



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. This kit does not contain any wiring for, nor will it support the use of some of the more obscure factory options such as the overhead reading or map lamp, time delay relay, overhead console, or door ajar lighting. There are no headlamp, dash panel dimmer, or ignition switches included with this kit. You will need to retain and re-use your originals, or locate replacements if your originals are missing. The original OEM dash harness wiring for any of the factory equipped A/C cars varied from year to year. None of that wiring is included with this kit, and therefore, this kit **WILL NOT** support the use of any Factory installed A/C set up. However, this kit will support the use of, and does contain all of the necessary wiring for a factory heater system. It also supplies power for any aftermarket A/C or heat system. The factory dash lighting was done through a separate stand-alone indirect lighting harness that snapped into the shroud above the overhang of the dash cluster assembly and illuminated the face of the dash cluster by shining down on it. The lamp sockets for this harness are very unique and are not commercially available. As with the factory set up, this harness is a separate unit that it **IS NOT** included as part of the dash harness, and will need to be re-used. Your original, factory stand-alone dash lighting harness will plug into the AAW dash harness "dash lighting candelabra" just exactly as it plugged into your original OEM dash harness "dash lighting candelabra". You will also need to re-use your original starter relay or purchase a new one from AAW (P/N 500007).
2. This kit only supports the use of a higher current self-exciting 1-wire alternator. An adapter will be necessary for any other 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 charge terminal to the starter battery terminal. 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 a 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 for a standard, points type ignition system. It is wired with a full 12 volt primary ignition feed that is hot in the run position. Primary ignition voltage in the starting position is handled via a full 12 volt bypass wire. Our system will support HEI, MSD, other electronic ignition systems, as well as most all 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 (ballist resistor) that are not included in this kit will be required to complete that operation.



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