

Classic Update Series

1953 - 1956 Ford Truck

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 TRUCK 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) THAT ARE AVAILABLE FROM SEVERAL SOURCES WILL BE NECESSARY TO USE ANY ALTERNATOR OTHER THAN A 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 M, etc. The order of installation is shown below. Use this main instruction sheet, 92969976, to complete the installation process.

G - 510305 Dash Harness Kit
H - 510307 Gauge Cluster Kit
M - 510263 Rear Body Kit
N - 510306 Headlight Bucket 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:

- Battery is grounded to the ENGINE BLOCK.
- Battery is grounded to the frame.
- Engine block is grounded to the frame.
- 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 1953-1956 Ford truck

p/n 500649

OEM small terminal crimping tool (18-14 gauge)



p/n 500523

OEM large terminal crimping tool (12-8 gauge)



p/n 500802

Ford Gen III Alternator Adapter



p/n R0067108

OEM style non-stick harness tape



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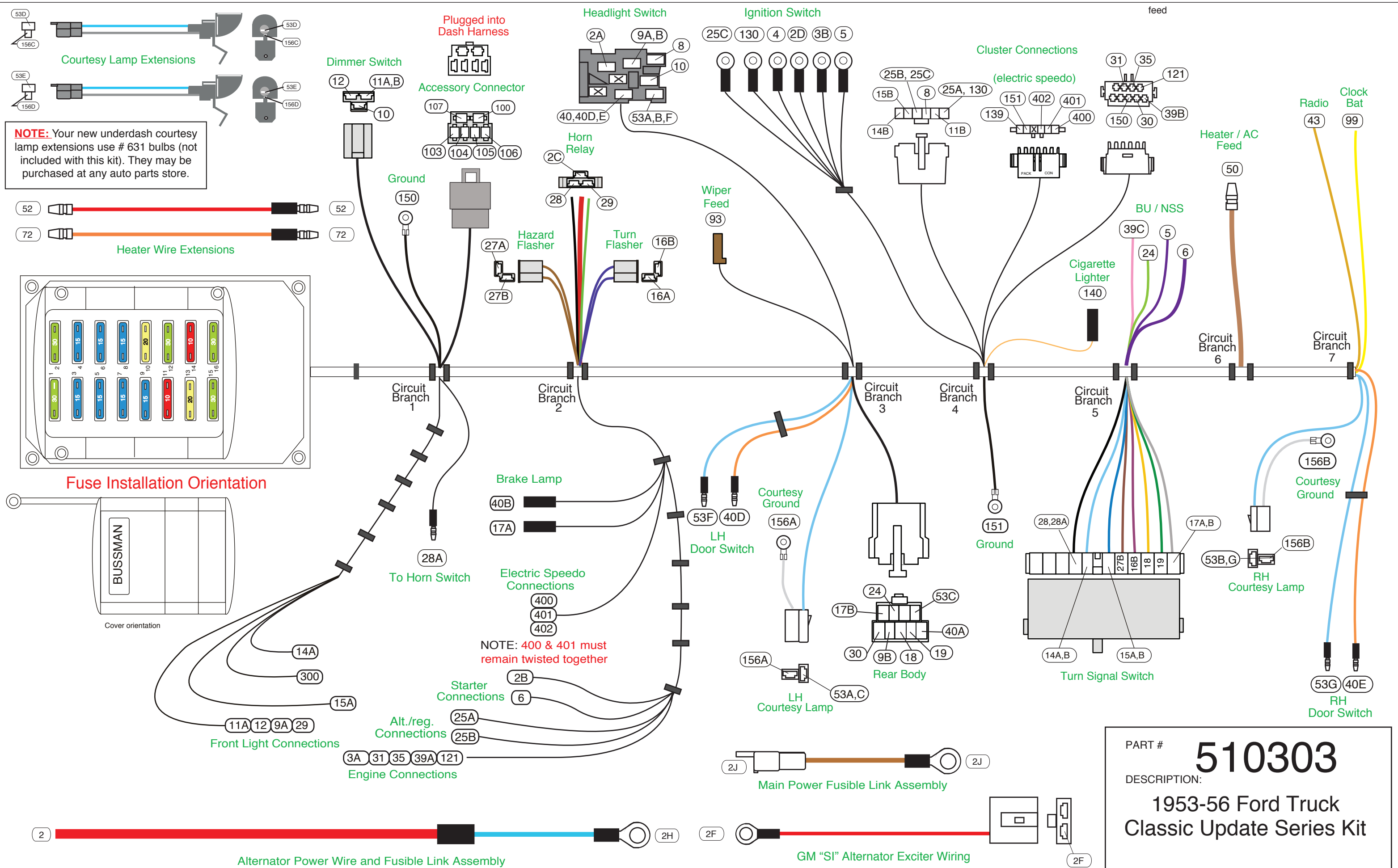
Classic Update Series

1953 - 56
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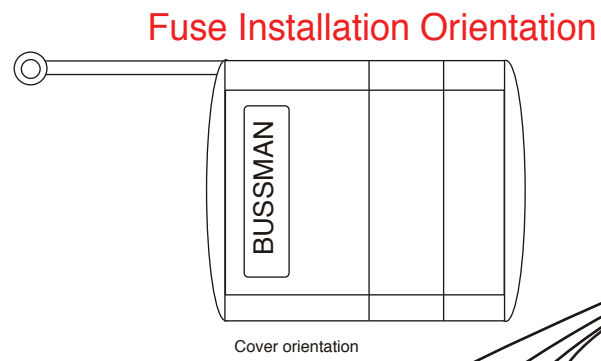
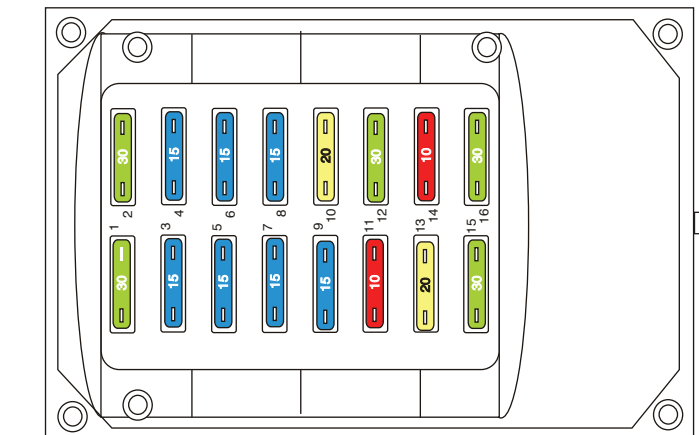
510303

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



NOTE: 400 & 401 must remain twisted together

PART # **510303**
 DESCRIPTION:
**1953-56 Ford Truck
 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 an area close to the steering column. See page 8 for a photo of the fuse panel as installed in our test truck. 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 7, 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
28A	Black	Horn Ground

See page 9, "Figure A" for typical connections. For loose piece terminals and connectors, see kit # 510312.

Procedure
 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 parking 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 parking 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 parking lights.
 Select the light green Headlight Hi Beam wire (11A) and tan Headlight Low Beam wire (12). 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 then over to the right front headlight will be necessary to accommodate wiring of both of the headlights. Using the supplied terminals and connectors in kit 510265, connect these wires into the headlight ground wire and connector assemblies "A" found on pages 1 and 9. Specific connection and orientation for this process can be found in the diagram on page 9, Figure A.
 This wire plugs into the stock horn ground wire coming out the bottom of a stock 1953-1956 Ford column. If you are using a later or aftermarket steering column such as Ididit, this wire will not be used, and the terminal should be cut off or insulated and taped back so it does not reach ground. If it were inadvertently grounded, your horn would blow continuously.

Circuit Branch 1 - Underdash Connections

Wire #	Wire color	Printing
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
Ground Lead		
150	Black	Ground

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 J and terminals 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 cruise control (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)

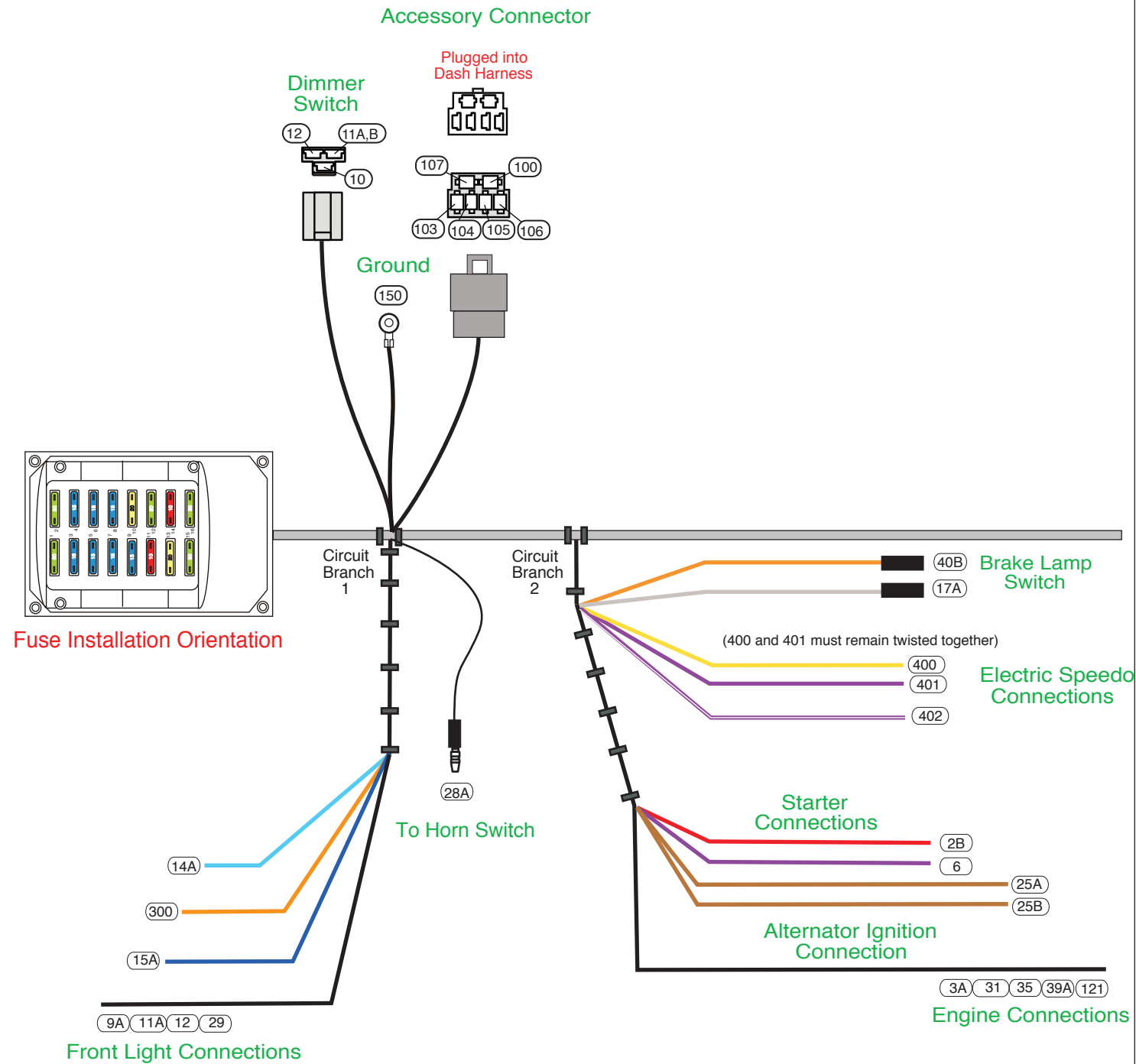
Attach this wire to a good known chassis ground. (Note: Do not attach this wire with the 151 wire on page 4)
 Chassis ground for instrument cluster connections.

Circuit Branch 2 - Engine and Alt. connections

Wire #	Wire color	Printing
6	Purple	Starter Solenoid-S
2	Red	12 V Battery
2H	Light Blue	Fusible Link
2B	Red	12 V Battery
2J	Brown	Fusible Link
25A	Brown	Alternator Ign
25B	Brown	Alternator Ign
3A	Pink	Ignition Feed - coil
31	Dark Blue	Oil Pressure Sender
35	Dark Green	Water Temp Sender
39A	Tan	Electric Choke
121	White	Coil - Tach

See page 10, "Figures C and D" for typical connections. For loose piece terminals and connectors, see kit # 510312.

Procedure
 Connect the end that comes out with the heavy red power wire to the "S" terminal on your starter solenoid. (See Figure D)
 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 D)
 See the connection instructions under wire 2.
 Route this wire to your starter solenoid. Cut to length, install terminal "K", plug into connector "E" as shown on this page. As shown on page 10, Figure D, 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 510265 kit)
 See the connection instructions under wire 2B and on page 10, figure D.
NOTE: If you are using a one wire alternator, neither the 25A nor the 25B wires will be used, so tape these wires back to the trunk of the harness.
 This wire is the exciter wire for your GM "SI" alternator / voltage regulator and it has a 10 ohm resistance on it.
 This wire is the exciter wire for your Ford alternator / voltage regulator. It DOES NOT have any resistance on it as many of the Ford regulators already have an internal resistor. If the Ford or other alternator / regulator that you are using needs a resistor in-line on the feed wire, you will have to supply it per the specs of that alternator (AAW recommends a GEN 3 Internally Regulated [AAW p/n 500802 available separately] 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.
(Wires 400 and 401 must remain twisted together)
 Connect to the Vehicle Speed Sensor ground lead (see page 5 for typical connection).
 Connect to the Vehicle Speed Sensor signal lead (see page 5 for typical connection).
 Connect to the Vehicle Speed Sensor power lead if using a 3 wire sender (see page 5 for typical connection).
 Connect to either post on the brake switch.
 Connect to the opposite post on the brake switch



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Circuit Branch 2- Underdash Connections

Wire #	Wire Color	Printing
Horn Relay		
2C	Red	12v Bat
28	Black	Relay Ground
29	Green	Horn
Flashers		Plug one each of the flasher cans (found in the 510145 fuse kit) into these connections.
16, 16A	Purple	Turn Switch Feed
27, 27A	Brown	Turn Sw Hazard

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.
 Turn signal flasher leads.
 Hazard flasher leads.

Circuit Branch 3 - Underdash Connections

Wire #	Wire Color	Printing
Rear Body Connection		

Procedure
 This connector will plug into the Rear Body Kit, 510263. Specific connections are addressed in that kit. These wires will pass out to the engine bay through the firewall at the Front Light Location as seen on page 9, Figure A.

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, C	Orange	12v Battery Fused
53C	Lt. Blue	12v Ctsy Sw

LH Courtesy Connection
 Plug in 1 Courtesy lamp extension (as found on page 2 of this instruction set) to complete this circuit.
 Switched 12 volt power for LH underdash courtesy lamp.
 LH underdash courtesy ground.

53F	Lt. Blue	12v Ctsy Sw
40D	Orange	12v Battery Fused

Switched 12 volt power for LH door jamb switch to dome and courtesy lamps.

Wire #	Wire Color	Printing
2A	Red	12v Bat
8	Gray	Dash Lights
9A, B	Brown	Park Lights
10	Yellow	Dimmer Sw Feed
40	Orange	12v Battery Fused
53A, C	Lt. Blue	12v Ctsy Sw

Lighting Switch
 Plug this connector onto lighting switch 500264.
 Unfused 12v battery feed to the lighting switch for headlamps, tail lamps, and dash illumination lamps.
 Feed out to dash illumination lamps at cluster.
 Feed out to front parking and rear tail lamps
 Feed to headlight dimmer switch for headlights.
 Secondary fused 12v battery feed to lighting switch for courtesy and dome lamps.

93	White	Wiper Feed
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Switched 12 volt power from lighting switch to dome and underdash courtesy lamps.
 This is your 12v feed only only. This feed must be reused in conjunction with your original wiper switch to motor and / or pump harness.
 12v fused feed for wiper switch assembly.

Circuit Branch 4 - Underdash Connections

Wire #	Wire color	Printing
Ignition Switch		
2D	Red	12v Bat
3B	Pink	Ignition Feed
4	Brown	Ignition Sw Accessory
5	Purple	Neutral Safety Switch

Procedure
 Attach each of the ring terminals to the appropriate stud on the ignition switch per the directions below.
 Attach to "BAT" stud on the ignition switch. Unfused feed into ignition switch from the battery.
 Attach to "IGN" stud on the ignition switch. Unfused ignition feed out to fuse panel and ignition system.
 Attach to "ACC" stud on the ignition switch. Unfused accessory feed out to fuse panel.
 Attach to "ST" stud on the ignition switch. Unfused start feed to the neutral safety switch.

25C	Brown	Alternator Ign
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NOTE: If you are using a one wire alternator, neither the 25C nor the 130 wires will be used, so just tape them back to the trunk of the harness.
 Alternator regulator exciter connection from "ACC" on the ign. switch to cluster and regulator at alternator. **NOTE:** This wire attaches to the "ACC" stud on the ignition switch and is ONLY used on a Ford Style alternator / regulator where there is no resistance feed necessary as the regulator usually has an internal resistor.

130	Brown/White	
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Alternator regulator exciter connection from "ACC" on the ign. switch to cluster and regulator at alternator. **NOTE:** This wire attaches to the "ACC" terminal on the ignition switch and is used ONLY when a GM Style alternator / regulator will be used where there is a 10 Ohm resistance feed necessary to excite the regulator circuit.

Speedometer Cluster Connections

25B,C	Brown	Alternator Ign
25A/130	Brown	Alternator Ign
8	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
35	Dk. Green	Temp Sender
39B	Pink	12v Ign Fused

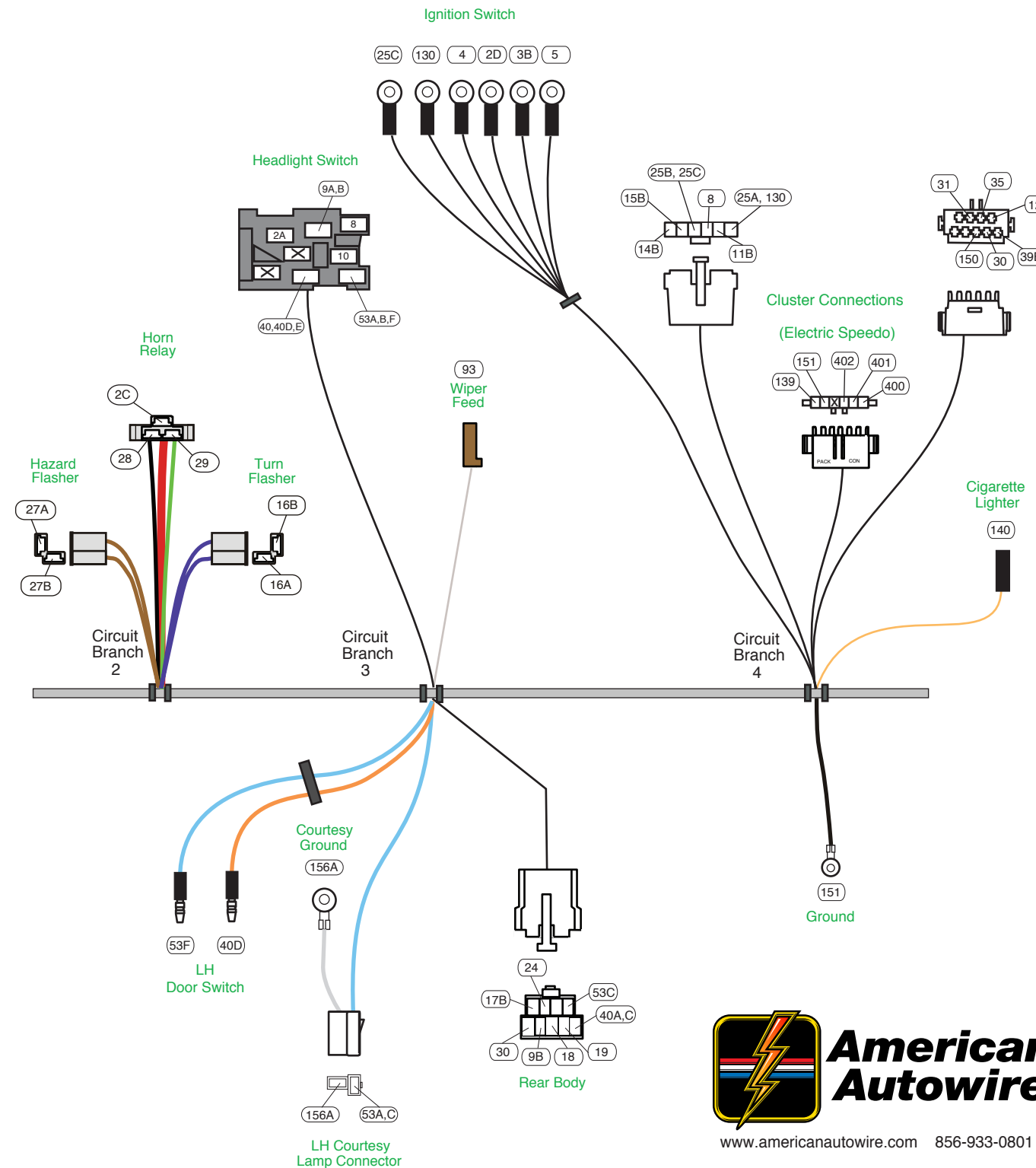
These connections will plug into the Cluster Connection Kit, 510307. Specific connections are addressed in that kit.
 12v accessory feed to the cluster and alternator regulator with Ford alternator (no resistance).
 12v accessory feed to the cluster and alternator regulator with GM alternator (10 Ohm resistance).
 Feed out from the lighting switch to the dash cluster for dash illumination lamps.

121	White	Coil Tach
139	Pink/White	Speedo Power
150	Black	Ground
151	Black	Ground
400	Yellow	VSS Ground
401	Purple	VSS Signal
402	Purple/White	VSS Power

12v feed to dash cluster for high beam indicator lamp.
 12v feed to dash cluster for left front turn indicator lamp.
 12v feed to dash cluster for right front turn indicator lamp.
 Fuel sender signal from rear body harness connection to cluster connection.
 Oil pressure signal from engine harness lead to cluster connection.
 Temperature sender signal from engine harness lead to cluster connection.
 Fused 12v Ignition feed to cluster connection for any warning lamp or any 12v gauges (includes stock 56 gauges). If using your stock 53-5 gauges, you will need to run a resistor to knock the voltage down to 6 volts.

140	Orange	12v Battery Fused
Ground Lead		
151	Black	Ground

Tach sender signal wire from engine harness lead 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 cluster connections.
 VSS ground from engine harness to cluster connections for electric speedometer.
 VSS signal from engine harness to cluster connections for electric speedometer.
 VSS 12v fused power from cluster connections to engine harness leads for electric speedometer.
 Plug this connection onto your original lighter socket assembly.
 12v battery feed for the cigarette lighter.
 Attach this wire to a good known chassis ground. (Note: Do not attach this wire with the 150 wire on page 3)
 Chassis ground for electric speedometer at instrument cluster connection.



NOTE: The courtesy lamp extension from page 2, that plugs onto the connector at branch 3 on this page, uses a # 631 bulb (not included with this kit). They may be purchased at any auto parts store.

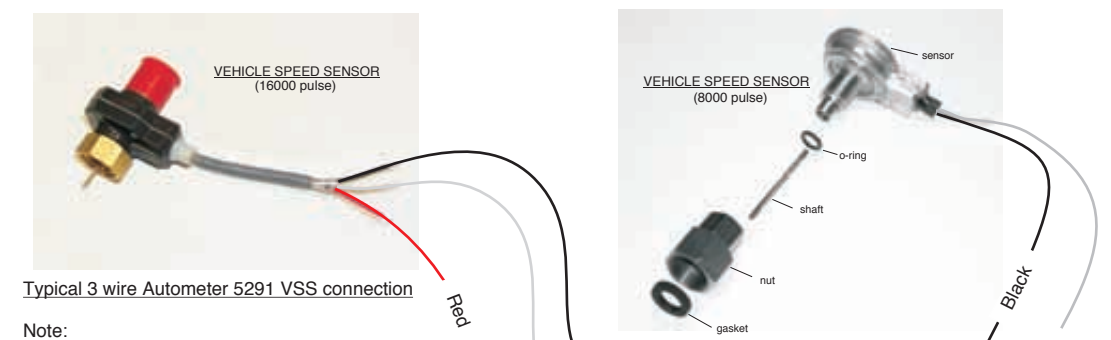
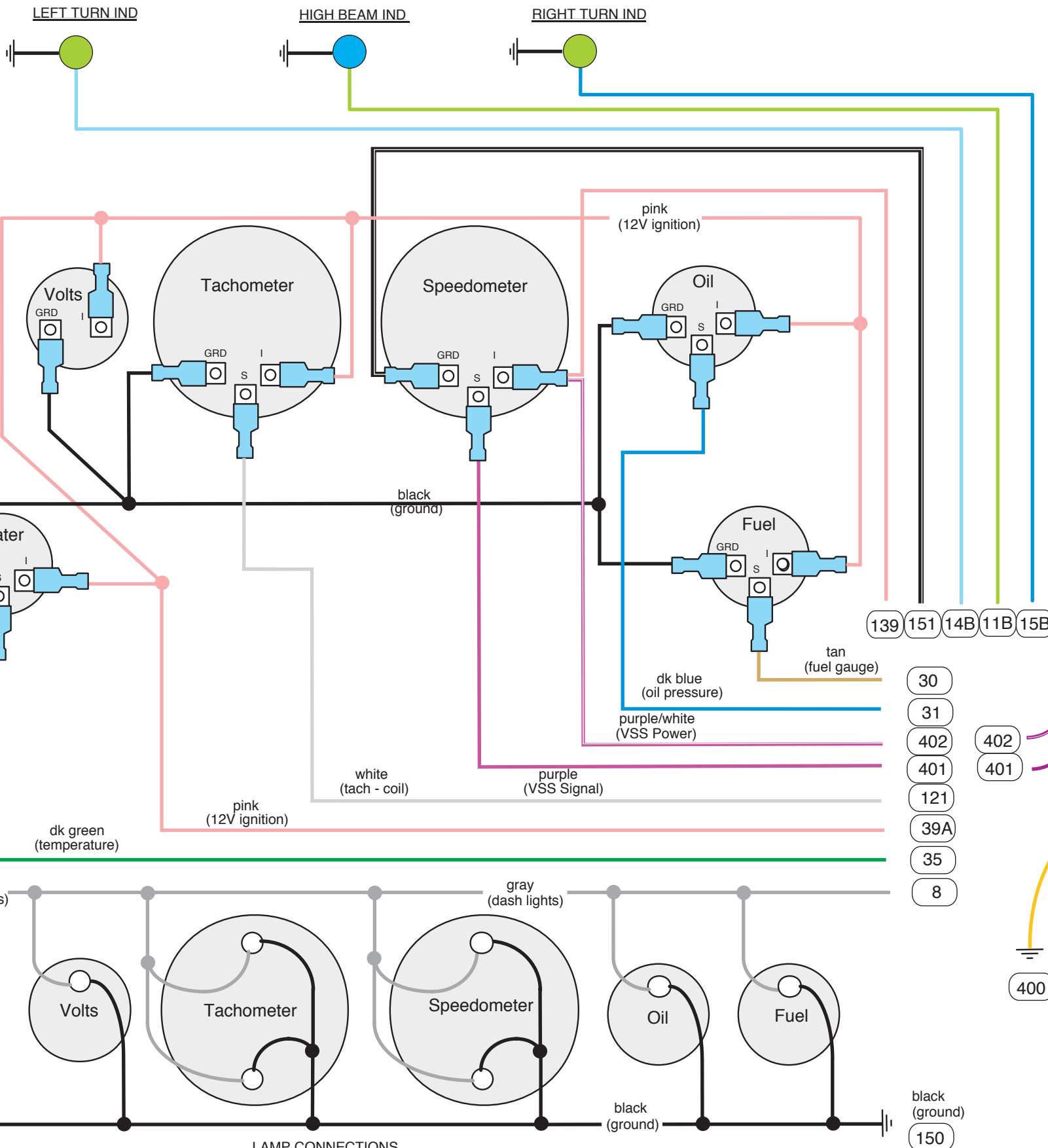


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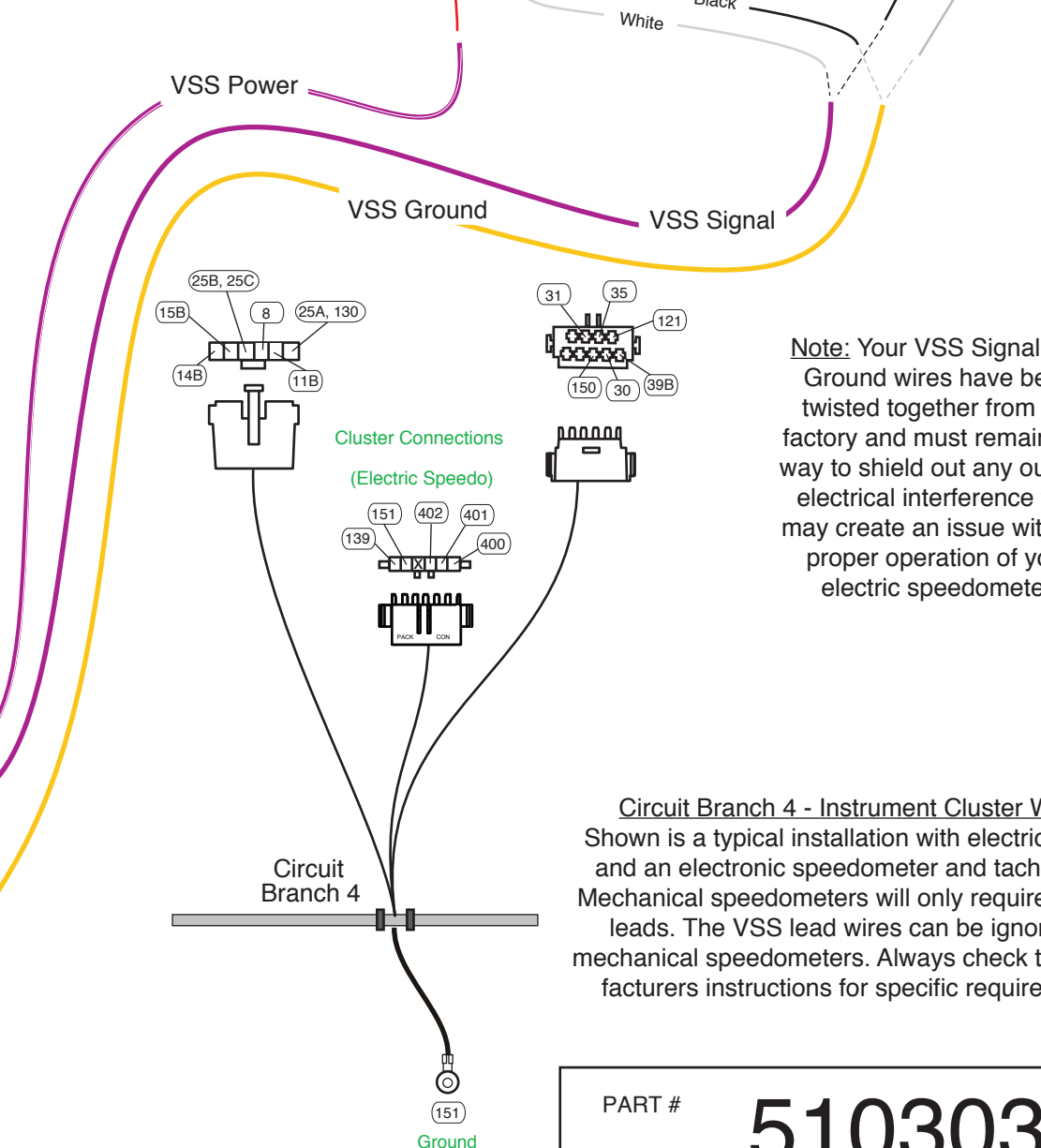
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TYPICAL BLADE TYPE GAUGE CONNECTIONS



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.



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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Main Fuse Panel Installation Instructions

Circuit Branch 5 - Underdash Connections

Wire #	Wire Color	Printing
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".
 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

Plug into steering column turn signal connection. If you are using a stock '56 Ford steering column on your vehicle, refer to Diagram 'A' and "Table "A" - AAW turn signal wires to stock turn signal switch wires" on page 8 for proper mating directions. We have also addressed the use of the aftermarket clamp-on style turn signal switch assemblies on page 8 as well. 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, 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 (L) and terminals (M) located in the loose piece kit bag of this dash harness (510305), it is easy to adapt any steering column to the kit. The function of the wires are as follows:

14A, B	Lt. Blue	Left Front Turn
15A, B	Dk. Blue	Right Front Turn
16B	Purple	Turn Switch Feed
17A	White	Brake Sw
17B	Lt. Blue	Third Brake Lt.
18	Yellow	Left Rear Turn
19	Dk. Green	Right Rear Turn
27B	Brown	Turn Sw Hazard
28, 28A	Black	Horn Relay Ground

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 flasher.
 12v input from brake switch to turn switch for rear brake lights.
 12v feed for third brake light to rear body connector.
 LH rear turn signal feed out to rear body connection.
 LH rear turn signal feed out to rear body connection.
 Hazard switch 12v feed into column from flasher.
 Steering column horn ground to horn relay.

Circuit Branch 6 - Underdash Connections

Wire #	Wire Color	Printing
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Procedure

Note: We have provided you with loose piece wire assemblies as seen on page 2 that will connect from your stock heater switch to your stock blower motor. Detailed installation directions for these connections (wires 52 and 72) can be found on page 9, "Figure B".
 This wire will plug onto your stock heater switch or can be used as the "on/off" power source for aftermarket A/C
 12v switched feed for "on/off" power to your stock heater switch or aftermarket heat and A/C..

Heat and A/C Feed		
50	Brown	Heater AC Feed

Circuit Branch 7 - Underdash Connections

Wire #	Wire Color	Printing
RH Courtesy Connection		
53B	Lt. Blue	12v Ctsy Sw
156B	White	Ctsy Ground
RH Door Jamb Switch		
53G	Lt. Blue	12v Ctsy Sw
40E	Orange	12v Battery Fused

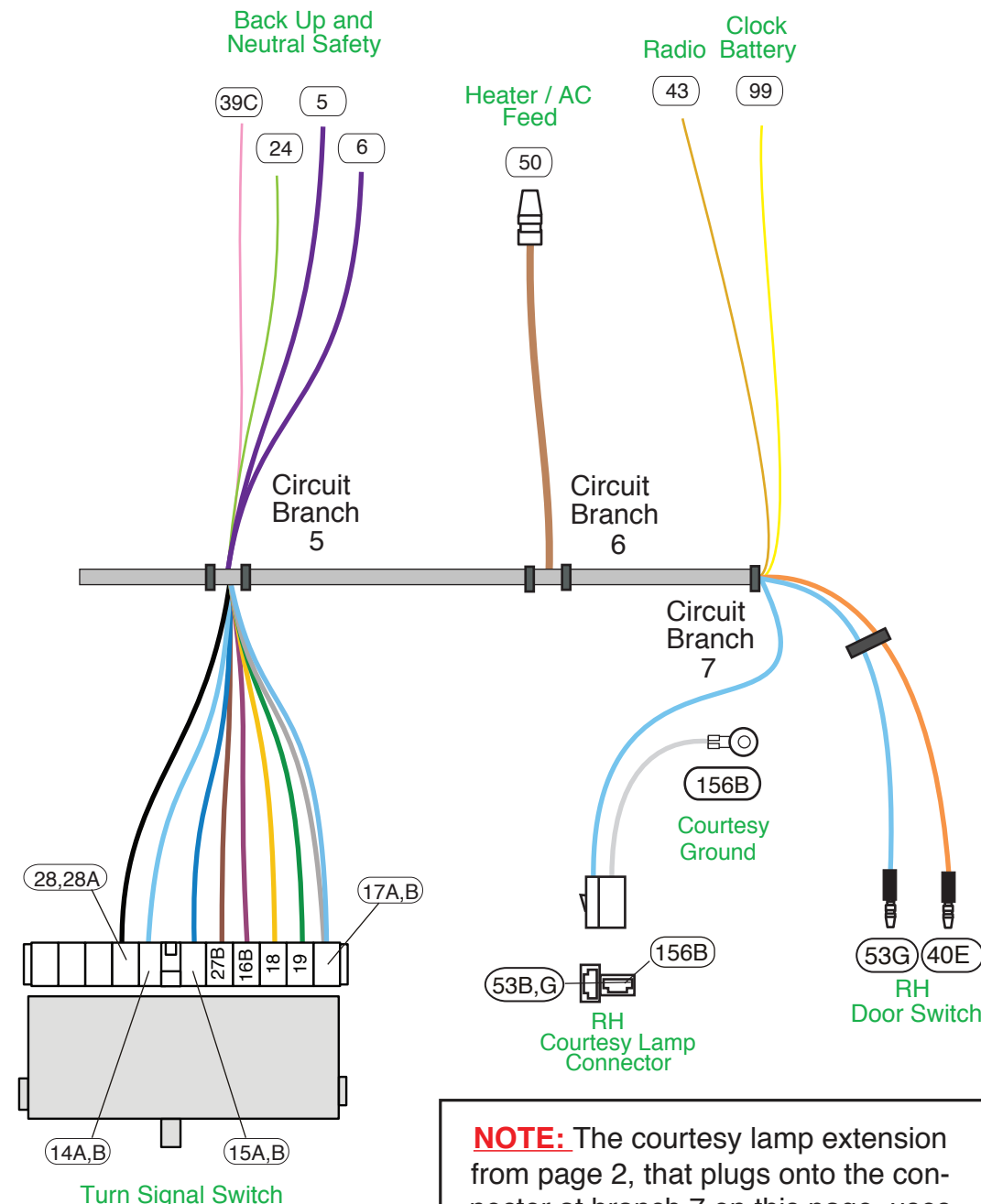
Procedure

Plug in 1 Courtesy lamp extension (as found on page 2 of this instruction set) to complete this circuit.
 Switched 12 volt power for RH underdash courtesy lamp.
 RH underdash courtesy ground.

Switched 12 volt power for RH door jamb switch to dome and courtesy lamps.
 12v battery feed to RH door jamb switch.

Radio/ Clock Connections		
43	Tan	Radio
99	Yellow	Clock Battery

12v fused accessory feed for radio "on/off" power.
 12v fused battery feed for radio clock and memory or dash clock assembly.



NOTE: The courtesy lamp extension from page 2, that plugs onto the connector at branch 7 on this page, uses a # 631 bulb (not included with this kit). They may be purchased at any auto parts store.



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**Stock Firewall
Harness Pass
Thru Grommet**

**As Viewed From
Under the Hood**



NOTE: On this page, you will find a photograph of the stock firewall of our test vehicle. We have provided you with a new reproduction firewall pass thru grommet, but not the retainer. There are many different styles (raw stamped, plated, billet, etc.) of the retainer, so we have left that option to the builder's taste. The grommet has 1 large pierced hole and 2 smaller holes that are not pierced. Your new harness has been designed so that the forward lamp and engine wiring will pass thru this area. If you opt to route all your wires thru this grommet, you will need to open these holes up more as there are many new wires in your new harness system. 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, heater, and engine wiring.

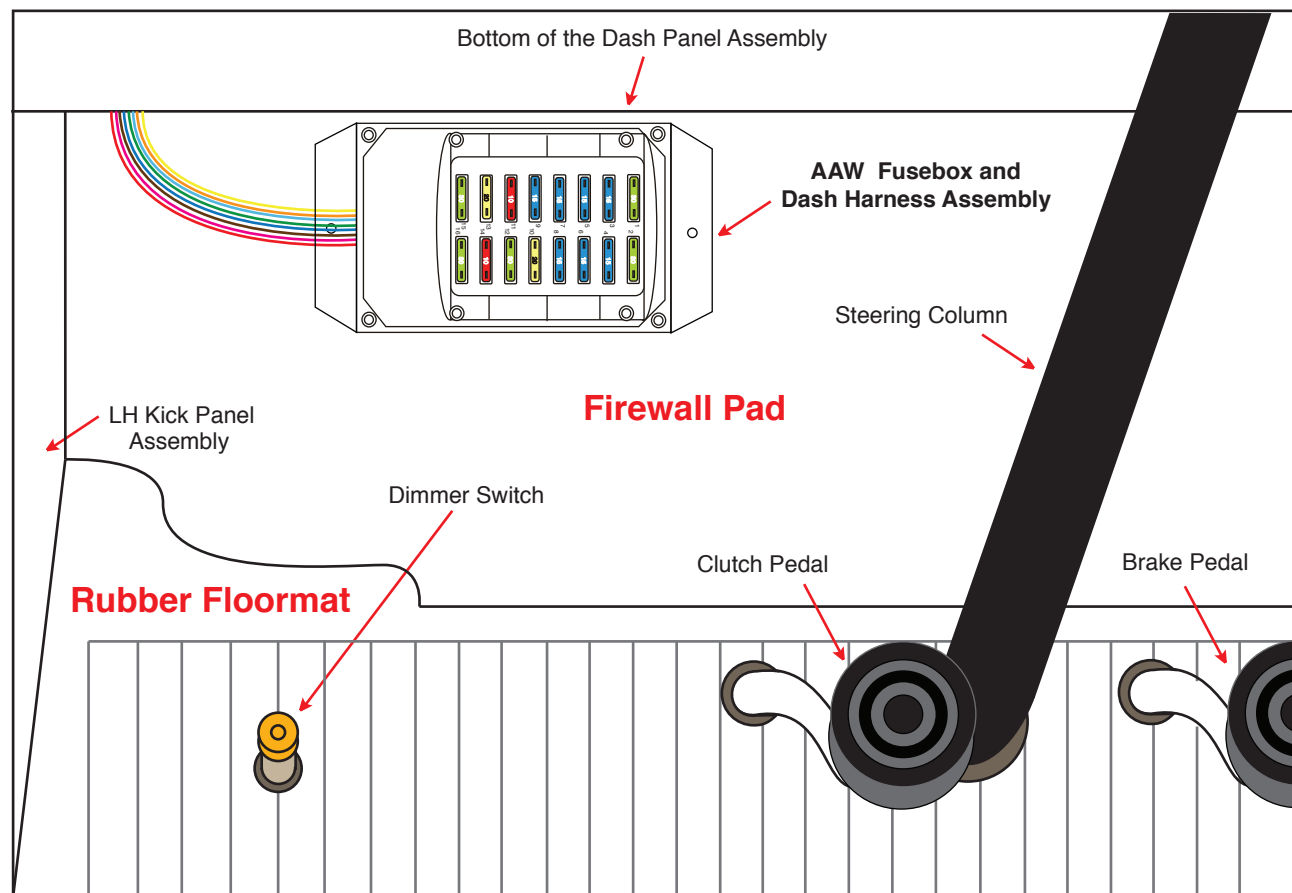


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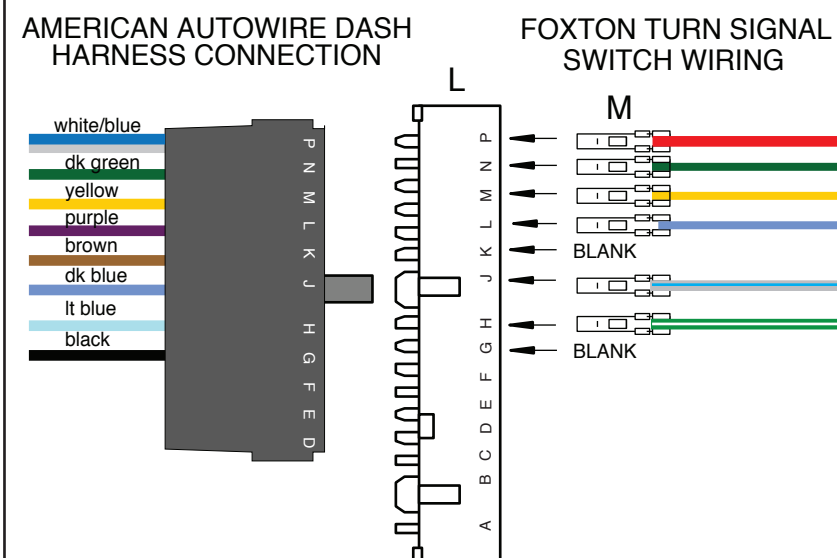
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FUSEBOX MOUNTING LOCATION UNDER DASH, TO LEFT OF STEERING COLUMN



NOTE: The installation and placement of the new fusebox is not extremely critical for this application. On this page, you will find a drawing of the completed fusebox and dash harness assembly as it would install in your vehicle. The harness is long enough that you just need to mount the fusebox as the drawing depicts. As long as the fusebox assembly is installed in the general area as shown, the harness will install fine. Once the fusebox has been attached to the firewall of the truck, the harness routes up into the upper LH corner of the underdash area, then continues on over top and behind the dash cluster assembly. Please take time to keep it away from any moving items such as the wiper motor linkage and the pedals if you're using a hanging pedal set. We have provided 2 attaching screws for you to affix the fusebox to the firewall. They can be found in the 510305 loose piece dash kit.



**DIAGRAM 'A' - AAW Turn Signal
Switch Wires to Stock 1956
Steering Columns.**

"Table A"

AAW Turn Signal Switch wires to stock
"in-column" 1956 Ford Truck turn signal switch.

AAW Wire #	AAW Wire color	AAW Wire Printing	Ford Wire Color
14A,B	Light Blue	Left Front Turn	Green w/White Stripe
15A,B	Dark Blue	Right Front Turn	White w/Blue Stripe
16B	Purple	Turn Switch Feed	Blue
17A,B	White & Blue	Brake Switch	Red
18	Yellow	Left Rear Turn	Yellow
19	Dark Green	Right Rear Turn	Dark Green
27B	Brown	Turn Sw - Hazard	Not applicable
28, 28A	Black	Horn Relay Ground	Not applicable

NOTE: The stock 1953-55 Ford turn signal switch only switched 2 wires, not 4 as a modern system does. These switches are not available in reproduction, so in this instance, we will not address the stock 1953-55 turn signal switch. There are also many "over the counter" add on turn signal kits available from manufacturers such as Yankee and Foxton. If you are using one of those kits, simply use "Table A" above as a guide as to what wire serves which function on the AAW kit and then mate each wire from the AAW kit to the corresponding wire on your turn signal switch based on the function of each of those wires. For example, on the Foxton unit, the RH rear wire is a black wire which would get mated to our dark green RH rear turn wire. The LH rear turn on the Foxton unit is a dark blue wire which would get mated to our yellow LH rear turn wire, etc. Circuit 27B is being provided if an Emergency Warning Flasher System is to be added.

PLEASE NOTE: Our system is designed to use the stock individual LH and RH turn signal indicators in your dash cluster. It is suggested that you mate the "flasher input" signal wire on your add on unit to our purple wire. DO NOT use the flasher and pilot light unit along with the 3 pronged flasher that several of these units include. If you feel that you must use the flasher and pilot assembly assembly on your turn signal unit, you will have to mate that source wire to a separate ignition source such as the 100 wire found on page 3, branch 1, of this instruction set, 92969796. In that instance, our brown and purple wires from "Table A" above will not be used.



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PART # **510303**
DESCRIPTION:
**1953-56 Ford Truck
Classic Update Series Kit**

92969976 Rev. 4.0 5/12/2014

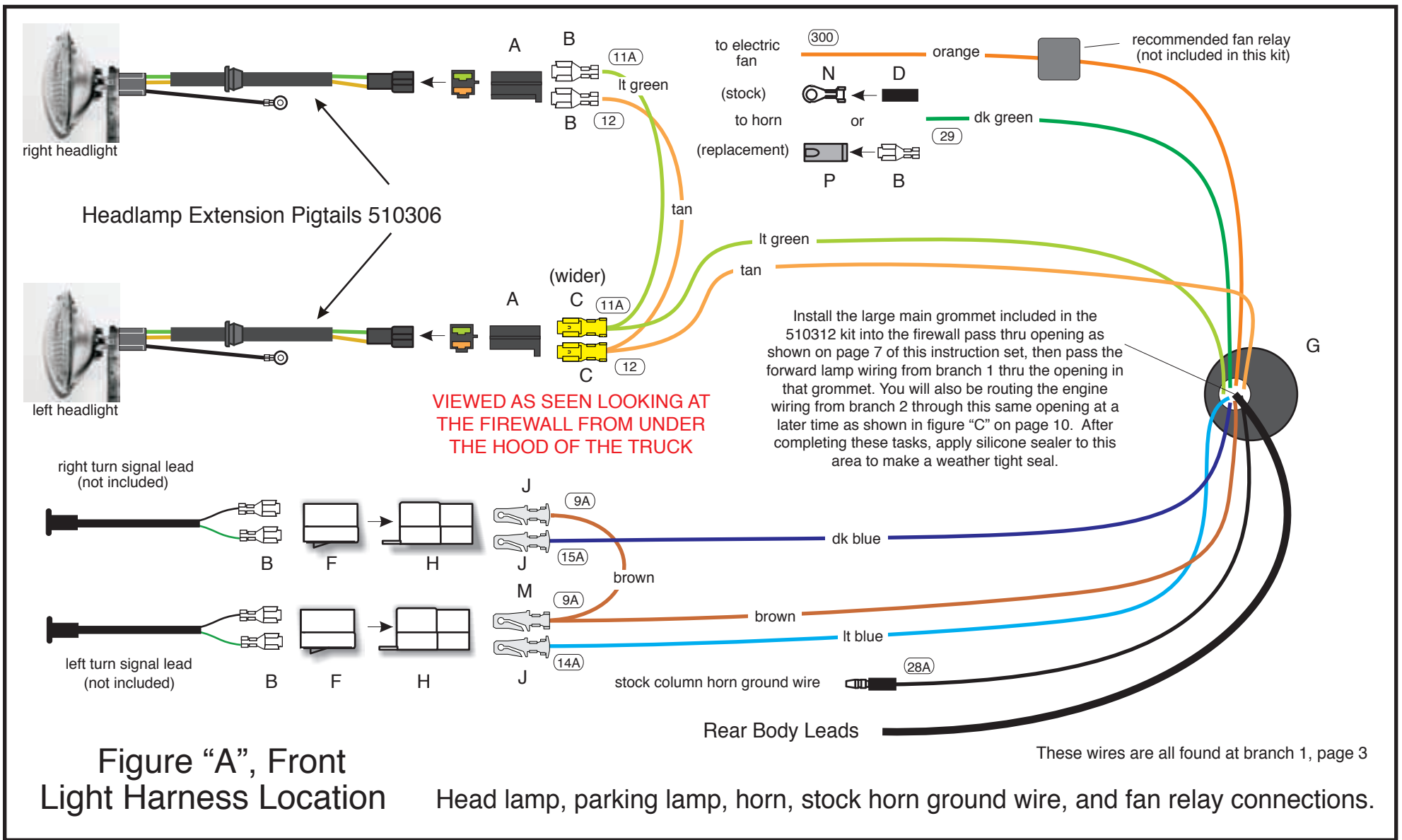
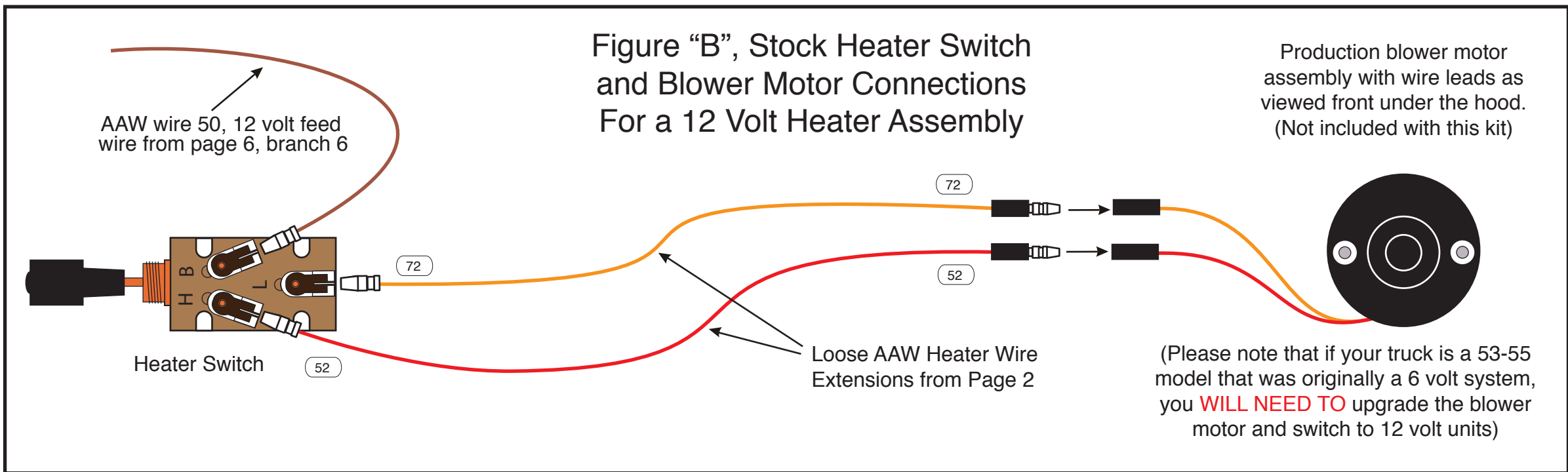


Figure "A", Front Light Harness Location Head lamp, parking lamp, horn, stock horn ground wire, and fan relay connections.

NOTE: The terminals and connectors listed on this page and denoted with **UPPER CASE LETTERS** to help you complete the various connections to your lamps, horns, switches, etc. can be found in your loose piece clamp, grommet, and parts kit, P/N 510312.

The identifications, colors, and functions for all of the wires listed in "Figures A and B" on this page can be found on pages 2, 3, and 6, branch 1 or branch 6 of this main instruction set (92969976). AAW suggests and recommends using pages 2, 3, 6, and 9 to complete the installation of the forward lamp and heater connections.

This AAW kit is engineered to work with most aftermarket 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 truck, we have also provided wires that will run from your heater switch to your heater motor. See "Figure B" below for complete installation instructions.

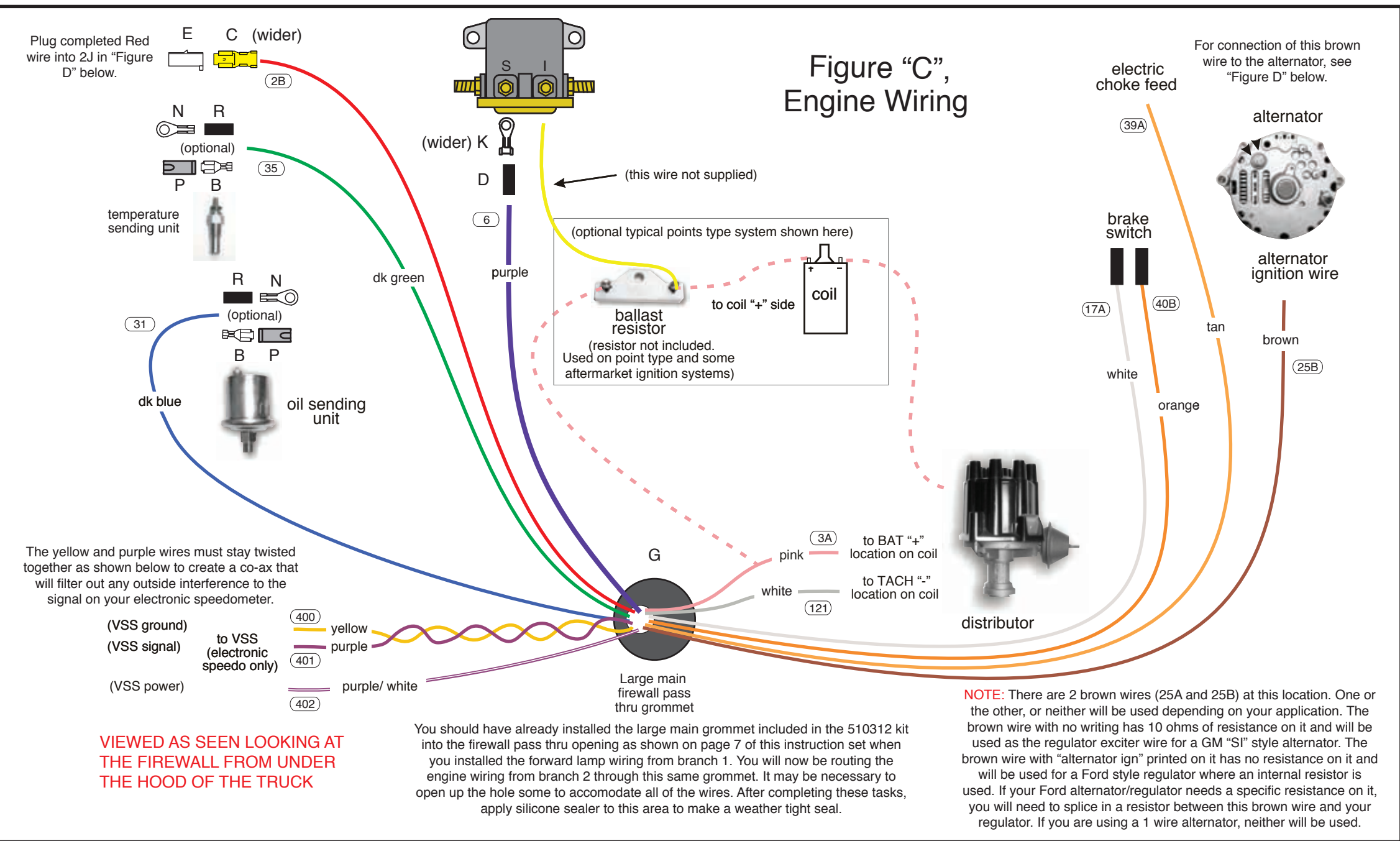


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DESCRIPTION:
1953-56 Ford Truck Classic Update Series Kit

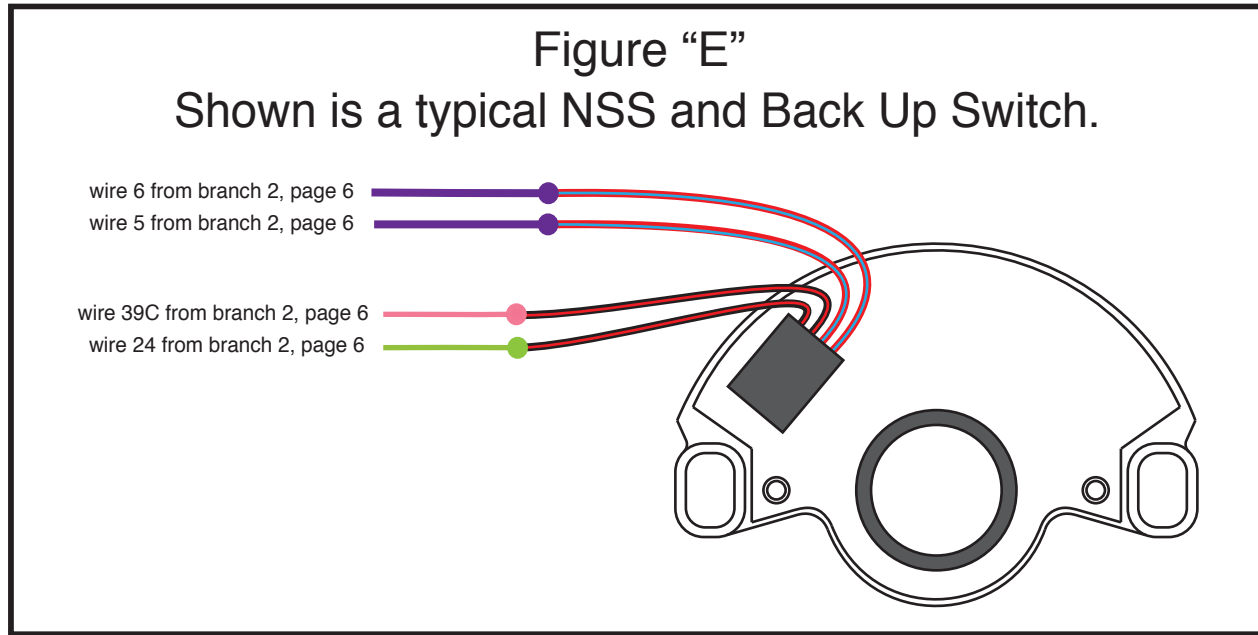
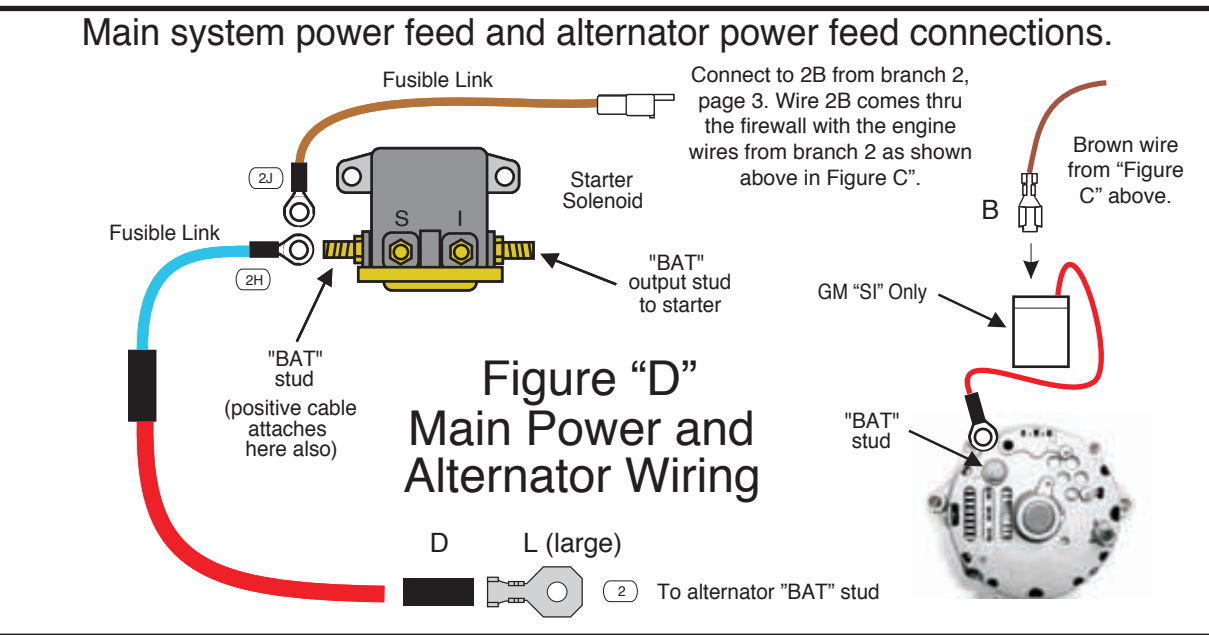
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NOTE: The terminals and connectors listed on this page and denoted with **UPPER CASE LETTERS** to help you complete the various connections to your ignition, temp and oil senders, electric choke, starter solenoid, alternator regulator, etc. can be found in your loose piece clamp, grommet, and parts kit, P/N 510312. 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 page 3, branch 2 and page 6, branch 5 of this main instruction set (92969976). AAW suggests and recommends using pages 3, 6, and 10 to complete the installation of the engine, main power feed, NSS/back up, brake switch, and alternator 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 truck such as this kit was designed for. AAW suggests Ford Gen III (AAW p/n 500802), GM "SI", or 1 wire type alternators as good choices to use. Adapters to complete the connection to these style alternators may be purchased separately if needed. Contact AAW for your needs.



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