

1973-79 Ford F100-350 Optional Dual Fuel Tank Harness

In this kit, you will find all the harness components necessary to make the connections needed if your truck has dual fuel tanks. Please use the directions on this page as well as the drawings and notes on page 2 of this instruction set to install your new AAW optional dual fuel tank harness. There are two different scenarios that existed, and both are outlined below:

1. The '73-'74 trucks **DID NOT** use a fuel flow control solenoid. The dash-mounted switch simply directed which sending unit your fuel gauge was reading (primary or secondary) at any given time. If you are going to use this kit, you must replace the original '73-'74 style switch (**WHICH IS NOT AVAILABLE**) with the later '75-'79 style switch as the main connector in this kit is set up for the later '75-'79 style switch only.
2. The '75-'79 trucks utilized a fuel flow control solenoid and the dash-mounted switch in those trucks controlled that fuel flow control solenoid as well as directing which sending unit the fuel gauge was actually reading.

Directions:

1. Plug the Fuel Selector Switch Extension A into the Dual Fuel Tank Wiring Assembly B (**do not plug the 2 position connectors together if being used in a '73-'74 application**) at branch 1 as shown on page 2, then plug the main switch connector onto the dash mounted '75-'79 style switch.
2. Route this harness over to the dash cluster area, select the purple wire with the female connector at branch 2, and plug it into the #30 tan "gas gauge" wire (with the mating male connector) on the dash/main harness (510342) from page 5, branch 5.
3. Next, select the tan wire with the male connector at branch 2, and plug it into the #30A tan "gas gauge" wire (with the mating female connector) on the dash/main harness (510342) from page 5, branch 5.
4. If your truck is a '75-'79 model, plug the 6 position connector at branch 3 from this harness containing the two tan wires into the dash/main harness (510342) accessory plug from branch 2, page 4 (you will need to remove the existing mating plug from the accessory connector that was plugged in at the factory prior to installing this new connector). If your truck is a '73-'74 model, you will NOT plug this connection in as it is only used to supply power to the fuel flow control solenoid, which is not used in the '73-4 applications.
5. **NOTE:** Anytime a '73-'79 Ford Truck had dual tanks, the rear mounted tank was always the primary tank. The tan "gas gauge" sender wire from the 510345 rear body kit should be routed and connected to that sending unit. There were 2 possible secondary tanks: an in-cab tank, or an external mid ship tank. If your secondary tank is an external mid ship unit, attach the mid ship aux. fuel tank extension wire to your sending unit, then attach the black wire to good known chassis ground. Next, route the long white "gas gauge aux tank" wire from branch 4 in this kit out through the firewall, over to the sending unit area, cut to length, install terminal D, and plug into connector E. Plug connector E into the Mid Ship Aux. Fuel Tank Extension as shown on page 2 of this instruction set to complete this circuit. If your secondary tank is an in-cab unit, route the long white "gas gauge aux tank" wire in this kit over to the sending unit area inside the cab, cut to length, install sleeve F and terminal G. Slide sleeve F back over top of the crimped area of terminal G and install it onto the threaded stud of your sending unit, then tighten the original attaching nut completing your fuel tank connection.
6. The '75-'79 trucks also utilized a fuel flow control solenoid. If your truck is a '75-'79 unit, you should have already plugged the 2 position connectors together in step 1, and the power feed connection into the dash/main harness in step 4. Next, route the long brown wire from branch 4 in this kit out through the firewall, down to the fuel flow control solenoid area, cut to length, and if using a newer replacement style solenoid with a studded connection, install sleeve F and terminal G as shown on page 2. Slide sleeve F back over top of the crimped area of terminal G, install it onto the threaded stud of your solenoid unit, then tighten the original attaching nut to complete your connection. If you are using an original solenoid with a male blade, that connector is not available; therefore, you will need to splice this wire to your original connection to complete the installation.

The kit consists of the following:

1. Fuel Selector Switch Extension A.
2. Dual Fuel Tank Wiring Assembly B.
3. Mid Ship Aux. Fuel Tank Extension C.
4. (2) female terminals D.
5. (1) female connector E.
6. (2) rubber sleeves F.
7. (3) ring terminals G.



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Classic Update Series
1973-79 Ford F100-350

Dual Fuel Tank Harness

510359

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If you have an electric fuel pump, or a need for an additional ignition fused accessory, plug it into this pigtail (Used only in 1975-79 applications when the 6 way plug to the right is plugged into the dash/main harness).

(Used only on a stock 1975-79 application) Plug this connector into the accessory connector from page 4, branch 2 of the 510342 main/dash instruction set.

(used only in 1975-79 applications)

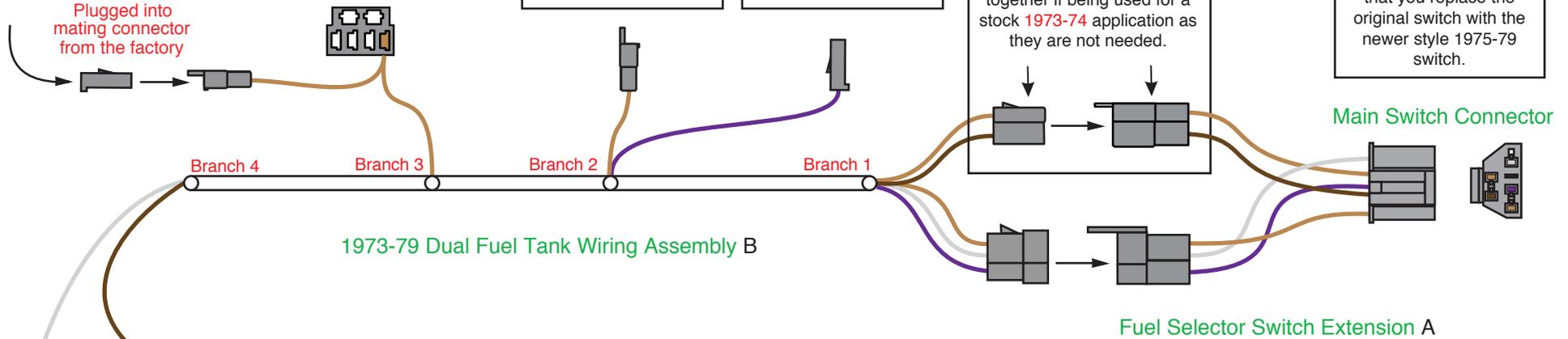
Plug this connector onto the #30A wire connector from page 5, branch 5 of the 510342 main/dash instruction set.

Plug this connector onto the #30 wire connector from page 5, branch 5 of the 510342 main/dash instruction set.

(used only in 1975-79 applications)

DO NOT plug these Fuel Solenoid Switch connections together if being used for a stock 1973-74 application as they are not needed.

Plug this main connector onto your stock dash mounted 1975-79 style dual fuel tank control switch. **NOTE:** Use of this new AAW harness on a 1973-74 truck requires that you replace the original switch with the newer style 1975-79 switch.



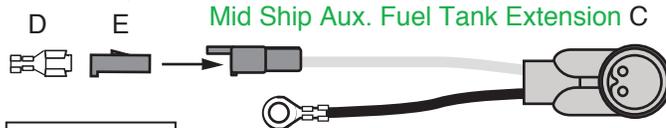
Fused 12v Ignition Wire for Fuel Control Solenoid
(used only in 1975-79 applications)



(above sleeve and terminal only used with a replacement fuel control solenoid)



(used only with external mid-ship fuel tank as your second tank)



↑ 1 or the other ↓

Attach this black wire to a good known chassis ground.

Attach this wire to the sender post on your "in-cab" fuel tank sender.



(used only with "in-cab" fuel tank as your second tank)

Plug this molded connector onto your mid-ship fuel tank sender.



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