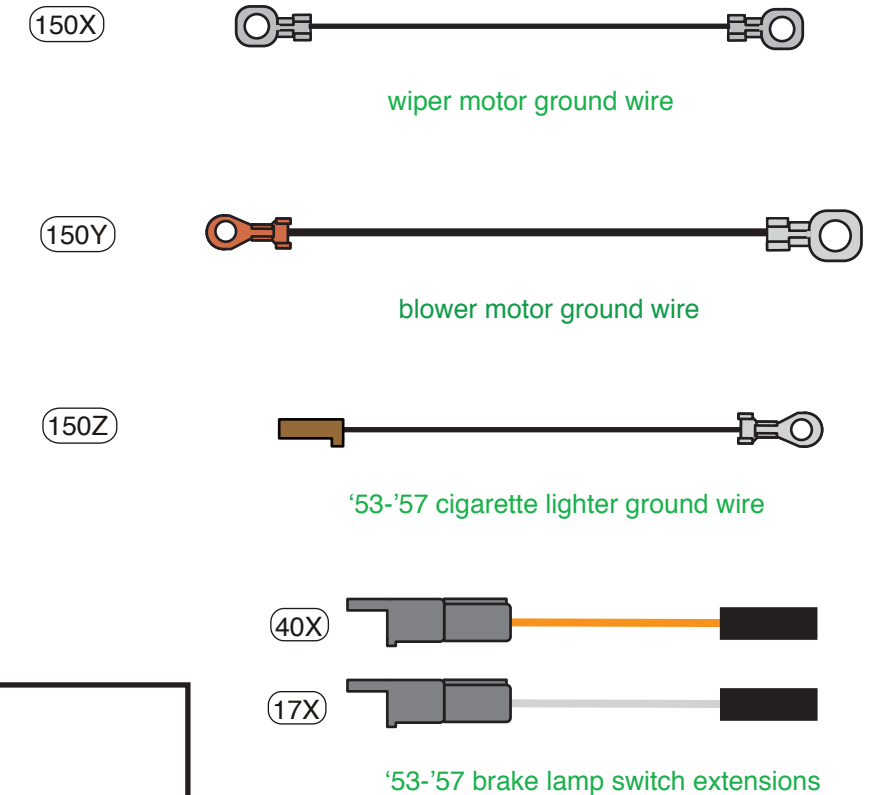
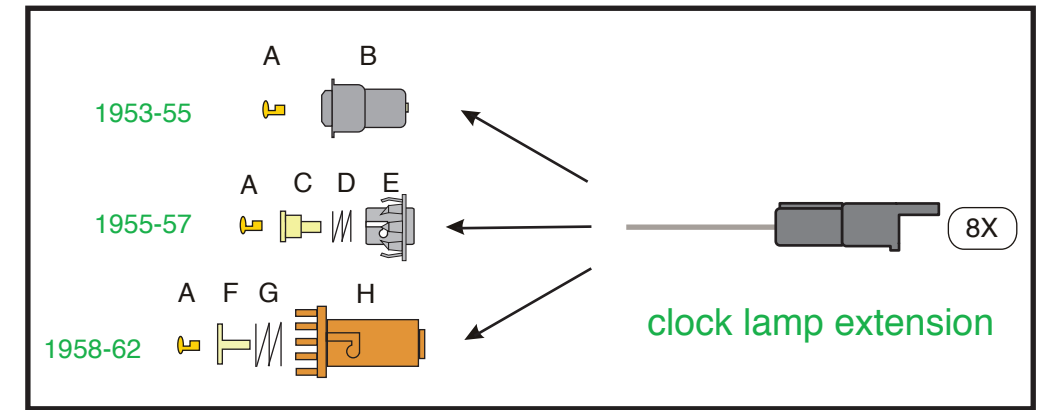
Engine harness extension wiring

Engine Harness Wiring

This engine harness extension will be used to complete the wiring out to the engine senders, coil (tach), electric speedometer (if so equipped), electric choke (if so equipped), and the internal alternator regulator plug. In a stock application, the only engine wire necessary would be the dark green temperature gauge wire. If you are using updated electric gauges (as opposed to the stock mechanical gauges), you will need to use some of these other wires. You will need to determine which of the wires you will need for your application and plug them into the engine harness extension plug above maintaining color continuity with the engine connector on the dash harness located at branch 4 on page 5. Once you have loaded the above plug with the necessary wires for your application, take the completed extension and plug it onto the engine connector, then route these wires along with the 2B, 3A, and 6 wires (located at branch 4 on page 5) out through your firewall to the engine bay. See page 10, Figure D for typical connections. See loose piece kit 510269 for any needed terminals and connectors.

Wire #	Wire color	Printing
31B	Dk. Blue	Oil Pressure
35B	Dk. Green	Temp Sender
39F	Tan	Electric Choke
121A	White	Coil Tach
25	Brown	Alt. Ign.
400A	Yellow	VSS Ground
401A	Purple	VSS Signal
402A	Purple/White	VSS Power

Procedure
Oil pressure wire from the engine connector to the oil pressure sender.
Temperature sender wire from the engine connector to the temperature sender.
12v ignition feed wire from the engine connector to the electric choke.
Tach sender signal wire from the engine connector to the coil or tach feed from your ignition system.
This is the low voltage feed wire from the engine connector to a GM Style "SI" internally regulated alternator.
VSS ground from the engine connector to the vehicle speed sensor. (must twist this with 401A)
VSS signal from the engine connector to the vehicle speed sensor. (must twist this with 400A)
VSS 12v fused power from the engine connector to the vehicle speed sensor.

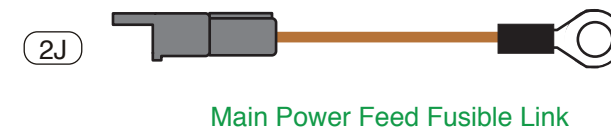


Misc. Power Wires

Wire #	Wire color	Printing
2	Red	12 V Battery
2H	Light Blue	Fusible Link
2J	Brown	Fusible Link
2F	Red	

These wires are your alternator power feed (2 and 2H) wire, GM "SI" alternator lead/plug (2F), and the fusible link that protects the main power feed (2J) for the the entire system. The instructions for connecting these wires can be found on page 10, Figure D.

Procedure
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 "J" followed by terminal "K" and attach this completed assembly to the battery terminal of the alternator. See the connection instructions under wire 2B and on page 10, Figure D.
This is the "SI" alternator regulator plug. Install the ring terminal onto the alternator battery stud and route the connector to the regulator position on the alternator. The brown 25 wire from the engine harness will install into the empty cavity of this connector as shown on page 10 Figure D, and the finished assembly will then plug into the alternator to complete your alternator connection. NOTE: If you are using a 1 wire alternator, the 2F and 25 wires will not be used.



Main Power Feed Fusible Link



Alternator Power Wire and Fusible Link Assembly

GM "SI" Alternator Exciter Wiring



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PART # **510267**
DESCRIPTION:
1953-62 Chevy Corvette Classic Update Series Kit

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Main Fuse Panel Installation Instructions

The Main Fuse Panel harness is designed to be mounted under the dash on the firewall in the same general area as did the stock harness. See photos of the installed fuse panel on the "fuse panel mounting template and instruction sheet", P/N 92969868. 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 8, 9, and 10 for the individual circuit connections.

Circuit Branch 1 - Front Lighting connections

Wire #	Wire color	Printing
29	Dark Green	Horn

14A	Light Blue	Left Front Turn
15A	Dark Blue	Right Front Turn
300	Orange	Electric Fan
9A	Brown	Park Lights

11A	Light Green	Headlight-Hi Beam
12	Tan	Headlight-Low Beam

150H	Black	Ground
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Ground Leads		
150A,H	Black	Ground
152	Black/White	Ground

Circuit Branch 1 - Underdash Connections

Wire #	Wire color	Printing
Dimmer Switch		
10	Yellow	Dimmer Switch Feed
11A, B	Light Green	Headlight Hi Beam
12	Tan	Headlight Low Beam
Accessory Wire Connector		

103	Tan	Fuel Pump
104	Orange	Power Seats
105	Red	Power Locks
100	Red	CB Radio
106	Pink	Power Window
107	Orange	Spare Battery

Circuit Branch 2- Underdash Connections

Wire #	Wire Color	Printing
Horn Relay		
2C	Red	12v Bat
28	Black	Relay Ground
29	Green	Horn

Flashers		
16, 16A	Purple	Turn Switch Feed
27, 27A	Brown	Hazard Switch Feed

Rear Body Connection		
9B	Brown	Rear Running Lights
17B	Lt. Blue	Third Brake Light
18	Yellow	Left Rear Turn
19	Dk. Green	Right Rear Turn
24	Lt. Green	Back Up Lt Sw
30	Tan	Gas Gauge
40A	Orange	12v Battery Fused
150D, E	Black	Ground
152	Black/White	Ground

1953-57 LH Courtesy Connection		
40B, C	Orange	12v Battery Fused
156A, C	White	Ctsy Ground

LH Door Jamb Switch		
150C	Black	Ground
156C	White	Ctsy Ground

Ground		
150A,B	Black	Ground

See page 9, "Figure A" for typical connections. See loose piece kit 510269 for any needed terminals and connectors.

Procedure
Connect to the horn power terminal. NOTE: You also will need to run the black 150 wire to your horn's ground terminal in order for the horn to operate.

Connect to the blue wire that is in left front directional lamp lead (not included with this kit).
Connect to the blue wire that is in right front directional lamp lead (not included with this kit).
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 lamp lead purple wires (not included with this kit). 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 parking lights.

These wires will mate with the H/L connection kit harnesses, P/N 510273, to complete the front headlight connections. Use the supplied loose piece terminals and connectors in kit 510269 to make these connections to the 510273 H/L connection kit. Select the light green Headlight Hi Beam wire (11A) and tan Headlight Low Beam wire (12). Route these wires to the grill shell area near the LH headlight. Cut the wires to length, double the wires with the cutoff portions, crimp on terminals V and plug into connector N as shown on page 9, Figure A. Route the remaining portion of the wire to the opposite side of the grill shell near the RH headlight, cut to length, crimp on terminals W and plug into connector N as shown on page 9, Figure A. Do not plug these connections onto your 510273 H/L connection kit yet as the ground circuits must first be completed.

Take this wire to the left H/L area, cut to length, double with the cutoff portion and route to the LH P/L, cut to length, double with the cutoff portion and route to the LH horn, cut to length, double with the cutoff portion and route to the RH horn, cut to length, double with the cutoff portion and route to the RH H/L. Use the terminals and connectors as shown on page 9 to complete the grounding circuit.

Main chassis and fuel sender grounds. **NOTE: These MUST be firmly attached to your block via the bellhousing bolts.**
Main chassis ground to bellhousing flange bolt for instrument cluster, lighting, and horn ground connections.
Dedicated fuel tank sender ground to bellhousing flange bolt.

Procedure

12v Feed from H/L switch
Switched 12v from dimmer to high beam lamps
Switched 12v from dimmer to low beam lamps
Use the provided connector L and terminals M as power leads for the following:

Fuse	Rating	Description
FUEL	20 amp	Fused 12 volt IGNITION feed for fuel pump (or another fused ignition circuit)
PWRSEATS	30 amp	Fused 12 volt BATTERY feed for power seats (or another fused battery circuit)
PWR LOCKS	15 amp	Fused 12 volt BATTERY feed for power door locks (or another fused battery circuit)
CB	15 amp	Fused 12 volt BATTERY feed for a CB radio (or another fused battery circuit)
PWRWDO	30 amp	Fused 12 volt ACCESSORY feed for power windows (or another fused accessory circuit)
BAT SPARE	30 amp	Fused 12 volt BATTERY feed (for any application)

Procedure

Plug the horn relay (found in the 510145 fuse kit) into this connector.
12 volt battery feed.
Relay ground circuit (to steering column).
Triggered 12 volts to horn.

Plug one each of the flasher cans (found in the 510145 fuse kit) into these connections.
Turn signal flasher leads.
Hazard flasher leads.

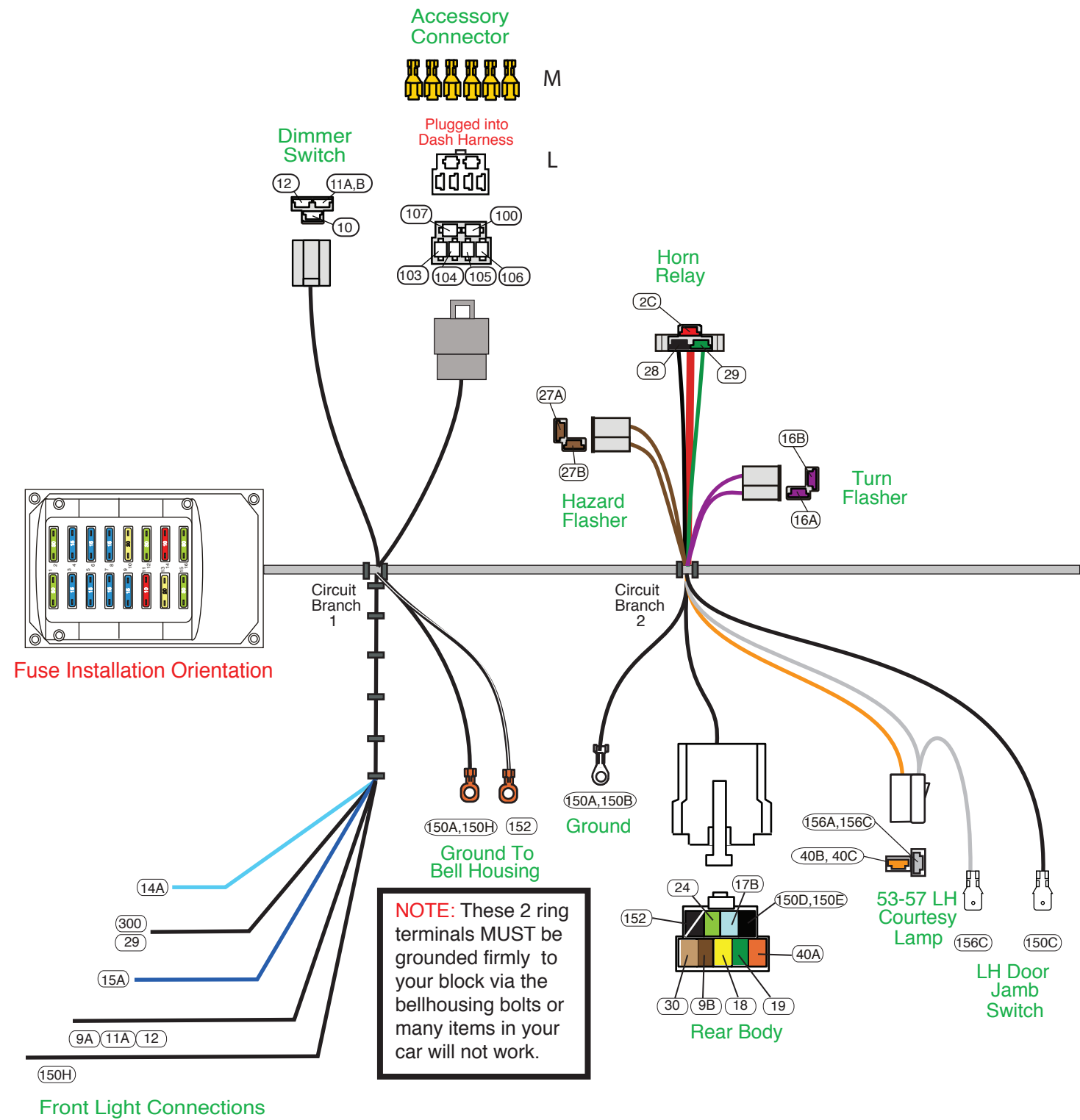
The main connector from the Rear Body Kit, 510271 will plug in here to complete the rear body connection.

12v feed for tail and tag lamps.
12v feed for optional 3rd brake lamp.
12v feed to the LH rear stop and turn lamp.
12v feed to the RH rear stop and turn lamp.
12v feed to the back up lamps (optional kit, P/N 510330, available).
Fuel sender signal wire between the rear body and cluster connections.
12v battery feed for LED lamps or trunk lamp.
Main chassis ground to rear body connection.
Dedicated fuel tank sender ground to rear body connection.

If your car is a 1953-57 model, plug in one of the 1953-57 courtesy lamp extensions from the 510272 kit here.
12v battery feed to LH underdash courtesy lamp for 1953-57 applications only.
Switched ground to LH underdash courtesy lamp for 1953-57 applications only.

Plug into existing LH door jamb switch (not included with this kit).
Ground to LH door jamb switch.
Switched ground to LH door jamb switch.

Main chassis ground to LH dash frame / kick panel area (dash bird cage assembly).



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PART # **510267**
DESCRIPTION:
1953-62 Chevy Corvette Classic Update Series Kit

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Main Fuse Panel Installation Instructions

Circuit Branch 3 - Underdash Connections

Wire #	Wire Color	Printing
Lighting Switch		
2A	Red	12v Bat
8A, B	Gray	Dash Lights
9A	Brown	Park Lights
9B	Brown	Rear Running Lamps
10	Yellow	Dimmer Sw Feed
40	Orange	12v Battery Fused
156A, B	White	Ctsy Ground
Ground Lead		
150B,C,D	Black	Ground

Brake Light Switch

40C,D	Orange	12v Battery Fused
17A	White	Brake Sw
17B	Lt. Blue	Third Brake Light

Circuit Branch 4 - Underdash Connections

Wire #	Wire color	Printing
Wiper Switch Feed		
93	White	Wiper Feed
Ignition Switch		
2E	Red	12v Bat
3A,B	Pink	Ignition Feed
4	Brown	Ignition Sw Accessory
130	Brown/White	
5	Purple	Neutral Safety Switch

Parking Brake Warning Lead

Main Power, Starter, and Ignition Feed Wires

39C,G	Pink	12v Ign Fused
2B	Red	12v Bat
3A	Pink	Ignition Feed
6	Purple	Starter Solenoid

Engine Connector

31A	Dk. Blue	Oil Pressure
35E	Dk. Green	Temp Sender
39E	Tan	Electric Choke
121	White	Coil Tach
130	Brown/White	
400	Yellow	VSS Ground
401	Purple	VSS Signal
402	Purple/White	VSS Power

Instrument Cluster Connections

8A,C,E	Gray	Dash Lights
11B	Lt. Green	Hi Beam Indicator Light
14B	Lt. Blue	Left Turn Ind
15B	Dk. Blue	Right Turn Ind
30	Tan	Gas Gauge
31	Dk. Blue	Oil Pressure
35A	Dk. Green	Temp Sender
39 wires	Pink	12v Ign Fused
121	White	Coil Tach
139	Pink/White	Speedo Power
150 wires	Black	Ground
151	Black	Ground
400	Yellow	VSS Ground
401	Purple	VSS Signal
402	Purple/White	VSS Power

Cigarette Lighter

140	Orange	12v Battery Fused
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Procedure

Plug this connector onto lighting switch 500862. Unfused 12v battery feed to the lighting switch for headlamps. Feed out to dash illumination lamps at cluster. Feed out to front parking lamps. Feed out to rear tail lamps. Feed to headlight dimmer switch for headlights. Secondary fused 12v battery feed to lighting switch for parking, tail, dash illumination, courtesy, and dome lamps. Switched ground for courtesy and dome lamps. Main H/L switch ground. Plug this black connector onto the male blade on the side of the new 500862 lighting switch. Chassis ground to lighting switch to operate the courtesy and dome lamps.

Plug each these connectors onto either one of the brake light switch blades. **NOTE:** This harness is set up for the '58-'62 style brake switch which utilized 2 male blade terminals. If your car is a '53-'57 model which utilized a male pin type connection, plug extension wires 40X and 17X (as found on page 3 of this instruction set) onto wires 40C,D and 17A,B and then plug those extensions onto your brake switch. 12 volt fused battery feed the stop lamp switch. 12 volt switched feed out to turn signal switch. 12 volt switched feed out to third brake light at rear body connector.

Procedure

This is your 12v feed only. This feed must be used in conjunction with your original wiper motor or as the 12v power for any aftermarket switch/motor assembly. **NOTE:** If you are using a stock wiper motor, a ground wire, 150X (as found on page 3 of this instruction set), has been provided for you to ground your wiper motor assembly. 12v fused feed for wiper switch assembly or motor.

Plug this connector onto the 500684 ignition switch. Unfused feed into ignition switch from the battery. Unfused ignition feed out to fuse panel and ignition system. Unfused accessory feed out to fuse panel. Alternator regulator exciter feed from the ignition switch to the engine connector. **NOTE:** This 10 OHM resistance wire is doubled with the brown 4 wire at the "ACC" terminal an the ignition switch. Unfused start feed to the neutral safety switch.

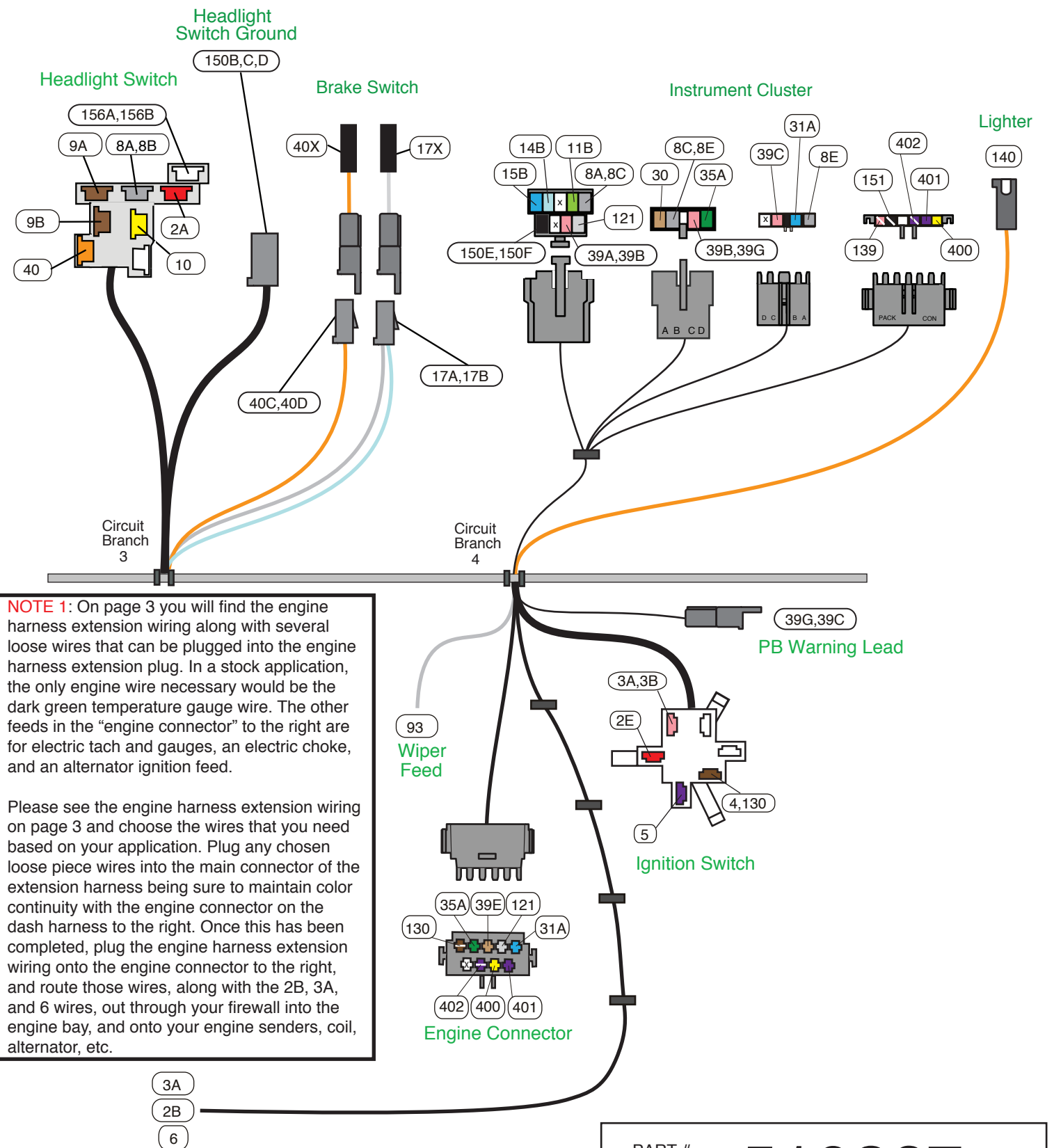
Optional parking brake warning kits 510325 or 510326 will plug into this feed (**optional kits not included with this kit**). Fused 12 volt ignition feed for optional extra cost parking brake warning kit ('53-'57 kit, 510325; '58-'62 kit, 510326).

Connect these wires to your main battery source, the starter solenoid, and your ignition system (Coil, HEI, MSD, ECU, etc.). See page 10, "Figures C and D" for typical connections. These wires will route to the engine bay with the engine harness wires. For loose piece terminals and connectors, see kit 510269. Unfused 12v battery feed from your battery source to the fuse panel. Unfused ignition feed from the ignition switch to your ignition system. Unfused starter solenoid feed from the neutral safety switch to the "S" terminal on your starter solenoid.

Plug the engine harness extension (as found on page 3 of this instruction set) onto this connection. See **NOTE 1** on this page to the right. See page 10, Figure C for typical connections. See loose piece kit 510269 for any needed terminals and connectors. Oil pressure signal from engine connector to the cluster connection. Temperature sender signal from engine connector to the cluster connection. 12v ignition feed for the electric choke from fuse panel to the engine connector. Tach sender signal wire from engine connector to the cluster connection. This is the low voltage feed wire for a GM Style "SI" internally regulated alternator from the ignition switch. VSS ground from engine engine connector to the cluster connection for electric speedometer. VSS signal from engine engine connector to the cluster connection for electric speedometer. VSS 12v fused power from cluster connection to engine connector to the cluster connection for electric speedometer.

These connections will plug into the Cluster Connection Kit, 510270. Specific connections are addressed in that kit. 12v feeds out from the lighting switch to the cluster connections for dash illumination lamps. 12v feed to the cluster for high beam indicator lamp. 12v feed to the cluster for left front turn indicator lamp. 12v feed to the cluster for right front turn indicator lamp. Fuel sender signal from rear body harness connection to the cluster connection. Oil pressure signal from engine connector to the cluster connection. Temperature sender signal from engine connector to the cluster connection. Fused 12v Ignition feeds to cluster connections for any stock or aftermarket electrical gauges. Tach sender signal wire from engine connector to the cluster connection. Fused 12v Ignition feed to the cluster connection for electric speedometer. Gauge cluster ground to cluster connections. Electric speedometer ground to the cluster connection for electric speedometer. VSS ground to the cluster connection for electric speedometer. VSS signal to the cluster connection for electric speedometer. VSS 12v fused power to the cluster connection for electric speedometer.

Plug this connection onto your original lighter socket assembly. A 1953-57 lighter ground wire (150Z) has also been provided and can be found on page 3 of this instruction set. It installs exactly as your original did. 12v battery feed for the cigarette lighter.



NOTE 1: On page 3 you will find the engine harness extension wiring along with several loose wires that can be plugged into the engine harness extension plug. In a stock application, the only engine wire necessary would be the dark green temperature gauge wire. The other feeds in the "engine connector" to the right are for electric tach and gauges, an electric choke, and an alternator ignition feed.

Please see the engine harness extension wiring on page 3 and choose the wires that you need based on your application. Plug any chosen loose piece wires into the main connector of the extension harness being sure to maintain color continuity with the engine connector on the dash harness to the right. Once this has been completed, plug the engine harness extension wiring onto the engine connector to the right, and route those wires, along with the 2B, 3A, and 6 wires, out through your firewall into the engine bay, and onto your engine senders, coil, alternator, etc.

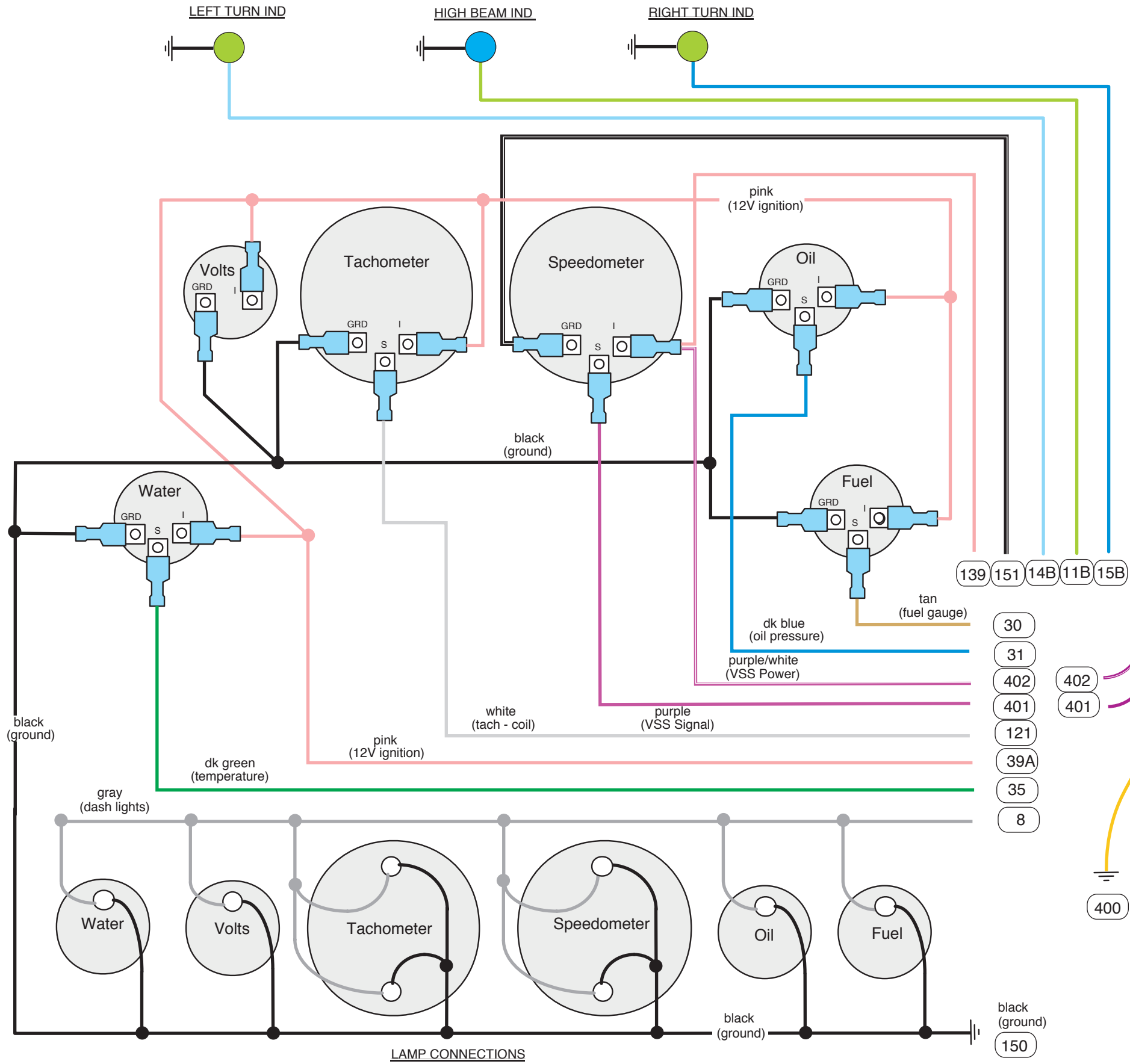


PART # **510267**

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1953-62 Chevy Corvette Classic Update Series Kit

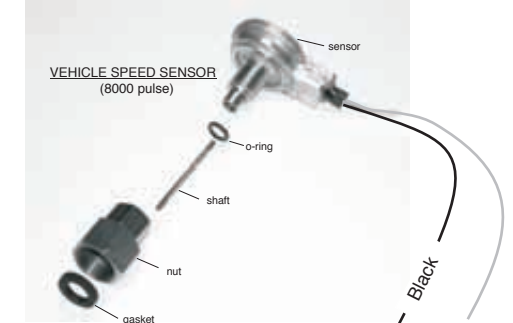
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TYPICAL BLADE TYPE GAUGE CONNECTIONS



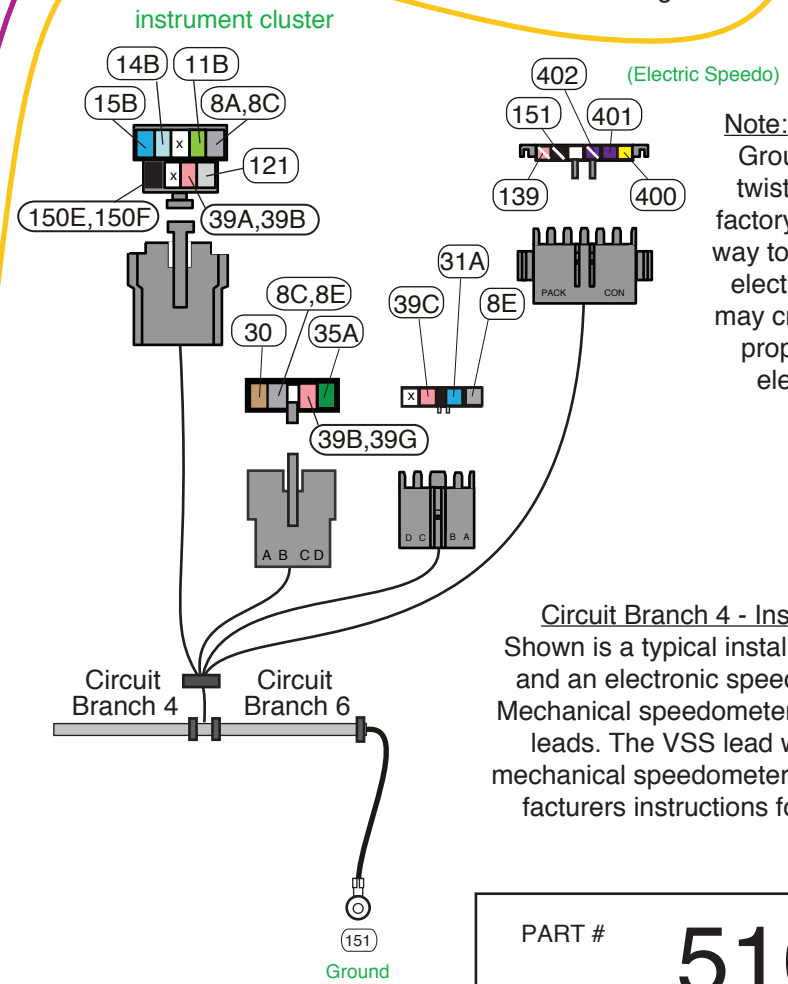
Typical 3 wire Autometer 5291 VSS connection

Note: This VSS requires a lead wire from the red wire to a 12 volt ignition source. This wire is not included in the kit.



Typical 2 wire VSS connection

VSS Power (Red wire)
 VSS Ground (Yellow wire)
 VSS Signal (Purple wire)



Note: Your VSS Signal and Ground wires have been twisted together from the factory and must remain this way to shield out any outside electrical interference that may create an issue with the proper operation of your electric speedometer.

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 manufacturer's instructions for specific requirements.



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PART # **510267**
 DESCRIPTION:
1953-62 Chevy Corvette Classic Update Series Kit

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Main Fuse Panel Installation Instructions

Circuit Branch 5 - Underdash Connections

Wire #	Wire Color	Printing
Back Up and Neutral Safety Switch Connections		
24	Lt. Green	Back Up Lt Sw
39C	Pink	12v Ign Fused
5	Purple	Neutral Safety Sw
6	Purple	Starter Solenoid

Procedure
 A typical connection for your neutral safety and back up switch can be found on page 10, "Figure E". **NOTE:** If you are running a manual transmission, and are not running neutral safety switch, you must connect the 5 and 6 wires together, or the car will not start.
 Switched feed from back up lamp switch to rear body connection.
 12v ignition feed to back up lamp switch.
 12v feed from solenoid post on the ignition switch to neutral safety switch.
 12v starter solenoid feed out to engine connections from neutral safety switch.

Turn Signal Switch Connection

14A, B	Lt. Blue	Left Front Turn
15A, B	Dk. Blue	Right Front Turn
16B	Purple	Turn Switch Feed
17A	White	Brake Sw
18	Yellow	Left Rear Turn
19	Dk. Green	Right Rear Turn
27B	Brown	Turn Sw Hazard

Plug into steering column turn signal connection. If you are using a stock '53-'62 Corvette steering column in your car, please refer to "Table A - AAW turn signal wires to stock Corvette turn signal switch" on page 8 for proper mating directions. Our connector mates to a 3 7/8 inch long plug used on 1969-1974 GM, IDIDIT, and many other aftermarket steering columns. Starting from 1975 on up, the GM switch changed and began using a 4 1/4 inch connector. That connector is from the same family and uses the same terminals. By using the supplied mating connector and terminals located in the loose piece kit bag of the dash/main harness (510269), it is easy to adapt any steering column to this kit. The function of the wires are as follows:
 LH front turn signal feed out to front light and dash cluster connections.
 RH front turn signal feed out to front light and dash cluster connections.
 Turn signal 12v feed into column from turn flasher.
 12v input from brake switch to turn switch for rear brake lights.
 LH rear turn signal feed out to rear body connection.
 RH rear turn signal feed out to rear body connection.
 Hazard switch 12v feed into column from hazard flasher.

Circuit Branch 6 - Underdash Connections

Wire #	Wire Color	Printing
Heat and A/C Feed		
50	Brown	Heater AC Feed

Procedure
 This wire will plug onto your stock heater switch or can be used as the "on/off" power source for aftermarket A/C.
NOTE: We have also provided you with a blower motor ground wire (150Y) in the event that you are using a stock heater in your car. That wire can be found on page 3 of this instruction set and connects exactly as your original did, from the blower motor case to a chassis ground.
 12v switched feed for "on/off" power to your stock heater switch or aftermarket heat and A/C.

Radio Connections		
43	Tan	Radio
99B	Yellow	Radio Battery
8D	Gray	Dash Lights

12v fused accessory feed for radio "on/off" power.
 12v fused battery feed for radio memory.
 12v feed out from the lighting switch to the factory radio lamp.

Clock Connections

8B, D	Gray	Dash Lights
99A	Yellow	Radio Battery

NOTE: We have included a clock lamp extension which can be found on page 3 of this instruction set. Depending on what year your car is, there are 3 different possible configurations that can be used. Please refer to the detail drawing on page three to complete the proper extension for your car. Once completed, plug the extension onto wires 8B, D to complete the lamp circuit for your factory in dash clock.
 12v feed out from the lighting switch for the factory clock lamp.
 12v fused battery feed for factory clock assembly.

Ground		
150F, G	Black	Ground

Main chassis ground to RH dash frame / kick panel area (dash bird cage assembly).

1958-62 Center Dash Courtesy Connection

40D, E	Orange	12v Battery Fused
156B, D	White	Ctsy Ground

If your car is a 1958-62 model, plug in the 1958-62 center courtesy lamp extension with lamp socket from the 510272 kit here.
 12v battery feed to RH underdash courtesy lamp for 1958-62 applications only.
 Switched ground to RH underdash courtesy lamp for 1958-62 applications only.

1953-57 RH Courtesy Connection

40E	Orange	12v Battery Fused
156D, E	White	Ctsy Ground

If your car is a 1953-57 model, plug in one of the 1953-57 courtesy lamp extensions from the 510272 kit here.
 12v battery feed to RH underdash courtesy lamp for 1953-57 applications only.
 Switched ground to RH underdash courtesy lamp for 1953-57 applications only.

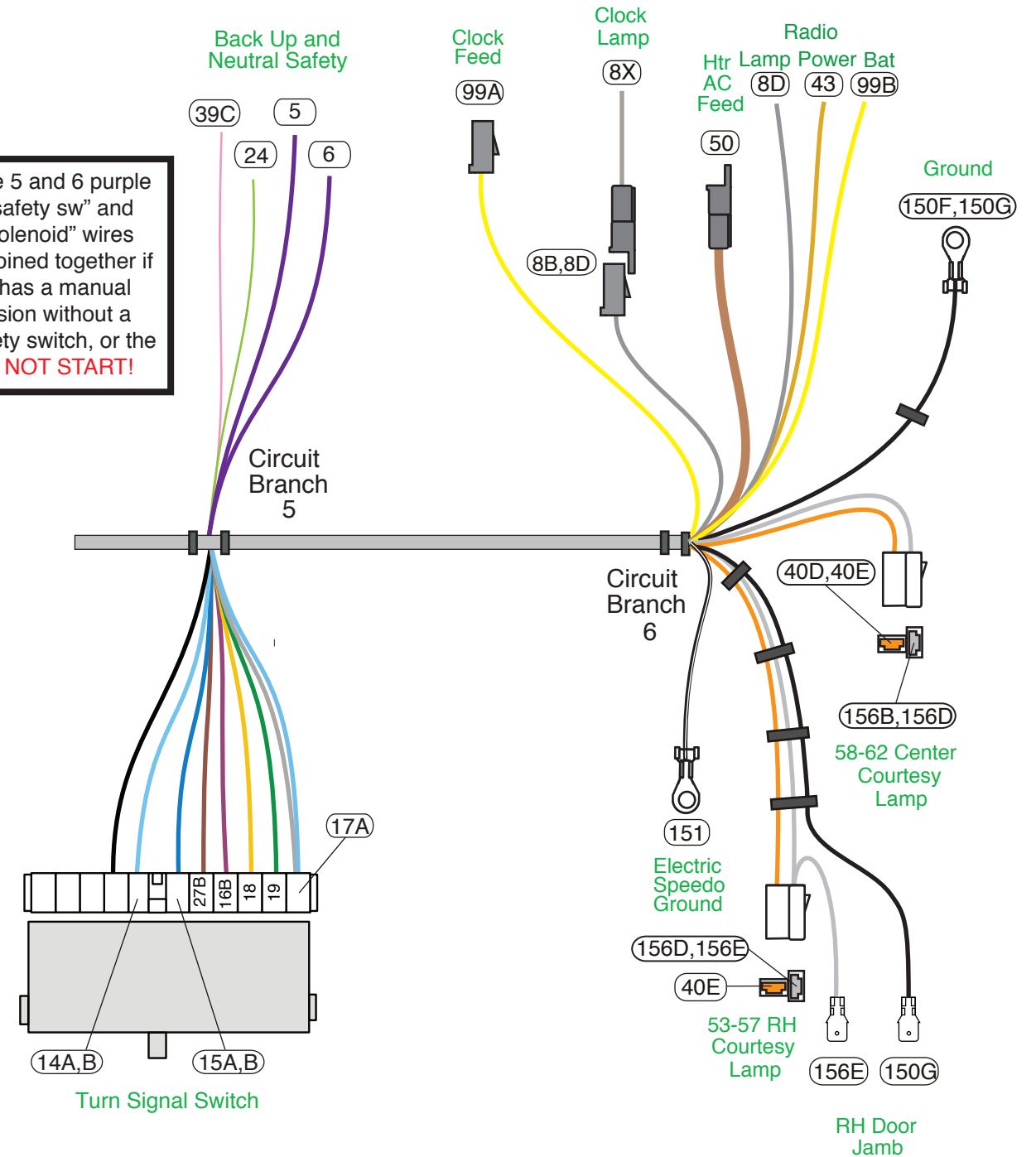
LH Door Jamb Switch		
150C	Black	Ground
156C	White	Ctsy Ground

Plug into existing LH door jamb switch (not included with this kit).
 Ground to LH door jamb switch.
 Switched ground to LH door jamb switch.

Electric Speedo Ground Lead		
151	Black	Ground

Attach this wire to a good known chassis ground. (Note: Do not attach this wire with the 150F,G wires)
 Chassis ground for electric speedometer at instrument cluster connection.

NOTE: The 5 and 6 purple "neutral safety sw" and "starter solenoid" wires **MUST** be joined together if your car has a manual transmission without a neutral safety switch, or the car **WILL NOT START!**



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PART # **510267**
 DESCRIPTION:
1953-62 Chevy Corvette Classic Update Series Kit

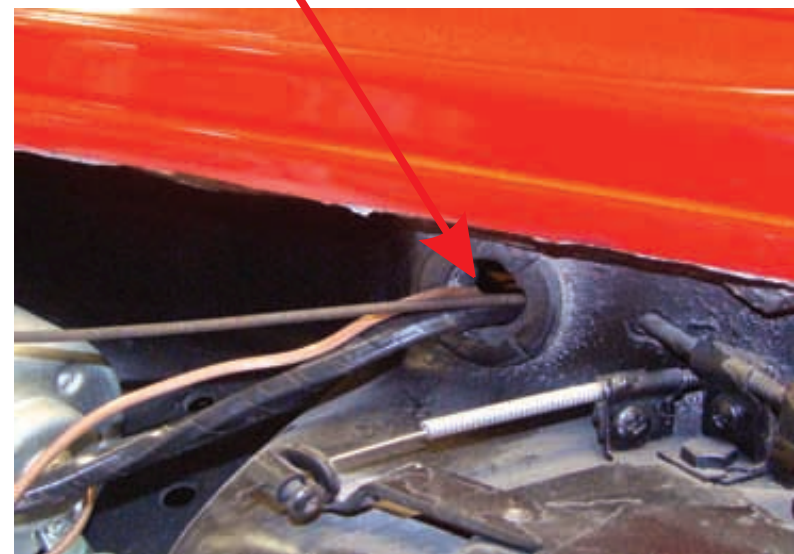
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NOTE: On this page, you will find a photograph of the stock firewall in a typical 1953-62 Corvette. Your new harness has been designed so that the forward lamp and engine wiring will pass through the original firewall pass through locations. We have NOT provided you with any firewall pass through grommets, as we have left that option to the customer. Please be sure to line the opening in your firewall in some fashion so that you do not chaff your new harness. There is also sufficient length on the new harness for custom routing if you have closed this stock hole up and wish to route the wires out into the engine compartment in a different manner. See pages 9 and 10 for the specific connection and routing instructions of all your forward lamp and engine wiring.

**Stock Firewall
Harness Pass
Thru Grommets**



Front Light Wiring



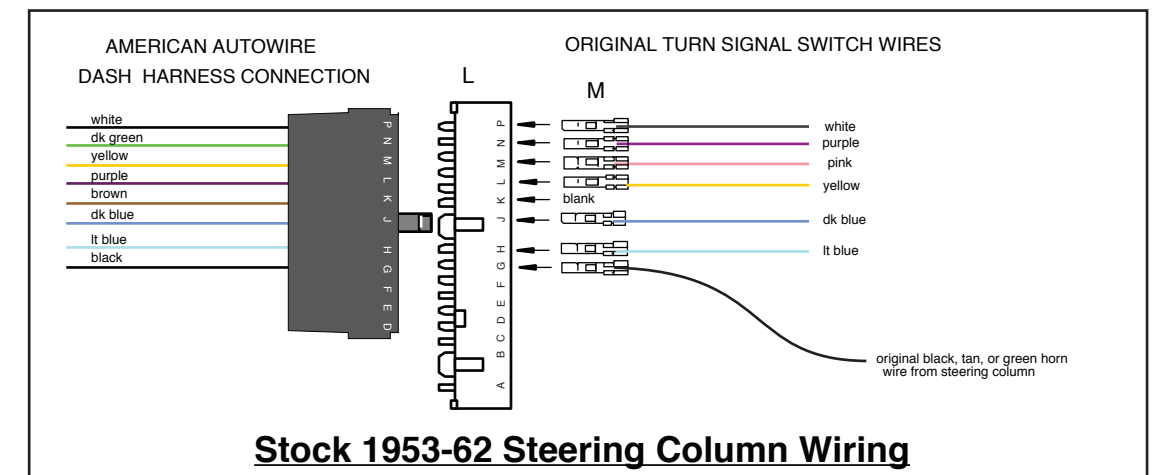
Engine Wiring

**As Viewed From
Under the Hood**

**“Table A”
AAW Turn Signal Switch wires to stock
1953-62 Chevy Corvette turn signal switch.**

AAW Wire #	AAW Wire color	AAW Wire Printing	Stock Corvette Wire Color
14A,B	Light Blue	Left Front Turn	Light Blue
15A,B	Dark Blue	Right Front Turn	Dark Blue
16B	Purple	Turn Switch Feed	Yellow
17A,B	White & Blue	Brake Switch	White
18	Yellow	Left Rear Turn	Pink
19	Dark Green	Right Rear Turn	Purple
27B	Brown	Turn Sw - Hazard	Not applicable
28	Black	Horn Relay Ground	Black, Tan, or Dk. Green

NOTE: The stock 1953-62 Corvette turn signal switches did not have a horn ground wire located in them. That wire was a separate wire that was attached to the steering column upper mast jacket bushing and came out through an opening in the steering column. That wire was typically black, tan, or dark green and had an small male blade crimped onto it. If you are using the factory steering column in your car, crimp one of the loose piece terminals M found in the loose piece kit of the 510269 dash harness onto that wire, and plug it into the adapter L when building your turn signal switch adapter to complete the horn ground circuit.



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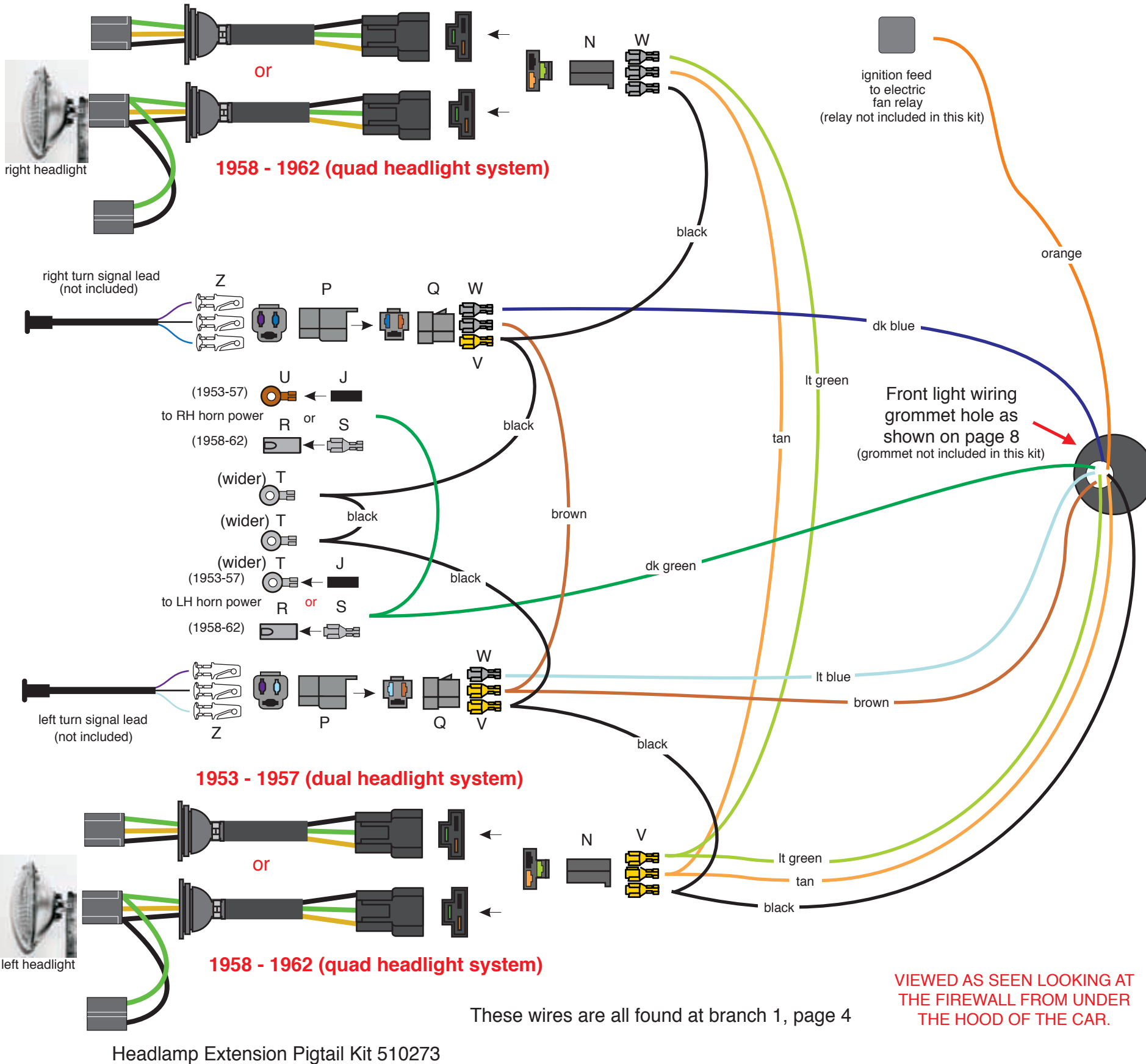
Headlamp Extension Pigtail Kit 510273

Figure "A", Front Light Harness Connections

1953 - 1957 (dual headlight system)

or

1958 - 1962 (quad headlight system)



These wires are all found at branch 1, page 4

VIEWED AS SEEN LOOKING AT THE FIREWALL FROM UNDER THE HOOD OF THE CAR.

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. are included and can be found in the dash/main loose piece parts kit, P/N 510269

The identifications, colors, and functions for all of the wires listed in Figure "A" on this page can be found on page 4, branch 1 of this main instruction set (92969849). AAW suggests and recommends using pages 4 and 9 to complete the installation of the forward lamp, horn, and electric fan connections.

This kit also utilizes headlight bucket extension harness 510273 that must also be used in conjunction with the dash/main harness to complete the front light circuits.

There is a production grommet in the inner grill shell panel behind the grill where the parking lamp pigtails and the headlight bucket extensions enter the grill area. You will need to feed those pigtails through those grommets and into the inner grill area to complete your front light connections. (See Below)



RH passenger side inner panel



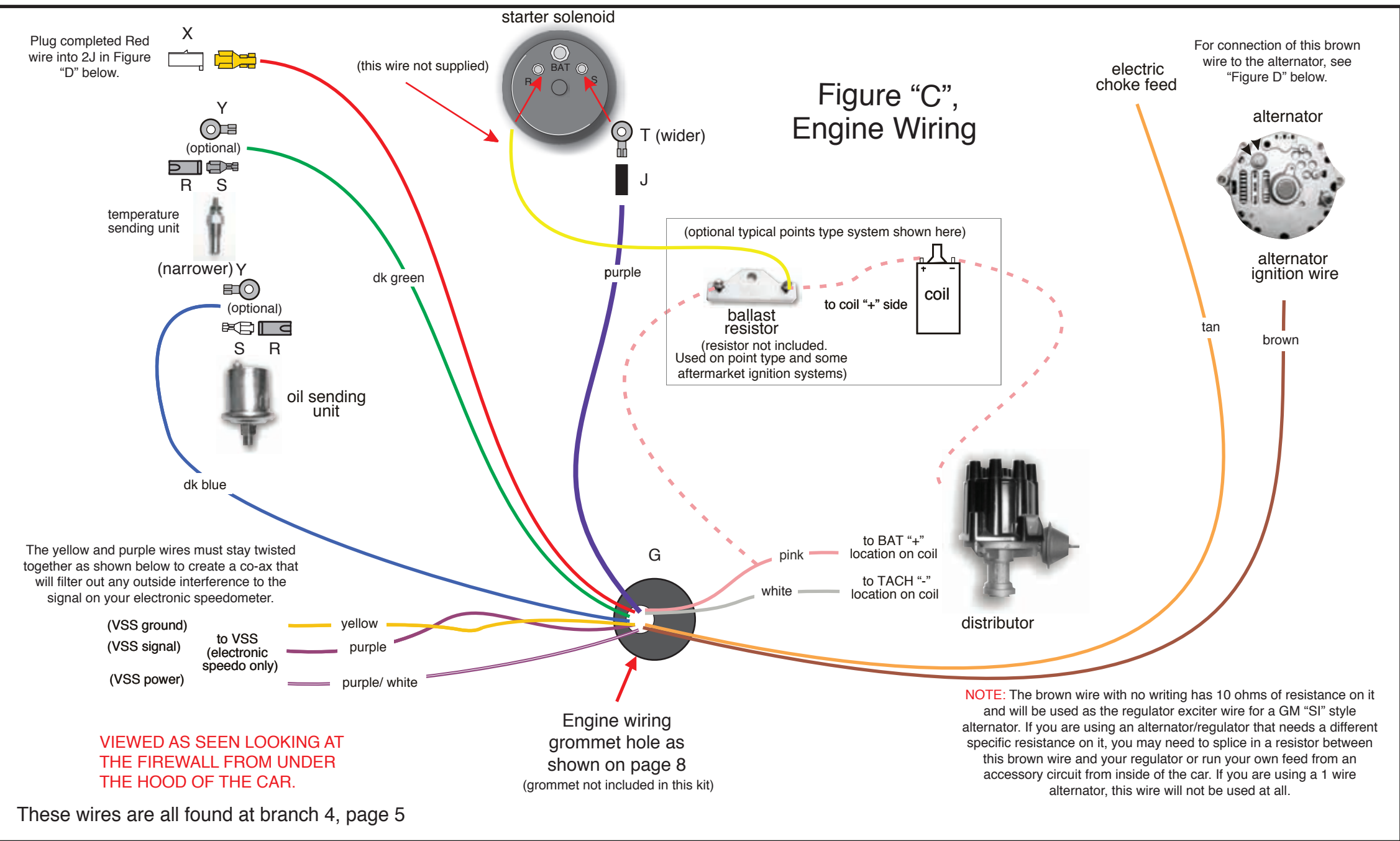
LH driver side inner panel



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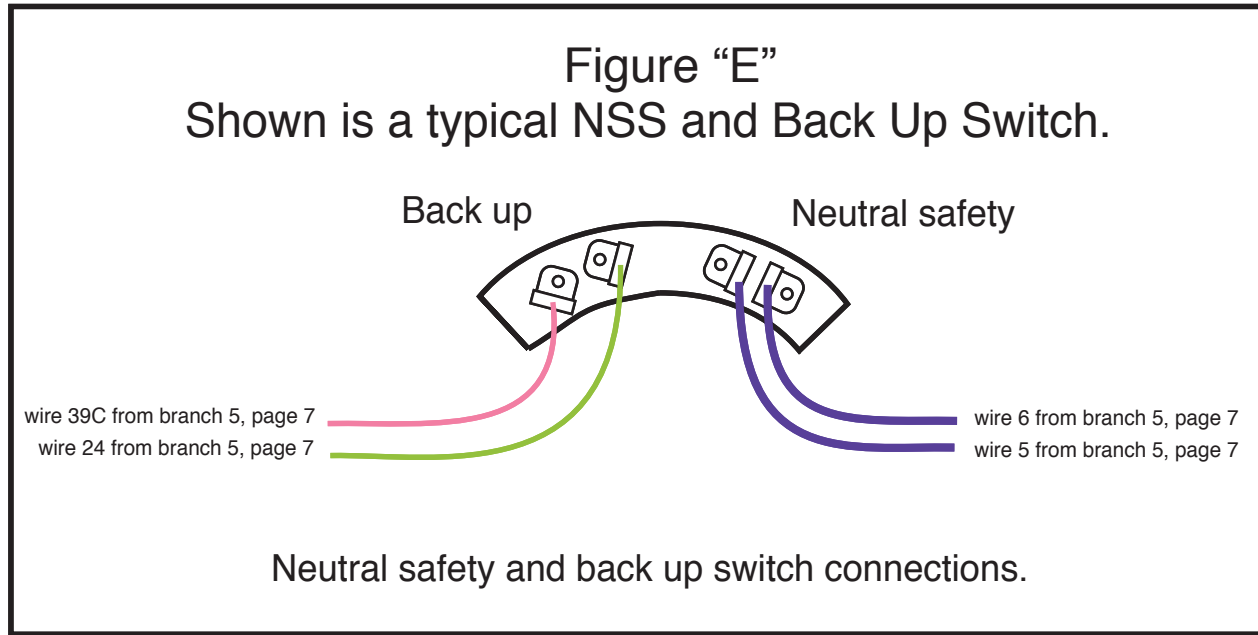
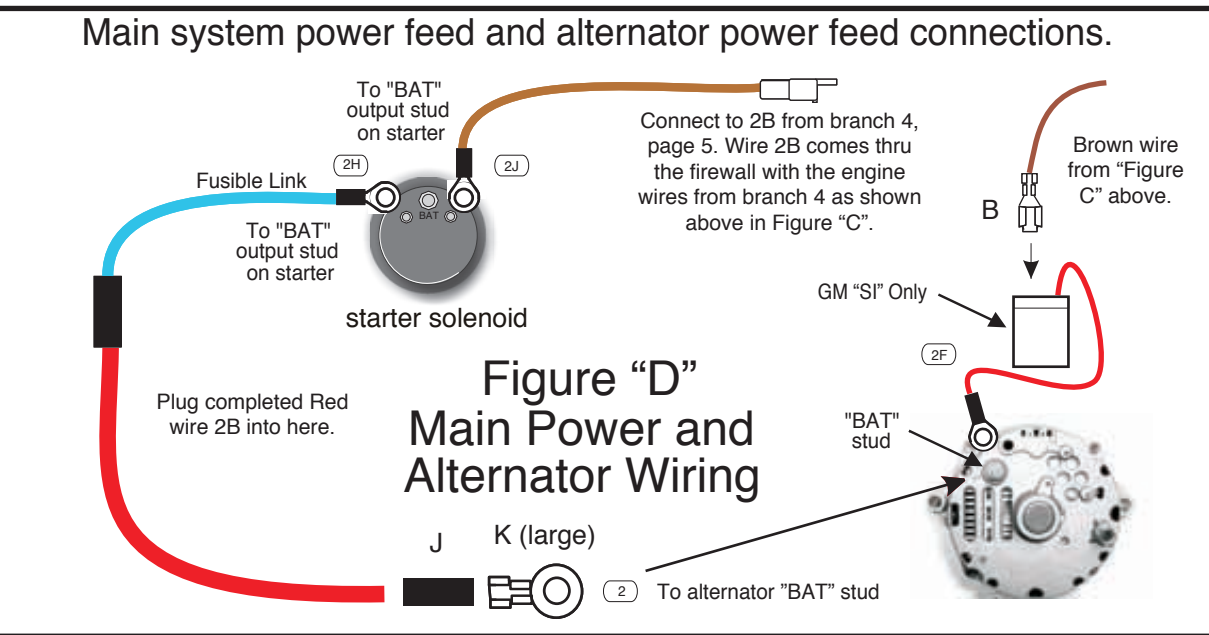
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NOTE: The terminals and connectors listed on this page and denoted with **UPPER CASE LETTERS** to help you complete the various connections to your ignition, temp and oil senders, electric choke, starter solenoid, alternator regulator, etc. are included and can be found in the dash/main loose piece parts kit, P/N 510269. No terminals have been provided for the neutral safety or back up connections.

The identifications, colors, and functions for all of the wires listed in "Figures C, D, and E" on this page can be found on branch 4, page 5, and branch 5, page 7 of this main instruction set (92969849). AAW suggests and recommends using pages 5 and 10 to complete the installation of the engine, main power feed, NSS/back up, and alternator connections.

A note about alternators: 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 vehicle such as this kit was designed for. AAW suggests GM "SI", or 1 wire type alternators as good choices to use. Adapters to complete the other style alternator connections may be purchased separately if needed. Contact AAW for your needs.



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