



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

1. This kit should typically be used in a **MODIFIED** application only. It **WILL NOT** support a stock 1953-55 six volt system with a generator. You **MUST** use a voltage reducer if you do choose to utilize your stock 1953-55 six volt dash gauges with this wiring system.
2. This kit only supports the use of a higher current self-exciting 1 wire, or other style internally regulated alternator. An adapter may be necessary for certain applications. The use of a stock, low amperage alternator is seriously discouraged as they cannot handle the higher current requirements of updated ignition systems, electric fans, aftermarket A/C systems, stereo systems, air ride suspensions, and other power hungry accessories and will ultimately create performance issues with the system.
3. This kit **WILL NOT** support the use of a factory ammeter. All AAW kits are engineered to supply the optimum charge to the battery. To achieve this performance, we route our 8ga. charge wire directly from the alternator output terminal to the starter solenoid. Due to the path of the charge being altered from the stock configuration, the gauge can no longer see a charge vs. a discharge, so it will not work properly. When ammeters were originally used, most generator or alternator current outputs were rated at maximum of about 25-60 amps. Modified cars being built today typically utilize a 100 amp or higher output alternator. With these higher current units, ammeters, generally speaking, become a safety hazard. Ammeters are usually wired in parallel to the charging circuit, are typically unfused, and can short very easily causing a fire. A voltmeter is recommended as a good alternative.
4. This kit **IS NOT** set up with a resistance wire or a ballast resistor for a standard, points type ignition system. It is wired with a full 12 volt primary ignition feed that is hot in both the start and run positions. It will support HEI, MSD, other electronic ignition systems, as well as computerized Fuel Injection systems. If you wish to run a points type system, there are illustrations on the engine connection pages to do so. Extra parts that are not included in this kit will be required to complete that operation.



510303

510303 - Classic Update Series Kit 1953-56 Ford Truck

This kit contains the following components:

<u>Bag</u>	<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
	500042	Floor Dimmer Switch	1
	500919	Practice Terminal Crimping Set	1
	510145	Fuse, Relay, and Flasher Kit	1
M	510263	Rear Body Wiring Kit	1
	510264	Headlight Switch	1
G	510305	Dash and Main Harness Kit	1
N	510306	Headlight Bucket Kit	1
H	510307	Dash Cluster Kit	1
	510309	Ignition Switch	1
	510312	Grommet, Clamp, and Parts Kit	1
	92969976	Instruction Sheet for 510303, 53-56 truck kit	1
	92969977	Warning Sheet	1

Validate the kit contents with this component list. If there are any discrepancies with incorrect or missing parts, stop your installation and notify the supplier you purchased the kit from before proceeding



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www.americanautowire.com 856-933-0801

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