



**WARNING:** Validate the kit contents with the component list included on page 2 of this sheet before proceeding. 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. The new fusebox assembly is intended to be installed in the same approximate location as was the original, and the harness routed in the same fashion as was the original. The exact finished location of the new fusebox is not extremely critical as the new harness is long enough that it will install fine as long as the new fusebox is mounted in the general area of your stock original Corvette fusebox.

1. Grounding is extremely important with any Corvette due to the body being all fiberglass. Your new AAW kit has been engineered to utilize all the stock ground wire locations used on an original car. As long as you have good, clean grounding points, you should be OK. However, if your build is a bit more involved, you may want to consider the use of the AAW complete vehicle assembly grounding system, P/N 500717.
2. This kit only supports the use of a higher current self-exciting 1 wire, GM "SI" series, or other style internally regulated alternator. An adapter (that is not included with this kit) may be necessary for certain applications. The use of a stock, low amperage generator is seriously discouraged as it 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 that 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 current outputs were rated at maximum of about 25-40 amps. Modified vehicles 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.



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**510267**

92970018 instruction sheet Rev 0.0 6/9/2012

## 510267 - Classic Update Series Kit 1953-1962 Chevrolet Corvette

This kit contains the following components:

<u>Bag</u>	<u>Part Number</u>	<u>Description</u>	<u>Quantity</u>
	500684	Ignition Switch	1
	500862	Headlight Switch	1
	500919	Practice Terminal Crimping Set	1
	510145	Fuse, Relay, and Flasher kit	1
	510237	Floor Dimmer Switch	1
	510269	Dash Harness kit	1
	510270	Dash Cluster wiring kit	1
	510271	Rear Body Wiring kit	1
	510272	Courtesy Light kit	1
	510273	Headlight Connection kit	1
	92969868	Firewall Mounting Template	1
	92969849	Instruction Sheet for 510267, 53-62 Corvette	1
	92970018	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.



# 510267